

MADAME JOHN REPPER, 395 RUE CHAMPLAIN, MONTREAL, INVITE TOUTES LES FEMMES MALADES A ALLER LA VOIR

ELLE EST ANXIEUSE DE LEUR DIRE CE QUE LES PILULES ROUGES ONT FAIT POUR ELLE.

QUE SON TMOIGNAGE SOIT POUR CHACUNE UNE NOUVELLE PREUVE EVIDENTE DE L'EFFICACITE DES PILULES ROUGES - LISEZ-LE ATTENTIVEMENT.

Les médecins, dit Mme John Repper, ne s'enrichiront certes jamais avec moi! Je n'ai recouru à leur assistance que dans certains cas où leur présence est requise. Et pourtant, j'ai été très malade, il y a quelques années, mais j'ai trouvé un moyen plus sûr, plus rapide et surtout plus économique pour me guérir: les Pilules Rouges. Voilà, à mon avis, tout ce qu'il faut aux femmes pour se maintenir en bonne santé ou se défaire au plus tôt d'un mal subit.

C'est parce que j'en ai fait l'heureuse expérience que je puis ainsi affirmer l'efficacité des Pilules Rouges.

Pendant près d'un an j'ai souffert de faiblesse générale accompagnée de fortes douleurs dans la poitrine et dans le dos. J'étais aussi continuellement enrhumée, je craignais même une affection de la gorge et des poumons. Dans tous les membres j'éprouvais d'étranges sensibilités et c'est surtout la nuit que cette espèce d'engourdissement douloureux me faisait le plus souffrir.

Ainsi privée de sommeil et d'appétit, je déprimais bien vite.

Un bon jour je lus, dans les journaux, qu'une personne avait été guérie par les Pilules Rouges, d'une maladie identique à la mienne.

A mon tour, j'essayai le même remède et avec succès!

J'en avais à peine pris une boîte que déjà ces douleurs dans le dos avaient cessé. Bientôt l'appétit me revint avec le sommeil. Mes membres s'assouplirent et tout mon mal disparut comme par enchantement.

A mesure que je prenais les Pilules Rouges je sentais réellement qu'elles produisaient un effet salutaire dans tout mon système. Non-seulement elles firent passer le mal dont j'étais affectée, mais de plus, elles rétablirent mes forces et me rendirent plus vigoureuse que jamais.

Pour en arriver à ce point de santé parfaite, il ne m'a fallu prendre que cinq boîtes de Pilules Rouges!

N'ai-je pas raison de proclamer l'efficacité des Pilules Rouges?

Aussi j'invite cordialement toutes les femmes malades à venir me voir. Celles qui peuvent douter encore partiront bien convaincues lorsque je leur aurai dit ce que les Pilules Rouges ont fait pour moi. — Mme John Repper, 395, rue Champlain, Montréal.

Ce témoignage de Madame Repper est, en tous points, corroboré par son mari qui a même voulu y apposer sa propre signature. C'est que les hommes sont aussi intéressés à ce que leurs épouses soient toujours en bonne santé.

Quand la femme manque, voyez-vous, tout va mal à la maison. La famille entière est éprouvée par la maladie de la mère. C'est pourquoi nous pouvons dire sans emphase que les Pilules Rouges font la joie et le bonheur des familles. C'est aussi une heureuse fortune pour ces braves ménages d'ouvriers, car, chez eux surtout, la santé et la force constituent le plus clair de leurs revenus et l'unique capital que savent si bien mettre à profit leur courage et leur énergie.

Les déclarations de Madame Repper sont catégoriques. Elle a été très malade. Sa maladie menaçait de prendre des proportions alarmantes. Elle ne voulait pas des médecins et avait peur des remèdes. Cependant elle eut confiance aux Pilules Rouges puisque celles-ci en avaient guéri d'autres. On a vu combien elle a eu raison de croire au témoignage d'une de ses semblables.

Dans tout cela il n'y a pourtant rien d'extraordinaire.



Mme J. REPPER, 395 Champlain, Montréal.

Les Pilules Rouges sont une médecine appropriée spécialement à la constitution de la femme. Elles répondent à tous leurs besoins et suppléent abondamment à tout ce qui manque chez elles, reparent tous les défauts de leur organisme.

On ne peut donc pas s'attendre à d'autres résultats qu'à ceux qui se produisent infailliblement dans tous les cas où les Pilules Rouges sont essayées. Le contraire ne serait pas vraisemblable et ce serait un démenti à la science médicale, puis à la longue expérience des Médecins qui ont arrêté la formule exacte et précise des Pilules Rouges telles que préparées par la Cie Chimique Franco-Américaine.

