

BLED TO DEATH

Tried to trim a wart with a razor and severed an artery. The only wart cure is "Putnam's," which removes warts, corns, calluses in one day. Insist on getting Putnam's Corn and Wart Extractor, it's the best, 25c. at all dealers.

Do not leave the oven door open to cool the oven. A better way will be to place a dish of cold water in the oven. The steam arising will prevent the food from burning.

Jelly Toast.

This is a cheap dessert for a family of four. Toast eight slices of bread; place toast in shallow dish; add a little milk and water and pinch of salt and place in oven for about four minutes. Then dot with butter and leave in oven long enough to melt butter. Remove from oven and add jelly to taste. Crabapple jelly is good.

Calling the suffragettes "Jane Doe" doesn't seem to stop 'em.

WOMAN'S RIGHT
TO GOOD HEALTH

Most Troubles Afflicting Women are Due to Weak, Watery Blood.

To every woman belongs the right to enjoy a healthy, active, happy life, yet nine out of every ten suffer years of agony, usually from some form of bloodlessness. That is why one sees on every side pale, thin cheeks, dull eyes and drooping figures—sure signs of headaches, weak backs, aching limbs and uncertain health. All weak, suffering women should win the right to be well by refreshing their weary bodies with the new, rich, red blood that promptly transforms them into healthy attractive women. This new, rich, red blood is supplied in abundance by Dr. Williams' Pink Pills, which reaches every organ and every nerve in the body. Through the use of these pills thousands of women have found a prompt cure when suffering from anaemia, indigestion, heart palpitation, rheumatism, general weakness, and those ailments from which women alone suffer. There is no part you will not find some former sufferer who has regained health and strength through the use of Dr. Williams' Pink Pills. Among the thousands of women who bear testimony to the value of Dr. Williams' Pink Pills is Mrs. W. Ferguson, Plattsburgh, Ont., who says: "After the birth of my second baby I was left very weak, and was steadily growing thinner and more bloodless. As time went on I became so run down that my friends thought I was in a decline, but none helped me until I was advised to take Dr. Williams' Pink Pills. I began taking them and was not long in finding that they were helping me, and by the time I had taken a half dozen boxes I felt like a new person. I had increased in weight, my color returned and I was again enjoying my old-time health. You may be sure when opportunity offers I will gladly recommend Dr. Williams' Pink Pills."

You can get Dr. Williams' Pink Pills through any medicine dealer or by mail at 50 cents a box or six boxes for \$2.50 from The Dr. Williams' Medicine Co., Brockville, Ont.

MARKET DAY IN SUNNY SOUTH
DESCRIBED BY A FLORIDA PAPER

Fresh Vegetables Can be Procured All the Year Round, But the Prices Quoted Seem to Range Quite as High as in Less Favored Climates.

Never yet has there been such a crowd of buyers at the public curb market as thronged the corner at Thirteenth street and Avenue E this morning, and the farmers were soon completely "bought out" of their large stocks of fruit and vegetables and canned goods.

Some householders appeared with baby carriages minus the babies, and at first observers were puzzled as to the idea of taking the empty vehicles for a morning walk, but the riddle was soon solved when the housewives began piling the carts full of grapefruit, radishes, eggs, tomatoes, lettuce, etc., to fortify the Sunday dinner.

Eggs, as pretty as were ever offered for sale, and "picked" yesterday, sold for 65 cents a dozen, representing a drop of five cents from three weeks ago. W. E. Ormsby, who farms one mile west and half a mile north of Larkins, had both White Leghorn and Rhode Island Red Eggs for sale. He has about 100 hens, which he says are doing well. They raise all their own chickens, and are thinking about entering some of their blooded stock at the fair.

Small tomatoes, ripened on the vine which would not do to ship, were sold by W. H. Cast at 35 cents a basket. First class tomatoes brought 75 and 80 cents a basket.

Tourists Are Interested. The market made a big impression several tourists there this morning.

