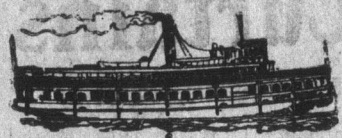


TIME TABLE



Steamer City of Chatham

Will make her regular round trip from Chatham to Detroit every MONDAY and WEDNESDAY, leaving Rankin Dock, South Chatham, at 7:30 a.m., and returning leaves Detroit, foot of Randolph Street, at 3:00 p.m., Detroit time, or 4 p.m. Chatham time.

Will also make round trips from Detroit to Chatham every FRIDAY and SATURDAY, leaving Detroit, foot of Randolph Street, at 8 a.m. Detroit time, or 9 a.m. Chatham time, returning will leave Chatham 3 p.m. Detroit time, or 4 p.m. Chatham time, arriving in Detroit about 8 p.m.

SINGLE TRIPS—Thursday leaving Chatham at 9:30 a.m., Sunday leaving Detroit at 8 o'clock, Detroit time, or 9 p.m. Chatham time. Round trip, 75c.; One way, 50c. A. MURPHY, Master.

T. L. McRITCHIE, M.D.

Office: Fifth Street.
NEXT HARRISON HALL. PHONE 435

R. W. RUTHERFORD, M.D.

EYE, EAR, NOSE AND THROAT
SPECIALIST.
GENITO-URINARY DISEASES.
GLASSES PROPERLY FITTED.
11 KING ST. EAST, CHATHAM

FLEMING & HARPER.

GENERAL
INSURANCE AGENTS.

Office: 163 King St. West, P. O.
Box 836; Telephone
58.

All kinds of Fire, Life,
Accident, Marine and
Plate Glass Insurance
effected at Lowest
Rates.

Call, Write or Telephone for Our Rates
Before Insuring Elsewhere.

A
RUSH

For Hand-painted CHINA in
Chocolate Sets and all other small
pieces try this Store.

I purchased a large shipment for
June, but did not receive it until
July, and to dispose of it I am sell-
ing at killing prices! What is nicer
for a gift than a piece of Hand-
painted CHINA?

Don't forget place

Sign of Big Clock,

A. A. JORDAN'S

Phone 468
Store closed every Thursday Afternoon
in July and August.

CLOTHES CLEANED
PRESSED & REPAIRED

At Lowest Prices

We carry a large range of Suits,
and guarantee a
perfect fit.

JAS. E. GOODALL,
TAILOR

5th St.—Over the Bridge next the Laundry

R. A. MURPHY

Real Estate, Insurance and Financial
Broker
MONEY TO LOAN

WISE PEOPLE BUY OUR DOMINION
ORGANS and PIANOS

Their tone, wearing
quality and finish appeal
to the most exacting.
See us for explanation
of extra points over other
terms and prices. Also see our latest
Flying Sewing Machine, latest out.

YRELL'S MUSIC STORE King St. West
Chatham

Ask for Minard's and take no other

From Minimum
to Maximum.

By WILLIAM F. BRYAN.

Copyright, 1907, by M. M. Cunningham.

Out of the night came the sound of
galloping hoofs and the staccato bark
of small arms. Little Bradley, who
had arrived at the Shaw ranch that
evening on his first visit west, promp-
tly dropped under the billiard table.
The others, to whom it was an old
story, glanced out of the window and
went on with their game.

"Looks like a part of the B 4 outfit,"
remarked Callender carelessly as he
chucked his cue. "Come on out, Brad-
ley. They're merely some joyous cow
punching souls on their evening out.
Going down to the Palace, I imagine."

Bradley, red both from exertion and
chagrin, emerged from beneath the ta-



"I'D GIVE HALF A MILLION TO HAVE THAT
COLLECTION OF DIVES MOVED."

ble and picked up his cue. "I thought
that people out here had quit those
fool tricks," he explained, his teeth
still chattering.

"They have, except for special occa-
sions. But when they do turn loose
they generally give us a salute in
passing."

"The Palace is that drinking place
down the road?"
"Just that. You see," explained Cal-
lender, "when Colonel Shaw bought
his ranch there was one quarter section
he could not get hold of, owned by a
stubborn brute of a fellow who would
not let go. That was the foundation
of the town of Minimum."

