

One Million Francs

By Arnold Fredericks

Grace had, of course, not seen him before, and at first supposed him to be another of the dangerous occupants of this questionable resort. His manner toward Madame Tissot and La Rue, however, had indicated clearly that he was on her side, and when he turned toward her with a grave and reassuring smile she felt at once that whatever the reason might be, he was her friend. "What do you wish?" she inquired timidly.

"I shall detain you but one moment," said Girard. "Last night I took one million francs from the house of your uncle, the Count D'Este." "She gasped at him in wonder. "Then you—you were the thief that they were trying to catch?" "Yes," he answered. "Do you know why I took the money?" "I—I do not quite understand," she said, not realising why he should tell her this.

"I took it for you," he remarked, with a grave smile. "For me? Why—I am afraid I do not see—" She paused and looked at him in increasing surprise. Why should you have done this for me?" "That I cannot tell you. It is sufficient that the money is safe. He thrust his hand into a pocket and drew out the envelope containing the million francs, offered it to her. "Here it is," he said, hesitatingly.

"By all means, Mademoiselle," he said, "let me place it in safety at once." She took the envelope from his outstretched hand, and looked at it helplessly. "But—what shall I do with it?" she exclaimed, looking at the room in sudden fear. "Oh—if Mr. Duval were only here!"

Girard smiled at her kindly. "He will come, Mademoiselle. He has traced me here, and I should not be surprised to see him enter at any moment. When he arrives, I would suggest that you place the money in his hands." "You know him then?" inquired the girl in surprise.

"Only that he is trying his best to arrest me," said Girard with a quiet laugh. "I know that I must see you—I learned that you were coming here tonight, and therefore I arranged to meet you here. Turn the money over to you. There was no other way. I am glad to know that I arrived in time to take it from you."

"The girl instinctively followed his glance," "God!" she exclaimed, shuddering. "What did he intend to do?" "The wine was drugged," that sound-dreel, the Count's nephew, intended to force you into a marriage with him. Tomorrow you would have wakened in his arms."

He answered her evasively, turning away from her as he spoke. "I belong to no country, Mademoiselle. I am a citizen of the world." He went toward the door at the rear as they heard someone approaching. "I think I hear that charming young man, Monsieur Emile D'Este, approaching. No doubt he wonders at Madame Tissot's delay in your presence here tonight. He is waiting for you."

"Duval is a shrewd fellow," remarked Girard, smiling. "He began to look at him curiously as though something in his voice, his manner, impressed her. "You are not French, Monsieur?" she inquired quickly. "Your accent, your voice, is almost like that of an American."

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"Oh!" The girl sank into a chair and buried her face in her hands. "How can I ever thank you?" "He came up to her, and placed his hand gently upon her shoulder. "That is all," he said. "Don't cry. It's all over now."

She rose, dashing the tears from her eyes. In her sudden realization of the danger which she had so narrowly escaped, she had for a moment forgotten her situation. With the police guarding the house on every side, there seemed no way in which he could possibly escape. She knew that he had placed himself in this position of danger for her sake, alone.

"But—what?" "What will you do?" "Yes," he remarked dryly. "A rat couldn't get out of it." "Then you will be arrested!" "Very likely," he did not seem to be particularly concerned. "But I can't let you suffer for me," she protested.

"You can't help yourself," he said. "I can refuse to accept this money," she said, holding the envelope doubtfully in her hand. "What good would that do? It wouldn't help me any. They saw me take it. Come—put it away," he said, pressing the envelope into her hand, "and say nothing to anyone."

"But—what shall I say to the Prefect?" "Tell him the truth, Mademoiselle. I will confirm everything you say." "I will. Now I see why Mr. Duval told me to come here tonight. He wanted to catch them—Monsieur D'Este and his nephew."

FERRY SITUATION PARALYZES TRAFFIC

No Boats Are Running Pending Settlement in Court of Troubles.

A NEW LINE IS LIKELY

Believed That Mayor McGibbon Has His Strongest Card Yet To Play.

[Special to The Advertiser.] Sarnia, Aug. 19.—On Saturday the Port Huron and Sarnia ferry company was served with a summons by the town of Sarnia to appear in court at 9 o'clock today for operating the ferry boat Darmer without a license.

This is the first definite stand taken by the municipality in a squabble which has exhausted the patience of the public for some time.

The ferry company acted promptly after receiving the writ and by 3 o'clock in the afternoon of the same day caused signs to be posted on both sides of the river giving notice that beginning Monday, Aug. 13, the ferry service would be discontinued.