Mrs. Garland Daniel of Greensboro, N. C., declared she was going to write her husband a real estate man, to come to Miami, because she wanted to live here where she could have fresh vegetables all the year round. And I believe Miami would be a mighty good field for a real estate man," she added shrewdly. Several other North Carolina people are here for the season.

ALASKA LAND OF
ROMANCE AND
OPPORTUNITIES

(Continued from page 6)

lives today in the heart of your city boy as well as in the lad from the mountain and country dale.

Dr. Sugden, a graduate of Edinburgh University and of the University of London, went to Alaska many years before the famous "gold rush." He was practising medicine, hunting, painting and writing books in Juneau in 1897 when the "foot of the

Cook's Cotton Root Compound.

A safe, reliable regulating medicine. Sold in three degrees of strength—No. 1, \$1; No. 2, \$2; No. 3, \$5 per bottle. Sold by all druggists, or sent prepaid on receipt of price. Free pamphlet. Address: THE COOK MEDICINE CO., TORONTO, ONT. (Formerly Walker's)

PALE CHEEKED WOMEN
TOLD ABOUT RESTORING
A ROSY COMPLEXION

A few years ago the girl with pale, drawn cheeks scarcely knew what to do in order to restore her fading appearance. At that time there was no blood-forming medium made that really would put color and strength into systems that were more or less worn out.

Today it's different. The blood can be quickly nourished, can be made rich, red and healthy. All you have to do is to take two Freezone Tablets with a sip or two of water after meals. The effect is almost magical.

Mothers, look at your children. Are they ruddy and strong—do they eat and sleep well, or are they pale, weak, and anaemic?

FERROZONE will rebuild them. Take your own case—is your blood strong and rich? Have you that old-time strength and vigor, or are you somewhat under the weather?

FERROZONE will supply the strengthening elements you require. It is a blood-forming nourishing tonic that makes every ailing person well.

FERROZONE is a marvellous remedy, it contains in concentrated form certain rare qualities that especially fit it in cases of anaemia, poor color, thin blood, tiredness, and loss of weight.

Every day you put off using FERROZONE you lose ground. Get it today, sold in 50 cent boxes by all dealers, or by mail from the Catarrozone Co., Kingston, Ont.

rainbow" was found. He went with others in the great race for gold and his services were commandeered by the Canadian Government, which made him a surgeon in the famous Northwest Mounted Police. He has had innumerable experiences in the multiplicity of adventures offered on America's "last frontier" and annually returns from his lecture and literary work trips in the United States and Europe to enjoy the thrill of the "rainbow land."

Wholesale Dry Goods and Woolens

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For Everybody

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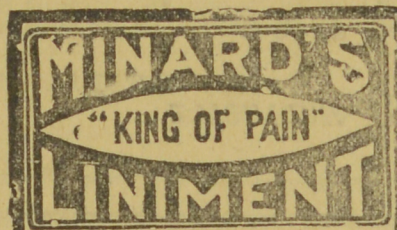
Estimates submitted without charge.

W. Allen Staples

634 Queen St. Opp. Court House

Mayence, Feb. 28.—Two gunboats of the Rhine fleet have steamed up the river from Mayence for Ludwigshafen, south of Mannheim, where they will be stationed indefinitely, owing to the recent Spartan uprising at Mannheim. There were many French soldiers in Ludwigshafen, but, according to reports their commanders have no intention of sending troops to Mannheim under the present commissions as Mannheim is within the neutral zone.

Never call a man a fool; he may know enough to resent it.



The old reliable remedy for rheumatism, neuralgia, sore throat and sprains.

Best Liniment Made

Dr. A. E. LAUNDY, EDMONTON, writes: "I fell from a building and received what the doctor called a very bad sprained ankle, and told me I was not to walk on it for four weeks. At MINARD'S LINIMENT and in six days I was out to work again. I think it the best Liniment made."

Minard's Liniment always gives satisfaction. For any ache or pain it gives instant relief.
Minard's Liniment Co., Limited
Yarmouth, N.S.

After Four Years of War

The Railway Situation as Viewed by President E. W. Beatty of the C.P.R.

