LEPER IS DRIVEN INTO MOUNTAINS

Left to Shift for Himself in the Wilds.

SHUNNED BY FOUR STATES

Afflicted Syrian Back to Starting Point After Shuttlecock Journey of Two Weeks.

Baltimore, Md., Aug. 6.—After having baffled the United States Government, the powers of four State governments and the wealth of one of the greatest railroads in the land, George Rossett, a Syrian leper, has been uncermoniously dumped, to shift for himself, in the uninhabited wilds of a West Virginia mountain side. Organized society, with all its wealth, charities and science, has been unable to help this afflicted man.

For the last two days he has been living in a tent in the wooded mountains of Randolph county, W. V., overlooking the towns of Elkins, whence he started on his shuttlecock journey along the line of the Baltimore and Ohio Railroad. He is back to his starting point after two weeks in a box car, subsisting on charity.

Every proposition to dispose of the man has ended in a blind alley. West Virginia did not want the man and put him out of the State. Maryland had no place to send him, and there was a supreme court injunction to the effect that lepers depreciate the property in their neighborhood, so he labeled the man's car "Leprosy" and gave him a quick turn around, sending him back to Baltimore. Officials of the Government at Washington made many inquiries and appeals were made to them for a solution of the problem, but it soon developed that the Government had no institutions or money with which to dispose of the leper. There was talk of leper colonies at New York, Boston and New Orleans, but telegraphing and correspondence failed to develop them. Next, it was suggested that the man be returned to his native Syria, but it was shown that the fear of the man was so great that no steamship would book him, or, if they did the crew would desert, and this plan had to be abandoned. He could not be deported, as he had been in this country for four years, and a man cannot be sent out of the United States unless he develops disease within three years. He is living alone, a mile from an isolated station and beyond speaking or seeing distance of his fellow man.

Shunned by Everyone.

It appears that Rossett is twenty-one years old, and came to America about four years ago. He was a peddler in Maine for a time and then obtained employment in a cotton factory in Watersville, remaining there about a year. His wife, to whom he was married in Syria, joined him at Waterville about eighteen months after he came to this country.

About two years after the arrival of Rossett sores appeared on his face, which became so serious that he was compelled to quit work in the factory. He finally reached Elkins on June 5 last and tried to enter Davis Memorial Hospital, but upon examination Dr. Golden, surgeon in charge of the hospital, diagnosed the case as leprosy and declined to receive him.

For two weeks before leaving Elkins Rossett had lived in a tent on a county fair ground. While there he bathed in the Valley River and a temporary panic resulted from the spreading of this information, as he washed near a point where the town draws its water supply. While the leper was on his way from Elkins to Cumberland, Md., he stopped at West Virginia Junction and Keyser, where he was informed there was no hospital to accommodate him. The coach in which he rode was cut loose and fumigated.

The whole county board of health met the man when he reached Cumberland. They could do nothing. He attracted such a crowd that the police reserves had to be called out. He made his way down to Brunswick, Md., where the crowd pressed him so closely that he mounted a pile of railroad ties, which looked as if it had been arranged as his funeral pyre. At this point Rossett entered his now famous box car and was hauled down toward Baltimore. The Baltimore and Ohio Railroad did not put him off the train, as their officials thought the best way out of the situation was to assist the man to New York, he hoping to get into a supposed leper colony there. He remained in Baltimore but a few hours, and was then hurried on to Philadelphia. The City of Brotherly Love gave him his first setback by tacking a big leprosy sign on the meat car he occupied, and shunting him back to Baltimore.

He was sidetracked seven miles outside the city, and State and city health officials got busy. They telegraphed and wrote and telephoned in all directions to see if some hospital would not take the man, or if some quarantine station would not accept him, if the Government could not suggest any plan. But science and charity everywhere had nothing to offer.

Sums of money were contributed toward sending the man to Syria, but these were returned to the donors by the health officials, as they did not believe any steamship would take him.

Driven Into Mountains.