CONSULTATIONS GRATUITES. — Adressez-vous par lettre ou personnellement, au No. 274, rue Saint-Denis, si vous désirez avoir des conseils. Les Médecins de la Cie Chimique Franco-Américaine vous donneront, tout à fait gratuitement, les informations nécessaires pour l'emploi des Pilules Rouges et vous indiqueront aussi un autre traitement si votre maladie le requiert.

DEFIEZ-VOUS. — Les Pilules Rouges sont toujours vendues en boîtes de 50 pilules. Chaque boîte est recouverte d'une étiquette imprimée en rouge sur du papier blanc. Les Pilules Rouges que les marchands vous vendent à l'once, au 100 ou à 25c la boîte, ne sont pas des nôtres; ce sont des imitations, car jamais nos Pilules Rouges ne sont vendues de cette manière.

Ces charlatans qui se font appeler docteurs, passant par les campagnes, allant de maison en maison, se disant envoyés par la Cie Chimique Franco-Américaine, sont des imposteurs toujours, car jamais nos Médecins ne sortent de leurs bureaux pour soigner les femmes malades.

Si votre marchand n'a pas les Pilules Rouges de la Cie Chimique Franco-Américaine, envoyez-nous 50c pour une boîte ou \$2.50 pour six boîtes, ayant bien soin de faire enregistrer votre lettre contenant de l'argent, et vous recevrez, par le retour de la malle, les véritables Pilules Rouges.

Adressez toutes vos lettres: CIE CHIMIQUE FRANCO-AMERICAINE, 274, rue Saint-Denis, Montréal.

Rockefeller in which the richest man not only reveals several surprising sides to his character, but illustrates them by a number of striking photographs loaned exclusively to the magazine. Among the incidents related of Mr. Rockefeller's career is the following.

It happened about forty-four years ago, when Abraham Lincoln was nearly suffocated with trouble. New troops were required and money needed. Rockefeller, then a young man, had not as yet been accused of being a billionaire. He was strong for the Union, however. His office was at that time on River Street, Cleveland. Capt. Scofield came in one day with thirty raw recruits. The young business man saw what was needed, walked to his small safe, took out a bag of real money, giving to each man \$10. When outside one recruit remarked, "God, but he must be rich." And another one said, "Yes, they say he is a rich man—that he is worth as much as \$10,000!"

NEW CITY OF THE PACIFIC

PRINCE RUPERT, THE GRAND TRUNK'S WESTERN TERMINUS.

Planned to Make it a Model Seaport—The Harbor Commodious and Safe and the Surrounding Territory Picturesque and Productive.

VICTORIA, B. C., Dec. 5.—The new city which the Grand Trunk Pacific Railway Company proposes establishing at its western terminus on Kaien Island is already taking shape. The city has been named Prince Rupert, after the cousin of King Charles II. of England, who was first Governor of the Hudson's Bay Company.

A trip to Prince Rupert fills the visitor with the enthusiasm and optimism which the head officials of the road are displaying. Imagine a wide channel leading into a land-locked harbor a mile in width, whose waters extend far inland beyond the expansive basin which forms the harbor itself, and some idea can be formed of the great port which, it may be said without exaggeration, will be capable of accommodating all the fleets of the Pacific coast. It might be lost in that of Prince Rupert.

Fringing the shores of this great day, Kaien Island and the adjacent mainland present a panorama of almost unbroken forest, while Digby Island stretches itself across the entrance of the city to protect it from the swells of the Pacific. Mountains towering two thousand feet above the water perform a similar office in shielding the town from the winds blowing off land. The green mass of fir and cedar is scarce here and there by the location camps of the survey parties, while a small wharf provides landing accommodation for the coasting steamers. Apart from these all is yet virgin wilderness.

The site is picturesque. The land slopes back gently for distances ranging from half a mile to two or three miles. Here and there the ground rises abruptly, providing the necessary fall for drainage and sewerage, while a shore line five or six miles in extent sweeps around the front of the future city. The view from these elevated stations and from the beach is charming. On the opposite shore mountains slope down to the water.

To the northwest, through a channel studded with islands, is to be seen the famous Indian village of Metlakhatla, known on the coast as "The Holy City." This village was laid out by the missionary Ducau. Here he taught his copper colored disciples to imbrace the arts and trades of the white man and founded what was intended to be a model settlement. Later trouble arose between Ducau and his Bishop and the Indians migrated to a settlement on the Alaskan coast. Opposite Prince Rupert rises Mount Hays, named after the

President of the line. It is more than three thousand feet high.