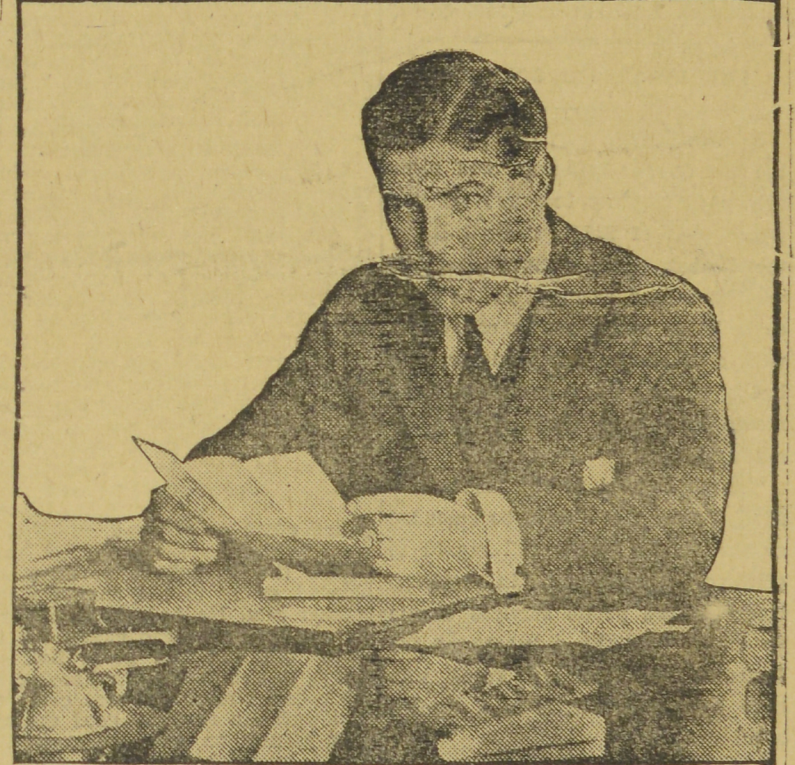
FOUR years of active participation in the war and intimate association with the problems which the emergency produced must, I think, have had such a pronounced effect on the thought and spirit of the Canadian people, as will enable them to grasp and overcome the after-the-war problems with confidence and ease.

"No record of Canada's share in the war—military, commercial, fiscal or economic, but adds to our pride in Canadians and Canadian institutions and stimulates confidence in our future. The problems ahead of us are indeed serious, but so was the war. Same optimism as to our future is justified.

"From a transportation standpoint the Canadian people have, I think, every reason to be satisfied. The efforts of the companies, both on land and sea during the period of the war, have been eminently successful, especially from the public point of view. In spite of weather conditions unprecedentedly severe, at no time was there an approach to a physical breakdown. At no time was any disposition shown by any company to refuse assistance to any other company temporarily and locally embarrassed as to equipment or facilities. At first by the companies themselves and later under the aegis of the Canadian Railway War Board a continuous effort was maintained. The efforts of the railways were co-ordinated in such a way as to accomplish the maximum result and still not destroy or even injure the legitimate business of any one company. The results were highly satisfactory and reflect great credit, not only on the directors of the companies and the War Board, but also on the officers and men of the companies, whose loyalty, self-sacrifice and efficiency made Canada's great transportation record possible.

"While periodic attempts are made to compel an immediate decision as to the permanent solution of the so-called railway problem—though so far as efficiency and rates are concerned, there is no problem that I can see—it must be admitted that next to the war itself no question so important in its effect upon the earning power and prosperity of Canadians, as this question of further Government ownership of railways, has ever faced us. It is too important to be decided merely upon the view of extremists on either side. It can only be properly determined by careful consideration on the part of the people after having obtained some knowledge of the principles underlying efficient railroad service, the facts as to the present efficiency of the roads, and the probable—not fanciful effect which any serious change of policy must have upon that service and facts.