The railroad and health officials soon got into a controversy as to who had custody of the man. The doctors said the railroad brought the man into the state, and it ought to take him out. The railroad retorted that the man was a trespasser on its property, and that the state ought to relieve the corporation of his presence. Rossett ate and slept in his car under police protection for a week.

Late one night early this week Rossett and his car disappeared from the siding. It soon developed that Dr. John S. Fulton was smuggling the man back into West Virginia. They boarded a midnight passenger train.

The physician accompanied the man as far as the Maryland and West Virginia state line, where he left him. Rossett was ticketed to Clarksburg, W.Va., which is the home of the head of the West Virginia Board of Health, and not far from Elkins, and it was the idea of Dr. Fulton to place the leper in the hands of the West Virginia Board of Health. The man was finally put off the train at Parkersburg, W. Va., as the railroad officials and the passengers objected to his presence. Rossett went behind the station and sat on the grass under a tree for two days. The train crew were arrested and charged with bringing a contagious disease into the state, and were fined.

Next the West Virginia health officials appeared on the scene and stated that the problem was not theirs, but one belonging to the county in which Parkersburg is located. Parkersburg decided it did not want the man, and shipped him on toward Elkins. When the Randolph County medical officials received him back they gave him some food and a tent and isolated him a mile from the railroad station, at Pickens, in the mountain forest, where he arrived Friday. Elkins has refused to permit the man to re-enter his home town.

BANNERMAN'S STAR HAS RISEN HIGH

Not Since Gladstone Have the British Liberals Had Such a Leader.

London, Aug. 7.—The salient feature of the first session of England's most democratic Parliament has been Premier Campbell-Bannerman's striking personal success.

When the ministry was formed he was spoken of as a mere "stopgap" to be sent to the House of Lords at the end of the first session to make way for Asquith's leadership. Today Sir Henry Campbell-Bannerman has a power and a popularity in Parliament unequaled since Gladstone's rule. It is a triumph of character and ability combined. He has managed the House of Commons business cleverly, tactfully, has invariably been honest, straightforward and clear in expressing his own views, he is courteous to everybody, accessible to his own followers, displays resource, and whenever appropriate in parrying awkward questions a humor far excelling in effectiveness Balfour's achievements in the same line—for Bannerman never quibbles nor prevaricates.

In granting a really free constitution to the Transvaal and trusting the Boers Bannerman has given another evidence of his consistency.

Balfour attacked the constitution savagely, raking up afresh the embers of race hated, employing all his ingenuity to destroy beforehand that spirit of mutual confidence and of forgetfulness of the past which is essential to the success of the scheme. Next day Balfour discovered that he had made one of the biggest blunders of his life in taking this course, for the Conservative papers accepted the constitution more or less enthusiastically and the Morning Post roundly denounced Balfour's action. In fact, he found himself and ex-Colonial Secretary Lyttelton absolutely isolated in denouncing the settlement. This, of course, was a great triumph for Bannerman.

ACTOR HURLED IN TANK BY MISTAKE

George M. Cohan Was Nearly Drowned by "Train Robbers" at Coney Island.

New York, Aug. 7.—George M. Cohan, actor and playwright, got a good ducking and afforded an amusing spectacle to several hundred persons who witnessed the "Great Train Robbery" show at Luna Park, Coney Island, last night. He consented to ride on the train that is held up at every performance, and by mistake two of the robbers hurled him into the eight-foot-deep tank of water that forms part of the show.

Twice the actor sank before any one realized that he could not swim. Then two of the robbers, Dick Greenwin and "Mattie" Matthews, jumped in and rescued him. None of the spectators realized that the happening was not part of the show until Ethel Levy, who is Mrs. Cohan, began to scream. She occupied a front seat in the stand and tried to leap into the tank after her husband.

Cohan, his wife, Sam H. Harris, his manager, and several friends, were guests of Fred Thompson, of Thompson & Dundy, at Luna Park, last night. They were invited to attend the train robbery show and Cohan thought it would be fun to be on the train when it was held up. Harris and two men of the party joined him in the lark.

The actor and his friends were hustled from the car as roughly as were the real actors in the drama when the train robbers performed their parts. They were made to stand with their hands above their heads while the robbers searched them. Their watches and rings were taken.