"Penny name?" commented Bradley.
"That's why they took it. The original
holder has been dead some years
now, but the town goes on. You see,
it's nearer the mines by ten miles than
the railroad town, and between the
miners and the cowboys things are
kept lively."

"They don't like the colonel because
he objects to the rum holes they run,
almost at his door, and when things are
muzzled up, they generally ride past
and give us a salute. It's only once or
twice that the shots have come
through. As a rule they fire into the
air."

Some one called Bradley to make his
shot, and the matter was not again
taken up until late that evening, when
Bradley and his host sat chatting in
the smoking room, and the guests good
naturedly told the story of his fight.

"I'd give half a million to have that
collection of dives moved away," said
Colonel Shaw bitterly. "I suppose when
the railroad comes it will be still
worse."

"The L. C. L. cutoff?" asked Bradley.
"Are they coming through here?"
"Right past the town," assented the
colonel. "I think I shall have to give
up the idea of living here. I had hoped
to buy up all the land and have the
finest place around here in my old
age."

"How much are you really willing to
spend?" demanded Bradley. "I mean
business."

"And I meant the half million. I of-
fered old Pete \$200,000 for the quarter
before the town grew up, when he just
had a little saloon down in one corner."

Bradley gravely put out a hand so
white and slender that men seldom as-
sisted the strength of his grip. "I'll
do it and make a profit in the end," he
announced.

Colonel Shaw shook hands gravely
enough, but he smiled beneath his
heavy mustache. A six footer himself,
he had all the big man's contempt for
the little fellow. How could Bradley,
with his five feet seven, conquer where
his six feet two had failed?

But he rather liked Bradley in spite
of his handicap of size. Of course, he
was impossible as a tutor for Nancy's
hand, though personally he was a good
sort of chap.

The following morning Bradley
stroled down to the Palace for a drink,
and in ten minutes he had picked up
an acquaintance with the proprietor.
That evening at the dinner table his
announcement that he found Pete
Buckley rather a companionable sort
of chap created an even greater sensa-
tion than had his performance of the
night before.

"He didn't throw you out?" cried
Colonel Shaw in amazement.

"Not a bit of it," said Bradley com-
fortably, blissfully ignorant of the fact
that the colonel himself had been sub-
jected to that indignity, as well as all
and sundry of his previous guests who
had strayed into the Palace. "We had

a couple of bottles of champagne and
quite a long chat."

All of the guests were regarding
Bradley curiously, but that did not af-
fect Bradley. He was chatting with
Nancy, and he did not even hear the
colonel's muttered explanation:

"He was so little they were ashamed
to hurt him."

Bradley's visit was the first of sev-
eral during the week, and when he
started back to town it was with a bot-
tle of "Buckley's Best" (which was
very bad indeed) in his travelling bag
and a hearty sendoff from the "regu-
lars."

He was back again in a couple of
weeks, and the colonel regarded curi-
ously the smile of contentment that
played about his lips when Minimum
was mentioned. Bradley refused to
divulge any of his plans and diverted
discussion by the announcement that
the L. C. L. had decided to run the line
three miles farther to the south.

The statement was received with in-
credulity until Bradley pointed out the
advantages to be gained, and the col-
onel sighed contentedly. Not only would
the line leave his property untouched,
but Minimum would not be a railroad
town.

Down at Minimum the news was re-
ceived with less placidity. Buckley
promptly decided that it was the col-
onel's work and was for immediate ex-
termination of his neighbor. Only
Bradley's arguments induced him to
abandon the plan, and when his ex-
citement had cooled somewhat he and
Bradley went into executive session.

That evening as Bradley strolled in
to dinner the smile had broadened, and
he looked pityingly at young Callen-
der, who was generally supposed to be
the colonel's choker for a son-in-law.

It was when the others had gone off
to play billiards that he dropped into
the library, where the colonel sat writ-
ing.

"It's going to cost you about \$30,000
and two half sections of good land,"
he announced. "Will that be all
right?"

"Which half sections?" queried the
colonel.

Bradley indicated them on the map.
"I'll deed them to you tomorrow,"
agreed the colonel. "How did you do
it?"

"Sympathized with Buckley," ex-
plained Bradley. "Told him it was a
shame that the line of the road was
transferred south, without explaining
that it took me a week to argue my
uncle into changing the route—Uncle
Jim's president of the road, you know.
Then I pointed out that we could get
some land to the south where we could
spread out as we never could in Min-
imum, and I undertook to induce you to
give up the land."