"Many mistakes have been made in the past, due to the ambitions of men or the ill-considered action of Governments. No good purpose, so far as I can see, is served by dwelling on these mistakes now. They were sanctioned at the time by a majority of the people of Canada. They can now serve only as a warning against other popular mistakes of even greater magnitude. An error in the shaping of our railroad policy now—a policy which would be difficult to reverse—would carry with it consequences much more disastrous to the country than those of our previous railway miscalculations, for the reason that the systems involved are so much larger. It should be remembered too that mistakes in railway policies have been made in other countries besides Canada, and that the opportunity to observe the efforts, for example, of the United States, in attempting to correct their errors, is invaluable to us, the more so since this particular example of the United States comes nearer to paralleling



Canadian conditions—though the parallel is far from perfect—than any other that could possibly be chosen.

"The desire of everyone is that Canada should have to-day a railway system or systems so administered that the best service to the public will be obtained at the lowest rates consistent with fair wages, both for labor and capital. I say fair wages, because without them efficiency, loyalty and enterprise cannot be obtained, and without these things the quality of work which ensures efficient operation and low rates, cannot be secured. The question therefore is: Will Government ownership bring about this result? The question seems simple but is in reality complex. Theoretically much may be said in favor of Government ownership. Will those theories stand the test of practice? If these theories prove a failure initially, but correct themselves, as their exponents may urge, in course of time—how long a time can Canadian people afford to pay the losses on demoralized railroad service? Do they wish to launch out on the experiment now? Or wait until their near neighbors, the United States, have worked out their experiment a little more satisfactorily? The cost of our experiment could not fail to be great, a cost certain to be collected directly or indirectly from the pockets of the Canadian people. Railway men have an admirable slogan which I feel inclined to commend to the attention of the people of Canada at this moment, namely, "Stop, look and listen."

"I have my own view on public ownership of railways, but they are not unalterable. I am undoubtedly prejudiced by an association with one company. The company has slowly developed to a point of efficiency and successful operation. Looking back over that history one is amazed at the importance of the part played by men whose enterprise, resourcefulness and tenacity of purpose could not, I think, have been stimulated and given rein in any civil service. It has taken more than thirty odd years to make the C. P. R. as efficient as it is to-day. It was not easy. Even when accomplished this degree of efficiency can be quickly lost. The consciousness that it is so easily shattered is largely responsible for the constant and intense ambition on the part of officers and men to maintain and even improve on the tradi-

tion.

"This much may, it seems to me, be said with confidence now, namely, that we do not know enough that is encouraging about Government operation of large railway systems to justify any further excursions into that field at this time. To argue from the experience of old countries where civil service obtains a much better share of the ambitious young men than in Canada, or to argue from the alleged success of comparatively local affairs, or Government organizations dominated by exceptional personalities, is unfair—not to the railways but to the country which has so much at stake in this issue. We can well afford to wait, to study dispassionately our own situation and the experience of the United States before committing our country to serious changes in policy. The solution finally adopted in the United States will be of inestimable value to Canada. Meantime, too, the experience which Canada will now have of the present newly organized Government system will demonstrate many things. It will indicate very largely the general nature of the results we may hope to secure from an extension of the system.

"When we know more about Government operation in Canada and in the United States we may modify, or entirely alter the present arrangements. We shall be justified then in reconsidering our permanent policies. But to do so without the advantage of this information—information available in due time—in fact, without the knowledge essential to the determination of the problem would be to my mind, the height of folly.

"Even though a Government co-ordination of Canadian railways rather than the present voluntary co-ordination through the Canadian Railway War Board should show an immediate saving to the people of Canada—and the experience of Government co-ordination of United States railways holds out little hope for any such saving—the sum involved would be a drop in the bucket compared to the larger ultimate losses which in the event of the failure of such policy must inevitably result, and which could not be corrected. If I may be permitted to parody the old proverb, I should say "Nationalize in haste, repent at leisure."—From the Montreal "Gazette."

DOLLAR DAY

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|--------------------------------------------------------------------------------------------------------------------------------|------|
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