It is customary to throw one of the passengers into the tank and shoot at him. Cohan was seized by mistake and before he had a chance to protest he was plunged into the water. He shouted for help when he came up, but no one paid any attention. He sank twice before Greenwin and Matthews discovered that he was not feigning drowning.

Fred Thompson made an investigation and discharged Slash Gruetman, one of the train robbers, who aided in throwing Cohan in the water. Cohan could not get a change of clothing and was taken home in Thompson's automobile.

Whenever a man flings away ambition he is pretty apt to remember the spot where he tossed it.

HAPPENINGS IN FRENCH CAPITAL

Gossip of Paris Society and the Political World.

THE EX-QUEEN OF NAPLES

Beautiful Maria Sophia a Pathetic Figure on the Boulevards of the Gay City.

Paris, Aug. 7. — I have had the good luck to meet the ex-Queen of Naples. I was somewhat surprised to find that she was still living, this brilliant and plucky heroine, who has been the object of the admiration and almost idolatry of her contemporaries. I remember very well how in 1861 the newspapers, which in those days did not possess the facilities for spreading the news which they have now, published a stirring picture of the beautiful Maria-Sophia of Bavaria (who has recently become queen of the two Sicilies, etc.), on horseback, like a veritable amazon, charging the forces of Garibaldi at Gaeta.

No woman has ever had greater fame because of her beauty. The whole world at one time seemed in love with her. Today we see this same princess sauntering mournfully through the streets of Paris. Notwithstanding her sixty-eight years she has retained her slender grace, and a carriage which has in it something more than ordinarily noble. Without knowing who she is, one instinctively exclaims on seeing her: "That woman treads like a queen." I defy anyone to meet her under the arcades of the Rue de Rivoli or in the Rue de la Paix without turning round after she has passed to look at her again.

Tall and always well dressed in mourning, she seems the spirit of sorrow. How could she be otherwise, when one considers what her life has been? The tragic fate of her two sisters, the Empress of Austria and the Duchess d'Alencon, who perished in the Charity Bazar fire, were enough to make her sad, without her own misfortunes, not the least of which was to be deposed and reduced almost to misery by her own people, to whom she had always been so generous. No one can see her now without experiencing a sense of pity mingled with unbounded admiration for the courage with which she has met adversity.

Open-air theaters are all the rage this year. We shall soon have one at least for every department of France. By open-air theaters, or, as we call them, "nature's theaters," I don't mean the kind of resorts which are to be found in the Champs Elysees, but theaters modeled after the antique, where the stage is green grass, and the wings are trees and shrubbery.

As soon as some old stones are discovered in the course of excavations, presto! "Ruins of an antique theater!" cries everyone; and poets, playwrights, actors, actresses and composers go mad with enthusiasm. The greater part of the time there is nothing to prove that the old stones ever did constitute a theater, but no matter, our modern theatrical people, and society with them, insist on seeing in every ruin the remains of a Roman theater.

The public, of course, are taken in. They scramble to secure tickets for the dramatic performances which are at once organized in nature's playhouses. They are told that they witness a spectacle such as the ancients saw and listened to, that their souls are being elevated to the highest realms of poetry. They listen to a lot of dry mythological tales cooked up for the occasion, and are half baked under a summer sky and stifled with dust. What does the good public care? Something new has been found to amuse them, and they are delighted.

It is to be hoped that Canadians will not follow our craze. I advise you to keep your comfortable theaters, where one can listen to plays dealing with human passions such as we know them in our day, instead of trying to ape the ancient Greeks and Romans, about which, after all, we don't know much.

King Sisowath's little dancers can boast of having had a good deal of ink spilled over them, but what they cannot talk about, because they do not know it, are the scandals to which they have given rise. The incidents occurred at the garden party given at the Elysee by President Fallieres to fashionable official society.