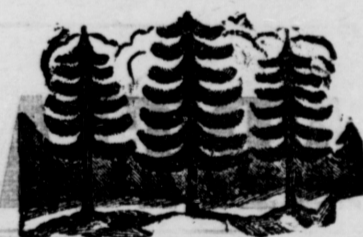
The railway men are proceeding upon somewhat novel lines in founding the city. Before an acre of land is put on the market the best expert advice is to be obtained in planning the city on the most up to date lines. When the official party of the railroad were last on the Coast they saw in Seattle houses, hotels and business blocks being torn down in order to permit of lowering the street grades and correcting other defects in the laying out of that city. This is to be obviated in Prince Rupert, which is intended to be the city beautiful of the Coast. Five parties are now engaged in a careful topographical survey of the whole townsite. When this is complete their plans will go before a board of engineers and landscape gardeners, and they will decide upon the best lines to adopt in building the city proper.

The city itself is in a trade sense born to the purple. Not only will it be the Pacific terminus of the shortest transcontinental system in America with the lowest grades of any line traversing North America, but through its gates will pour the vast westbound trade of that line to the opulent Orient. Immediately behind it lies a virgin territory of immense potentiality quite equal in coal, gold, timber and agricultural land to the southern portion of the province. Already preparations are being made to open up the great coal deposits of the Telqua, on the main line of the railway.

Immediately in front of the city a rich harvest lies waiting. The richest halibut banks in the world, those of Queen Charlotte Island, lie within five hours steaming of the docks of the new city. It is to those banks that the New England Fish company of Boston sends its fleet of steamers, and loads from their catch the halibut specials which carry the frozen fish to the tables of New York Philadelphia and the New England States. Salmon, clams, herring, and other food fish abound in the neighborhood. The railway company is fostering new organizations to exploit this wealth.

The climate is extremely mild, snow seldom falls and work is carried on in the open year around. Within the past few weeks the work of surveying the actual line of the railway from Prince Rupert east has begun. Several preliminary surveys were made last summer, but the line is now being definitely located.—N. Y. Sun, Dec. 9, 1906.

DR. WOOD'S



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Mrs. Norma Swanston, Cargill, Ont., writes: "I take great pleasure in recommending Dr. Wood's Norway Pine Syrup. I had a very bad cold, could not sleep at night for the coughing and bad pains in my chest and lungs. I only used half a bottle of Dr. Wood's Norway Pine Syrup and was perfectly well again."

Price 25 cents a bottle.

Avis

M. Paul B. Perry est notre agent pour Rogersville, N. B.

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competitors, and

save to them the

trouble and ex-

pense of going to

Summerside or

Charlottetown

NEEDS OF THE WEST

Letter from Mr. A. J. McFadyen of Tignish

REGARDING THAT TIME TABLE

THAT IS THE SOURCE OF GENERAL DISSATISFACTION

SIR:—Mr. Hughes' letter in the Guardian gives the impression that the indignation meeting was called for the fun of it, that there was nothing to protest against, that when the Minister visited the province, there was no trouble. The Minister came "to meet the business men, here their grievances, listen to their requests or suggestions and endeavor to meet their wishes." To my knowledge the Minister did this with attention and apparent sympathy. A few small requests were made that have not yet been granted, to say: filling of an unsightly slough hole in the Tignish railway grounds, the adding of few pieces of plank to the platform at Tignish station, to save the limbs and lives of passengers leaving the cars at night, and re-

storing to us the daily second train west from Charlottetown. He could only, however, bring to the Minister's notice the iniquities of the past. Notwithstanding the credit given us for skill in protesting, it was beyond us to anticipate the ingenuity of the time-table maker of the P. E. I. Railway. When that monstrosity, the tentative time-table was published, Boards of Trade of this County passed upon it. Summerside Board effected a compromise and gained a second train between that town and Charlottetown, but nothing west of Summerside was gained. We did, however, build on the fact that the necessity for retrenchment was relieved and that the department would carry out the principle admitted: that a dual train service was required on the western section.

Mr Hughes has no cause for complaint, he has both the wister steamers and sufficient train service for the needs of his County, the freight rates although outrageous the hauls are short. If he will imagine himself at the western end of the line, paying ridiculous rates for long hauls, subjected to the vexatious delays of mails being

held up to suit the whims of officials, he will appreciate the disabilities of the western section of the province. One train a day cannot serve the requirements of the people, it will serve for through passengers, but cannot be arranged to serve way passengers. To take train for an hour's banking business at Alberton, you leave at six a. m., and return about eight p. m.; or from O'Leary, you would require two nights and a day; so that, the road is not a means of development to this section of country. We think we are not unreasonable in maintaining that we should have two trains a day the year round and a through and continuous mail delivery. If the Minister will not grant us this, let him tell us so squarely, and end our expectations and put a stop to the injustice that we may be doing his officials.

Yours etc.
A. J. McFadyen

Tignish.

When Rockefeller Financed a War

The WOMEN'S HOME COMPANION for January contains a remarkable interview with John D.