"Then I volunteered the promise that
you would duplicate the town build-
ings on the new site as a bonus, and
Buckley gets the extra quarter section
for more town lots. He's so profoundly
grateful that he wants to take me in
as a partner."

"And all this has taken you less than
three weeks," said the colonel, admiringly.
"Why, man, I've worked for
twelve years to get that quarter sec-
tion."

"By force alone you shall not con-
quer," quoted Bradley softly. "I've
seen little fellows have our uses, colonel.
I guess I'll see if there's a chance to
get into the game in the billiard room.
We can fix up the titles and the con-
tracts in the morning."

He stroled out, but the colonel did
not resume his work. He wheeled
about, staring into the fire.

It was a twelve mile drive to the
county seat, where the papers were re-
corded, and as they drove home in the
twilight of the next evening the col-
onel reined in his horse in front of Min-
imum. Across the front of the Palace
was an oldfash sign which read:

On or before July 1
This town will
Rename
to
Maximum
Three miles down the road.

"My name," chuckled Bradley as the
horses moved on. "Suppose we cele-
brate by making a bonfire of the town?"

"That'll be a good site for you to
build when you marry Nancy," chuck-
led the colonel—"that is, if you still
want her."

"If" echoed Bradley. "It was to
gain her that I worked so hard."

"You've earned her," assured the
colonel. "I'm proud of you, my boy."

Pat's Reasoning.
An Englishman and an Irishman
were walking along a country road
when they came to a farmyard and
stole a horse from the stable. Pat,
thinking that the horse was no good
without the cart, stole a cart from
the same place. The news at once
spread about that Farmer Giles had
a horse and cart stolen, and the
police were sent on their track. The
policeman, meeting the Englishman
with the horse, inquired of him where
he got the horse, the Englishman re-
plying that the animal belonged to
him.

"How can you prove it?" asked the
policeman.

"Because I have had it since it was
a foal," was the answer.

Pat overheard this conversation. He
was pulling the cart along when the
policeman stopped him, asking him if
the cart belonged to him.

"Sure," said Pat. "Why, I have had
it since ever since it was a wheel-
barrow."—Judge's Library.

Promptness.
Mr. Newcaston—the man that mar-
ries my daughter must be worth at
least \$50,000.

Cholly Alkrist—Yes, that's about
what I figured it was worth. Could
you write me out a check for it now?
—Des Moines Register.

BREYER—A common-sense
summer-comfort collar, 1 1/2
in. at back; 2 1/2 in. in
front; points
2 1/2 in. wide.

**20c
each
3 for 80c**

**WATER LINEN
Collars**

IRISH linen, sewn better
than seems needful for accuracy
and shape-holding quality. Save
both money and time.

Demand the brand!
Makers, Berlin, Canada

Phases of the National Game.

There are two sides to almost any-
thing, and the national game is far
from being an exception. From the
standpoint of the baseball enthusiast
"our town has a club in the league."
From the standpoint of the profes-
sional player the league has a club in
each city. In the heart of the baseball pa-
triot our club is a band of heroes, going
out to conquer other cities and uphold
our honor. In the mind of the man
with soil so dead they are stock com-
panies—properly financed. To the ex-
cited partisans at a game each player
is an earnest contestant for his side.
To the man who is from foreign parts
it would be an important fact that
they are hired men, employees with
salaries set by companies that all be-
long to the same corporation, and that
they get their pay for playing and not
for winning. To the public it is a
game. To the president of the com-
pany it may be a good or bad "per-
formance."—Century.

Cures Woman's Weaknesses.