The matter is one which will in all likelihood be settled in court, but in the meantime the town is in an unenviable position. It is bad enough



MAYOR MCGIBBON, The Central Figure in the Big Fight With the Ferry Company.

with no street cars, but to be without ferry boats as well is a proposition which is far from humorous.

"Why not build an iron fence around this town and close it completely?" is the one citizen expressed himself today.

That the situation is too grave to be dealt lightly with is generally conceded and it is hoped that a satisfactory settlement will be reached before long.

The trouble started last winter and the ferry question was agitated in several council meetings thereafter. Finally it appeared to have fallen from sight, but was brought up again by two other gentlemen who appeared rather hysterical on the subject.

Eventually it was placed in the mayor's hands (Mr. McGibbon having expressed certain convictions concerning it) and a long-drawn sigh of relief went up from less enthusiastic members.

The Mayor's Action. The mayor decreed that the two small boats, the Darmer and Beard, must cease operating, and forbade them to land at the town dock, also stationing a patrolman there to enforce his mandate. The Grace and Jimmie, as the two discriminated vessels are more familiarly known to the citizens, were forced to land at their own property adjoining the former landing place.

This in itself was apparently absurd in the light of recent events, considering that at a previous council meeting the ferry bylaw had been suspended, and notice of an amendment given. At the last council meeting, however, the new bylaw was rehashed through, given its final and third reading and was all ready for business.

One member of the council, when interviewed the following morning, admitted that the council were certain clauses he did not hear when it was read, but nevertheless he voted in favor of it. No immediate action was taken to enforce the new ordinance, which contained a clause providing "that the boats must be of not less than a hundred tons burden and have a seating capacity for not less than 200 passengers," thus eliminating the Beard and Darmer.

Reached a Crisis. On Saturday the expected summons came, and the matter has come to a showdown. It isn't so much the question of which side is right that is bothering the people, but it is the question of transportation. The summer resorts will suffer because many of the resorters cross daily to Port Huron to go to Detroit for the day via the interurban lines. In fact, this is one of the several inducements which bring people here. Those who benefit from transient trade will lose because travellers on their way to various points, who formerly came over by ferry and spent an hour or two here, will now go through the tunnel without stopping.

Automobile parties, which pass through the customs here at the rate of four or five a day and often more, will go to other towns such as Windsor, where they can get across. Citizens here who also go over to the American town to catch the interurban, and fare, than any other inconvenience, and most important of all, the large number of working people who are employed in Port Huron and live here will feel the blow heaviest. There is a small ferry boat at Point Edward, but there are no cars running to Point Edward.

The Tunnel Service. Trains run through the tunnel an hour or two apart, but there are no street cars to the tunnel. Launches and other small boats will likely reap a harvest transporting passengers, although it is a case of out of the frying pan into the fire.

It is believed that Mayor McGibbon must have another ferry line in view, and if so the outlook will not be so bad. If he has not, the situation is far from promising.

The Company's View. In a letter to the mayor, Honorable Henry McMorran, president of the line, states, among other things, "We operate a service far better, with boats and fares, than any other we know of operating between towns of the same size anywhere. The controversy is at present over the two small boats, Beard and Darmer, and we wish to point out to you that for many years past the ferry company has paid practically no dividends, and is still possible, with the aid of these two small boats, to keep on as a going concern. We today are carrying a large percentage at practically a three-cent fare. The company again desires to renew the offer to allow its books and vouchers to be gone over, so that these statements may be verified. The company writes this letter because, although the company thinks that the mayor and committee have been extremely arbitrary and high handed in this matter, the company does not wish to appear in the same light."

The Port Huron merchants will also be heavy losers, especially the five and ten-cent stores, which attract throngs of Sarnia people weekly. The theatres also will lose considerable patronage.

Better than Ringing Door-bells

A PIANO manufacturer recently made a house-to-house canvass. He's one of those men with an absurd fear of the "waste-circulation" bugaboo—cannot get away from the haunting thought that only 10 out of every 100 readers of a newspaper may be possible buyers of his goods.

So he refused to advertise, and went a-canvassing—inviting people to come to his piano recitals. Then he wondered why they didn't come.

This is why:

He wasn't reaching the people.

His canvassers rang every door-bell in town. They talked to some one in every house.

But one in every household isn't enough—particularly if it doesn't happen to be the right person. And, as a rule, it wasn't the right person—it was a servant, or a child. The woman of the house was seldom seen; the man of the house, never.