A detachment of Republican Guards had been stationed in the Elysee grounds in order to be prepared for any eventuality. Suddenly someone was heard to whisper: "They are carrying away the ornaments! The vases are being stolen! Call the police! Where are the soldiers?" And a few minutes later such exclamations as this were heard: "People are climbing on the chairs [beautiful bits of gilded furniture, covered with rare tapestries]. The furniture is being dragged out of the drawing-rooms on to the lawn! Everything will be ruined! Send up the guards!"

M. Fallieres, in his desire to be amiable toward everyone, had sent out hundreds of invitations somewhat indiscriminately for the occasion upon which the dusky little dancers performed upon his lawn, and the inevitable element of ill-bred, and even dishonest persons, had managed to make their way within the precincts of the presidential residence.

It is doubtful if the Cambodian dancers will ever know that it was their contortions and grimaces which gave rise to a gathering in which such a scandal could arise.

STRENUOUS TEAMSTERS

Police at Chicago Labor Meeting to Prevent Faction Fights.

Chicago, Aug. 7.—When the teamsters' convention opened for the second day's session, policemen in citizens' clothes were stationed on the stairs leading to the hall, uniformed men in the street below, and reserves in the city hall across the street.

This force was not to protect property or non-union men, but to protect the drivers themselves and preserve order in their convention.

Opposing factions, one headed by President Cornelius P. Shea, and the other by Albert Young, Shea's chief rival for the office of president, lined up on a preliminary issue of the election, and the vote showed the Shea contingent numbered 132, as against 63 for the Young forces.

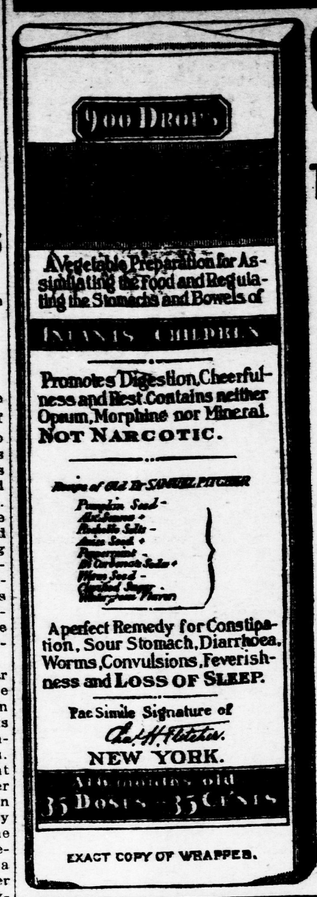
Headaches Cured for 25c

Not by powders—they are dangerous, but by the health-giving action of Dr. Hamilton's Pills. Any headache is cured, and stays cured, because the cause is removed. 25c at all dealers.

Cures the Little Children.

When they get sick with cramps, indigestion and bowel trouble, give them Polson's Nerviline. Cure is immediate. Sold everywhere in 25c bottles.

A backbone that is stiff only under pressure isn't to be relied upon.



EXACT COPY OF WRAPPER.

CASTORIA

For Infants and Children.

The Kind You Have Always Bought

Bears the Signature of *Chas. H. Fletcher.*

In Use For Over Thirty Years

CASTORIA

THE CENTAUR COMPANY, NEW YORK CITY.

Best Value for Money

in Scotch Whisky is a genuine

Pure Malt

because it is the most costly to produce, the most healthful and the most economical.

Strathmill

(6 Years Old)

and

Spey Royal

(10 Years Old)

are guaranteed to be genuine Pure Malt Scotch Whiskies, distilled from the finest home-grown malted barley and thoroughly matured.

Each bottle carries an absolute

Pure Malt Guarantee on the Label

FOR SALE EVERYWHERE

W. & A. Gilbey

Sole Proprietors of Three Pure Malt Distilleries in Scotland. Purveyors of Wines and Spirits to H. M. the King

For sale at all leading Wine and Spirit Stores and First-Class Hotels.

E. B. SMITH, Agent,

LONDON, ONT.

Diamond Wheatlets

Is not only the purest and most nutritious breakfast food in the market, but it is the most easily prepared, cooked to perfection in two minutes.

ASK YOUR GROCER FOR IT.