We refer to that boon to weak, nervous,
suffering women known as Dr. Pierce's
Favorite Prescription.
Dr. John Fife one of the Editorial Staff
of THE BOSTON MEDICAL REVIEW says
of Unicorn root (*Helonias Dioica*) which
is one of the chief ingredients of the "Fa-
vorite Prescription":

"A remedy which invariably acts as a re-
gulator of the female system, and as a
stimulant of the entire reproductive system."
He continues: "In Helonias we have a medica-
ment more fully answers the above
purposes than any other drug with which I am
acquainted. In the treatment of diseases of
the female system it is seldom that a case is
seen which does not present some indication
for the use of this root. It is a powerful
stimulant of the reproductive system, and
the following are among the leading
indications for Helonias (Unicorn root). Pain
or aching in the back, with leucorrhoea;
atonic (weak) conditions of the reproductive
organs of women, mental depression and
irritability, with chronic diseases of the
reproductive organs of women; constant
sensation of heat in the region of the kid-
neys; menorrhagia (flooding), due to a weak-
ened condition of the reproductive system;
amenorrhoea. In this year, the Great
Western and the Northern, now parts
of the Grand Trunk, were projected.
The Great Western ran from Hamil-
ton to Sandwich. A rather interesting
feature of the charter to that road
was a provision that if the enterprise
could fail to yield sufficient money to
pay the interest on the bonds, the
districts through which it runs should
be assessed to meet the deficiency and
to pay the principal."

The West of That Day.
The Great Western was devised as
a means for furthering settlement, as
also was the Northern from Toronto
to Collingwood. The section of Up-
per Canada, beyond Hamilton, was
known in 1837 as "The Great West,"
and to "The Great West" people soon
began to move. A Hamilton paper
mentions in that year that "every
day, a dozen or two well laden wa-
gonettes on the way to the land of
promise." At this period the idea of
sending emigration agents to England
was broached, and the Governor was
petitioned to carry out that policy.

The trip across the Atlantic seventy
years ago took from fifty to seventy
five days, and it was not a very safe
voyage. In 1835 several ships bound
for Canada were lost, and with them
730 emigrants.

Relations With Britain.
We had no responsible Government
at that time. Nor had we the right to
manage our own tariff or our own
postal affairs. The tariff was fixed by
the Home authorities, on the prin-
ciple of a reciprocal preference. The
British admitted our products on
favored terms, and we received British
goods at a lower rate of duty than
was charged on foreign goods. For-
eign-made articles paid thirty per
cent. ad valorem on reaching Canada.
Similar British-made articles paid
only two and a half per cent. The postal
service was low and expensive. Be-
tween Montreal and Toronto there
were three mails a week, and the
postage on a letter was 30 cents. The
people at that time seem to have been
content with the management of the
postoffice by the Imperial authorities.

The trip across the Atlantic seventy
years ago took from fifty to seventy
five days, and it was not a very safe
voyage. In 1835 several ships bound
for Canada were lost, and with them
730 emigrants.

Relations With Britain.
We had no responsible Government
at that time. Nor had we the right to
manage our own tariff or our own
postal affairs. The tariff was fixed by
the Home authorities, on the prin-
ciple of a reciprocal preference. The
British admitted our products on
favored terms, and we received British
goods at a lower rate of duty than
was charged on foreign goods. For-
eign-made articles paid thirty per
cent. ad valorem on reaching Canada.
Similar British-made articles paid
only two and a half per cent. The postal
service was low and expensive. Be-
tween Montreal and Toronto there
were three mails a week, and the
postage on a letter was 30 cents. The
people at that time seem to have been
content with the management of the
postoffice by the Imperial authorities.

The trip across the Atlantic seventy
years ago took from fifty to seventy
five days, and it was not a very safe
voyage. In 1835 several ships bound
for Canada were lost, and with them
730 emigrants.

Relations With Britain.
We had no responsible Government
at that time. Nor had we the right to
manage our own tariff or our own
postal affairs. The tariff was fixed by
the Home authorities, on the prin-
ciple of a reciprocal preference. The
British admitted our products on
favored terms, and we received British
goods at a lower rate of duty than
was charged on foreign goods. For-
eign-made articles paid thirty per
cent. ad valorem on reaching Canada.
Similar British-made articles paid
only two and a half per cent. The postal
service was low and expensive. Be-
tween Montreal and Toronto there
were three mails a week, and the
postage on a letter was 30 cents. The
people at that time seem to have been
content with the management of the
postoffice by the Imperial authorities.

The trip across the Atlantic seventy
years ago took from fifty to seventy
five days, and it was not a very safe
voyage. In 1835 several ships bound
for Canada were lost, and with them
730 emigrants.