Now, if the piano maker had placed an ad. in the newspaper, it would have reached thousands, where the canvassers could reach only hundreds.

And even though only 10 per cent. of the readers are actual piano buyers, this does not mean that the advertising read by the other 90 per cent. is wasted. Advertising talks, not only to the prospective buyer,

but also to his wife, his grown-up sons and daughters, his mother—even his mother-in-law. Their coaxing will help to convince the head of the house—and pretty soon there'll be a piano in that home.

This and dozens of similar cases which might be cited to show that "waste circulation" is an empty bugaboo, and should deter no one.

Take the motor truck. It can be sold only to large firms. Yet a motor truck manufacturer is successfully advertising in daily papers. He realizes that he must reach, not alone the managers of the concerns that require trucks, but also their directors, their foremen, their head machinists, etc. It is found in actual practice that this advertising radiates in a thousand directions, and again converges most astonishingly to influence the house that has made up its mind that horse-trucking is too costly and inefficient.

Advice regarding your advertising problems is available through any recognized Canadian advertising agency, or the Secretary of the Canadian Press Association, Room 503 Lumsden Bldg., Toronto. Enquiry involves no obligation on your part—so write if interested.

Dispatches From the Tunnel

C. P. R. WILL BUILD LINE TO SARNIA IMMEDIATELY

Mayor McGibbon Given Assurance of the Company's Intention Following Visit of Major Lumsden—Big Transactions in Real Estate Now Explained.

SARNIA BRANCH OFFICE, 209 Front Street, Office hours, 9 a.m. to 9:30 a.m., 2:30 a.m. to 5:00 p.m.

[Special to The Advertiser.] Sarnia, Aug. 19.—Reliable inside information has it that the C. P. R. is coming to Sarnia. So long has this much-talked-of event been brought up that it has become a "chestnut," and at all the past council meetings, any alderman desiring to break the monotony of the proceedings had only to ask the old query: "Any news from the C. P. R.?" in order to raise a "laugh."

But now it has leaked out, following a visit of Major Hugh D. Lumsden, of the Canadian Pacific, to this town on Saturday, that it is really going to happen.

Mr. Lumsden observed the utmost secrecy during his short stay, not more than three or four people knowing of his arrival. After a long conversation with Mayor McGibbon, the well-known railroad man slipped quietly away to Petrolia.

Mayor's Assurance. The mayor when interviewed by The Advertiser admitted that he had heard a confab with the gentleman in question, and stated that Mr. Lumsden did not care to have his presence made public. Mr. McGibbon was asked if the visit meant another railroad for Sarnia, and replied that it did, and within a short space of time. He also mentioned that nearly all available real estate in the north end of the town has been taken up during the last month.

It is not known whether the property was acquired by private capital or by the C. P. R. Johnson MacAdams, the secretary of the board of trade, has made two or three trips to Montreal lately, and it appears very apparent that Mr. Lumsden's visit is the logical result.

Knew It Was Coming. A select few throughout the town have known the proposition to be something more than mere conjecture, but did not consider the matter ripe enough for publicity. Outside capi-

talists from Toronto and Montreal, however, must have been tipped off, which explains in a large measure the intense business activity in real estate. Those who have been put wise, or whose business acumen has detected the trend of affairs would know just where the railroad will enter the town, at the north end or the south, and, although at the present nothing definite can be stated, it might be pointed out that the Imperial Company's plant is in the north end of the town, and this concern, which will supply practically all of Canada, has an enormous field of demand in the Northwest.

The Brass Works. The new brass works will build just below the Imperial, and one of the reasons given by this company for locating here, was the desirability of a site between the centres of supply in the east and west. A number of citizens have been of the opinion that if the Canadian Pacific did come here it would come over the Pere Marquette tracks, but it is understood that the former company will enter on their own tracks, and creditable reports state that their engineers are already at work.

The value of this latest acquisition to Sarnia's industrial progress is beyond estimation.

AFFECTING CROPS

Heavy Showers Are Interfering With Harvesting Operations.

[Special to The Advertiser.] Sarnia, Aug. 19.—The recent heavy rains are making it very difficult for the farmers to go on with their harvesting.

It is feared that the potatoes and roots will rot unless the showers cease soon.

In some districts a great deal of cutting is done, but in others quite a lot of grain is standing.

Miss Nettie Folk, of Wallaceburg, Ont., has returned home after a week's visit with Sanitary Inspector Crossby and family.

GUILTY OF THEFT

Girl Was Allowed to Go On Suspended Sentence.