Manufactured by

HUNT BROS., - CITY MILLS

SOLDERS OUR SPECIALTY

THE CANADA METAL CO.

Phone Main 1729. Toronto, Ontario.

BIG G CURES in 1 to 5 days. Guaranteed not to stricture. Prevents Contagion. THE EVANS CHEMICAL CO. CINCINNATI, O. U. S. A.

MEN AND WOMEN. Use Big G for unnatural discharges, inflammations, irritations or ulcerations of mucous membranes. Painless, and not astringent or poisonous. Sold by Druggists, or sent in plain wrapper, by express, prepaid, for $1.00, or 3 bottles $2.75. Circular sent on request.

ANCHOR LINE

GLASGOW and LONDONDERRY

Sailing from New York every Saturday

NEW TWIN SCREW STEAMSHIPS

"CALEDONIA" and "COLUMBIA"

Average passages 7½ days. And favorite steamship "Astoria" and "Furnessia"

For further information apply Henderson Bros., New York, or E. De La Hooke, W. Fulton or F. B. Clarke, London.

Ocean Steamship Tickets

White Star Line—New York, Boston and Mediterranean services.

Leyland Line—Boston-Liverpool.

E. De la Hooke, Sole Agent.

American Line—New York and Philadelphia services.

Atlantic Transport Line—New York-London.

Dominion Line—Portland-Liverpool in winter; Montreal-Quebec-Liverpool in summer.

Red Star Line—New York-Dover-Antwerp.

Sailing lists, rate sheets, etc., on application to

E. De la Hooke or W. Fulton,

LOCAL AGENTS.

That hoarse roar may be thunder, but it probably is a baseball game.

FARM LABORERS WANTED

In MANITOBA and SASKATCHEWAN

CANADIAN PACIFIC RAILWAY

Rate Going **$12.00** From All Stations

Return tickets for $18.00 Additional after at least 30 days' work.

SECOND-CLASS TICKETS WILL BE SOLD AS FOLLOWS:

Aug. 14 From London and all C. P. R. stations, Toronto to Windsor. Also all stations south of G. T. R. main line, Toronto to Sarnia.

Aug. 17 From all stations on the G. T. R. main line, Toronto to Sarnia, and territory north thereof.

Tickets and full particulars at C. P. R. City Office, 161 Dundas Street, Corner Richmond, or write C. B. FOSTER, D. P. A., Toronto.

R&O

For tickets apply to E. De La Hooke G. T. R., or W. Fulton C. P. R.

Hamilton-Montreal Line

Steamers leave Hamilton 4:30 a.m., Toronto 4:30 p.m., Tuesdays, Thursdays and Saturdays. Bay of Quinte, Thousand Islands, Montreal and intermediate ports.

Toronto-Montreal Line

Steamers leave Toronto 3:30 p.m. daily, for Rochester, Thousand Islands, Rapids, St. Lawrence, Montreal and intermediate ports. Montreal and for Quebec and Saguenay River.

H. FOSTER CHAFFEE, western passenger agent, Toronto.

The Northern Navigation Co.

For Georgian Bay, Soo, Mackinac Island and Petoskey, Through the 30,000 Islands.

Steamers leave Collingwood Mondays, Tuesdays, Thursdays and Saturdays, at 1:30 p.m. Owen Sound, 11 p.m., Mondays, Thursdays and Saturdays, sailing via Parry Sound, Byng Inlet and the French; Monday's steamer only goes to Sault Ste. Marie.

Penetang and Parry Sound Route.

Steamer leaves Penetang weekdays, 2:45 p.m., northbound; steamer leaves Parry Sound Monday, Wednesday and Friday, at 6:30 a.m., southbound. Steamer leaves Parry Sound Tuesday, Thursday and Saturday, at 7 a.m., southbound.

For Soo, Port Arthur, Fort William and Duluth.

Steamers sail from Sarnia, 3:30 p.m., Monday, Wednesday and Friday; Friday's steamer only going to Duluth.

Attractive tourist rates. Tickets and information from all railway agents.