Relations With Britain.
We had no responsible Government
at that time. Nor had we the right to
manage our own tariff or our own
postal affairs. The tariff was fixed by
the Home authorities, on the prin-
ciple of a reciprocal preference. The
British admitted our products on
favored terms, and we received British
goods at a lower rate of duty than
was charged on foreign goods. For-
eign-made articles paid thirty per
cent. ad valorem on reaching Canada.
Similar British-made articles paid
only two and a half per cent. The postal
service was low and expensive. Be-
tween Montreal and Toronto there
were three mails a week, and the
postage on a letter was 30 cents. The
people at that time seem to have been
content with the management of the
postoffice by the Imperial authorities.

The trip across the Atlantic seventy
years ago took from fifty to seventy
five days, and it was not a very safe
voyage. In 1835 several ships bound
for Canada were lost, and with them
730 emigrants.

Relations With Britain.
We had no responsible Government
at that time. Nor had we the right to
manage our own tariff or our own
postal affairs. The tariff was fixed by
the Home authorities, on the prin-
ciple of a reciprocal preference. The
British admitted our products on
favored terms, and we received British
goods at a lower rate of duty than
was charged on foreign goods. For-
eign-made articles paid thirty per
cent. ad valorem on reaching Canada.
Similar British-made articles paid
only two and a half per cent. The postal
service was low and expensive. Be-
tween Montreal and Toronto there
were three mails a week, and the
postage on a letter was 30 cents. The
people at that time seem to have been
content with the management of the
postoffice by the Imperial authorities.

The trip across the Atlantic seventy
years ago took from fifty to seventy
five days, and it was not a very safe
voyage. In 1835 several ships bound
for Canada were lost, and with them
730 emigrants.

Relations With Britain.
We had no responsible Government
at that time. Nor had we the right to
manage our own tariff or our own
postal affairs. The tariff was fixed by
the Home authorities, on the prin-
ciple of a reciprocal preference. The
British admitted our products on
favored terms, and we received British
goods at a lower rate of duty than
was charged on foreign goods. For-
eign-made articles paid thirty per
cent. ad valorem on reaching Canada.
Similar British-made articles paid
only two and a half per cent. The postal
service was low and expensive. Be-
tween Montreal and Toronto there
were three mails a week, and the
postage on a letter was 30 cents. The
people at that time seem to have been
content with the management of the
postoffice by the Imperial authorities.

The trip across the Atlantic seventy
years ago took from fifty to seventy
five days, and it was not a very safe
voyage. In 1835 several ships bound
for Canada were lost, and with them
730 emigrants.

Relations With Britain.
We had no responsible Government
at that time. Nor had we the right to
manage our own tariff or our own
postal affairs. The tariff was fixed by
the Home authorities, on the prin-
ciple of a reciprocal preference. The
British admitted our products on
favored terms, and we received British
goods at a lower rate of duty than
was charged on foreign goods. For-
eign-made articles paid thirty per
cent. ad valorem on reaching Canada.
Similar British-made articles paid
only two and a half per cent. The postal
service was low and expensive. Be-
tween Montreal and Toronto there
were three mails a week, and the
postage on a letter was 30 cents. The
people at that time seem to have been
content with the management of the
postoffice by the Imperial authorities.

The trip across the Atlantic seventy
years ago took from fifty to seventy
five days, and it was not a very safe
voyage. In 1835 several ships bound
for Canada were lost, and with them
730 emigrants.

Relations With Britain.
We had no responsible Government
at that time. Nor had we the right to
manage our own tariff or our own
postal affairs. The tariff was fixed by
the Home authorities, on the prin-
ciple of a reciprocal preference. The
British admitted our products on
favored terms, and we received British
goods at a lower rate of duty than
was charged on foreign goods. For-
eign-made articles paid thirty per
cent. ad valorem on reaching Canada.
Similar British-made articles paid
only two and a half per cent. The postal
service was low and expensive. Be-
tween Montreal and Toronto there
were three mails a week, and the
postage on a letter was 30 cents. The
people at that time seem to have been
content with the management of the
postoffice by the Imperial authorities.

The trip across the Atlantic seventy
years ago took from fifty to seventy
five days, and it was not a very safe
voyage. In 1835 several ships bound
for Canada were lost, and with them
730 emigrants.