[Special to The Advertiser.] Sarnia, Aug. 17.—A young girl, whose parents reside on a farm near Sarnia, was arrested today on a warrant two years old, charging theft. The girl, who is eighteen years old, Sarnia woman, was charged with stealing a quantity of clothing from a Sarnia woman two years ago, and since then has been living in Port Huron and Detroit. The trial was held an hour or so after the arrest, and as the woman who appeared as complainant asked the magistrate to be lenient, the girl was allowed to go on suspended sentence.

Joe Patchen II. is to be beaten before long, as he has started to break and otherwise make trouble. Those who watched the horse two years ago predicted such a finish to him after a campaign in hot weather.

Minor Boy is one of the sleekest going pacers produced in Michigan in some time. His sire, Alhambra, was fast and would have been faster but for bad feet. Montana Wood, also by Alhambra, can pace a few lines himself.

JOHNSTONE MACADAMS, who Took Part in the Negotiations With the C. P. R.

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FENIAN VETERAN

William Moore Had Resided in Windsor For Fifty Years.

[Special to The Advertiser.] Windsor, Aug. 19.—William Moore, 89, a resident of Windsor and Sandwich West for half a century, is dead at his home on Pitt street west. Mr. Moore was a native of Yorkshire, England. He came to Canada in 1851, and in 1882 settled on his farm in Sandwich West, where he lived until he retired six years ago. He was one of the veterans of the Fenian Raid. Surviving him are four sons and three daughters.

NEVER RECOVERED

Leonard Barton, Formerly of Stratford, Dies at Ingersoll.

[Special to The Advertiser.] Ingersoll, Aug. 18.—Leonard J. Barton, a former Stratford man, died here

last evening. A week ago he was afflicted with a serious attack of appendicitis, and underwent an operation. Yesterday his condition took a serious turn, and he sank rapidly. He was widely known throughout the town, being in the employ of the electric commission and also soloist at the Theatrum. The remains will be taken to Stratford for interment, where his marriage took place about four months ago.

"NA-DRU-GO" DYSPEPSIA TABLETS

Proved of Great Value to Me

There is only one explanation for the numbers of enthusiastic letters that we receive praising Na-Dru-Co Dyspepsia Tablets, and that is that these tablets certainly do cure any kind of stomach trouble.

Here is a typical letter from Miss Eliza Armsworthly, Canoe, N.S.: "It is with pleasure I write to inform you that your Na-Dru-Co Dyspepsia Tablets have proved of great value to me. I tried remedy after remedy but without any lasting good. Having heard of your tablets curing such cases as mine I decided to give them a fair trial. They proved satisfactory in my case."

The remarkable success of Na-Dru-Co Dyspepsia Tablets is such a success as can only come to an honest remedy, compounded according to an exceptionally good formula, from pure ingredients, by expert chemists. If you are troubled with your stomach just ask your Druggist about Na-Dru-Co Dyspepsia Tablets, compounded by the National Drug and Chemical Co. of Canada, Limited, and sold throughout the Dominion at 50c. a box.

NO MORE DANDRUFF, FALLING HAIR, SCALP ITCH

Men and women—do you want a splendid head of luxuriant hair free from scalp itch and dandruff?

Do you want hair so bewitchingly radiant that it compels the admiration of all who see it?

Do you want a scalp so immaculately clean and bright as a newly-minted coin?

Do you want to use a hair dressing that will surely prevent baldness, that always refreshes and invigorates and makes your entire head feel fine?

Then spend 50 cents this very day and get a bottle of PARISIAN Sage and get a bottle of PARISIAN Sage at any drug store or toilet goods counter. Use it as directed and you will never care to use ordinary tonics again.

No poisonous sugar of lead, no sulphur, no injurious ingredients in PARISIAN Sage. Ask for PARISIAN Sage. All druggists guarantee it.

TRAVELLER'S GUIDE

GRAND TRUNK RAILWAY. SARNIA TUNNEL TO SUSPENSION BRIDGE AND TORONTO. Arrived from the East—9:32 a.m., 10:56 a.m., 11:12 a.m., 11:28 a.m., 10:56 p.m., 8:00 p.m., 10:20 p.m. Arrive from the West—12:14 a.m., 2:43 a.m., 8:50 a.m., 11:55 a.m., 1:16 p.m., 4:10 p.m., 8:25 p.m. Depart for the East—12:19 a.m., 3:48 a.m., 7:30 a.m., 9:00 a.m., 12:05 p.m., 2:05 p.m., 4:25 p.m., 6:53 p.m. Daily from the West—9:57 a.m., 7:40 a.m., 11:18 a.m., 11:35 a.m., 1:40 p.m., 8:20 p.m.