Relations With Britain.
We had no responsible Government
at that time. Nor had we the right to
manage our own tariff or our own
postal affairs. The tariff was fixed by
the Home authorities, on the prin-
ciple of a reciprocal preference. The
British admitted our products on
favored terms, and we received British
goods at a lower rate of duty than
was charged on foreign goods. For-
eign-made articles paid thirty per
cent. ad valorem on reaching Canada.
Similar British-made articles paid
only two and a half per cent. The postal
service was low and expensive. Be-
tween Montreal and Toronto there
were three mails a week, and the
postage on a letter was 30 cents. The
people at that time seem to have been
content with the management of the
postoffice by the Imperial authorities.

CANADA IN TIME PAST

AFFAIRS IN THE DOMINION SEV-
ENTY YEARS AGO, IN 1837.

The Year Without a Summer—Climatic
Changes—Advance In Social
Conditions—Duelling Was Then
Prevalent—Laws Now More Hu-
man—Educational Progress—Prim-
itive Methods In Vogue.

The weather wise tell us that for
sixty-five years there has not been
so cold and so backward a spring as
that we have recently experienced.
However this may be, it is a fact that
in olden times the summer was not
always hasty in making an appear-
ance. In 1816 the northern half
of the continent had what is known to
history as the year without a sum-
mer. Frost and snow were common
in June and on July 5 ice formed in
New England, New York, and some
parts of Pennsylvania. The Canadian
provinces, of course, were not excep-
tionally treated.

The Spring of '37.
The year 1837 gave us another ex-
traordinary spring. The country had
had a very hard winter, and it seem-
ed as if the summer would never
come. In April the snow was so deep
throughout Quebec that the moose
and deer were unable to escape the
pursuer, and in May there were fur-
ther falls of snow, with ice forma-
tions in the St. Lawrence. Upper
Canada was unfortunately not so
fortunate. On May 23rd it was re-
ported that there had been frost
for a week, and well into June the
cold continued. It was feared that
there would be no crops; but the
weather took a turn for the better
later on, and the harvest was not as
bad after all. The fact seems to be
that in the then uncleared condition
of the country the season was retard-
ed. The sun could not get at the soil,
and the snow hung on in the shelter
of the forests, thus causing the at-
mosphere to remain cool. Since then
the clearing of the country has made
a change, as a result of which the
summer is not so long delayed.

Other Changes of Interest.
But the climatic change that has
been affected during the past seventy
years is the least of the many altera-
tions in the conditions under which
people live. Seventy years ago
there was not a railway in Canada
except a little wooden line outside of
Montreal. In fact the first locomotive
reached Canada for use on this pio-
neer road in 1837. But the Legislatures
were very busy dealing with the
transportation question. The Welland
Canal was then being built as a pri-
vate enterprise, and Upper Canada
loaned the company \$1,000,000 to
complete the work. At the same time
a vote of \$400,000 was made on behalf
of the Trent Canal, which was the
first building in this year, the Great
Western and the Northern, now parts
of the Grand Trunk, were projected.
The Great Western ran from Hamil-
ton to Sandwich. A rather interesting
feature of the charter to that road
was a provision that if the enterprise
could fail to yield sufficient money to
pay the interest on the bonds, the
districts through which it runs should
be assessed to meet the deficiency and
to pay the principal."

The trip across the Atlantic seventy
years ago took from fifty to seventy
five days, and it was not a very safe
voyage. In 1835 several ships bound
for Canada were lost, and with them
730 emigrants.

Relations With Britain.
We had no responsible Government
at that time. Nor had we the right to
manage our own tariff or our own
postal affairs. The tariff was fixed by
the Home authorities, on the prin-
ciple of a reciprocal preference. The
British admitted our products on
favored terms, and we received British
goods at a lower rate of duty than
was charged on foreign goods. For-
eign-made articles paid thirty per
cent. ad valorem on reaching Canada.
Similar British-made articles paid
only two and a half per cent. The postal
service was low and expensive. Be-
tween Montreal and Toronto there
were three mails a week, and the
postage on a letter was 30 cents. The
people at that time seem to have been
content with the management of the
postoffice by the Imperial authorities.

The trip across the Atlantic seventy
years ago took from fifty to seventy
five days, and it was not a very safe
voyage. In 1835 several ships bound
for Canada were lost, and with them
730 emigrants.

Relations With Britain.
We