LONDON AND WINDSOR. Arrive—10:23 a.m., 4:00 p.m., 6:59 p.m., 11:05 p.m. Depart—6:35 a.m., 11:43 a.m., 2:05 p.m., 8:10 p.m.

STRATFORD BRANCH. Arrive—11:15 a.m., 1:30 p.m., 6:45 p.m., 11:25 p.m. Depart—6:00 a.m., 10:26 a.m., 12:30 p.m., 2:45 p.m., 4:55 p.m.

LONDON, HURON AND BRUCE. Arrive—10:00 a.m., 6:10 p.m. Depart—8:30 a.m., 4:40 p.m. Trains marked * run daily. Those not marked, daily, except Sunday.

CANADIAN PACIFIC RAILWAY. Arrive from the East—11:28 a.m., 6:20 p.m., 8:15 p.m., 10:52 p.m. Arrive from the West—12:14 a.m., 11:20 a.m., 12:18 p.m., 5:22 p.m., 8:45 p.m. Depart for the East—4:38 a.m., 7:29 a.m., 12:25 p.m., 6:30 p.m. Depart for the West—8:00 a.m., 11:25 a.m., 6:25 p.m., 8:23 p.m., 11:00 p.m. Trains marked * run daily. Those not marked, daily, except Sunday.

MICHIGAN CENTRAL RAILWAY. Arrive—7:04 a.m., 11:10 a.m., 4:55 p.m., 8:10 p.m. Depart—7:20 a.m., 2:20 p.m., 5:20 p.m., 10:11 p.m.

PERE MARQUETTE RAILWAY. Arrive—8:45 a.m., 12:20 p.m., 11:40 a.m., 4:35 p.m., 7:30 p.m., 11:30 p.m., 11:30 p.m. Depart—8:50 a.m., 7:10 p.m., 1:45 a.m., 1:20 p.m., 4:15 p.m., 7:00 p.m., 11:00 p.m. Daily. All trains to and from Port Stanley except trains marked with star. *Wednesdays and Saturdays only.

TRACTION COMPANY HOURLY SERVICE

BETWEEN London and Port Stanley

7:00 a.m. to 11:00 p.m. on week days. No cars on Sunday.

Atlantic Transport Line Every Saturday New York to London Direct First Class Passengers Only.

American Line Every SATURDAY From New York to Plymouth, Cherbourg and Southampton.

Red Star Line Every Saturday DOVER, ANTWERP AND PARIS. Secure Particulars From E. DE LA HOOKE, W. FULTON, F. B. CLARKE or R. E. RUSE, Local Agents.

PERE MARQUETTE Port Stanley Service

Leave London—5:50, 9:45 a.m., 1:20, 2:30, 5:05, 7:00, 8:00 p.m.

Leave Stanley Beach—7:50 a.m., 12:30, 3:20, 4:55, 6:45, 7:45, 10:30 p.m.

Daily. *Wednesdays and Saturdays only.

One Day Return Tickets, 30c. Every Day.

Baden had a hard time of it in the Pittsburg feature, having to make the overland trip, so that the best he could do was to finish second twice.

GRAND TRUNK RAILWAY SYSTEM

Farm Laborers' Excursions \$10 to Winnipeg via Chicago

Plus half-cent mile from Winnipeg to destination, but not beyond Macleod, Calgary or Edmonton. Returning half-cent mile to Winnipeg, plus \$18.00 to destination in Eastern Canada.

AUGUST 20th—From Toronto to Sarnia, via Stratford, and all stations south thereof in Ontario.

AUGUST 23rd—From all stations north of, but not including Main Line, Sarnia Tunnel, via Stratford, all stations Toronto and north and east of Toronto to Kingston and Renfrew.

AUGUST 28th—From all stations Toronto and east, and east of Orillia and Scotch Junction.

AUGUST 30th—From all stations Toronto to North Bay, inclusive, and west thereof in Ontario.

Special train will leave Toronto (via Hamilton and London) at 8:30 a.m., August 20.

The Grand Trunk Pacific Railway is the shortest and quickest route between Winnipeg and all stations west in Ontario, North Bay and west.

New Fast Express Service between Winnipeg, Yorkton, Canora and Regina.

Canadian National Exhibition, Toronto

Single Fare for Round Trip, Good going August 24 to September 7 inclusive. Return limit September 10, 191