E. De La Hooke, city ticket agent, G. T. R. E. Ruse, station ticket agent, G. T. R.

A GUIDE FOR TRAVELERS

GRAND TRUNK RAILWAY.

(Corrected to date.)

MAIN LINE—SARNIA TUNNEL TO SUSPENSION BRIDGE AND TORONTO.

Arrive from the east—*4 a.m., 10:45 a.m., *11 a.m., *11:20 a.m., 6:25 p.m., *7:47 p.m., 10 p.m.

Arrive from the west—*12:15 a.m., *3:20 a.m., *11:20 a.m., 1:25 p.m., *4:40 p.m., *6:25 p.m.

Depart for the east—12:20 a.m., *3:25 a.m., 8:10 a.m., *11:30 a.m., 2:05 p.m., *4:25 p.m., *6:55 p.m. (Eastern Flyer.)

The trains leaving at 8:10 a.m. and 2:05 p.m. stop at all stations. The 8:10 a.m. local, and the 11:20 a.m. and 4:25 p.m. expresses have through coaches for Toronto. The Eastern Flyer at 6:55 p.m. stops only at Ingersoll, Woodstock Brantford and Hamilton, and goes to Toronto and Montreal.

Depart for the west—*4:15 a.m., 7:40 a.m., *11:10 a.m., *11:32 a.m., 1:55 p.m., 8:01 p.m.

The 7:40 a.m. and the 1:55 p.m. trains stop at all stations. The 4:15 a.m., 11:32 a.m., and 8:01 p.m., expresses run through to Chicago without change.

LONDON AND WINDSOR.

Arrive—10:40 a.m., *4 p.m., 6:50 p.m. (Eastern Flyer, stops only at Chatham and Glencoe), 11 p.m.

Depart—6:35 a.m., *11:25 a.m., 2:20 p.m., 7:54 p.m. (International Limited stops only at Glencoe and Chatham.)

STRATFORD BRANCH.

Arrive—10:40 a.m., 10:55 a.m., 1:25 p.m., 6:35 p.m., 10:55 p.m.

Depart—6:20 a.m., 10:45 a.m., 2:50 p.m., 5 p.m.

LONDON, HURON AND BRUCE.

Arrive—9:45 a.m., 6:10 p.m.

Depart—8:15 a.m., 4:50 p.m.

Trains marked thus * run daily. Those not so marked run daily except Sunday.

PERE MARQUETTE RAILWAY.

Arrive—8:45 a.m., *11:55 a.m., 1:40 p.m., 4:40 p.m., 6 p.m., 6:55 p.m., *8:55 p.m., 9:05 p.m., 11:45 p.m.

*From Walkerville.

Depart—5:45 a.m., *6:45 a.m., 9:45 a.m., 1:20 p.m., 2:30 p.m., 5:05 p.m., 7:15 p.m., 9:40 p.m.

*To Walkerville, without change.

Trains not "starred" to Port Stanley.

CANADIAN PACIFIC RAILWAY.

Arrive—From the east *11:30 a.m., 8 p.m., *11:30 p.m. From the west—*5 a.m., **8:35 a.m., *5:20 p.m.

Depart—For the east—*5:05 a.m., 8:43 a.m., *5:28 p.m. For the west—*11:38 a.m., ***8:10 p.m., *11:35 p.m.

Trains marked thus * run daily.

Those not so marked run daily except Sunday.

** From Chatham only.

*** Runs only to Chatham.

SOUTHWESTERN TRACTION COMPANY.

Cars leave London, 5:45, 7:30, 9:00, 10:30, 12:00, 1:30, 3:00, 4:30, 6:00, 7:30, 9:00. In addition, a car leaves London at 10:30 p.m. for Lambeth on week days which train runs to St. Thomas on Saturday nights.

Cars leave St. Thomas at 7:30 a.m., and every hour and a half thereafter, until 10:30 p.m., and on Saturdays a train leaves at 11:45 p.m.

MICHIGAN CENTRAL RAILWAY.

Arrive—6:55 a.m., 11:10 a.m., 5:10 p.m., 9:45 p.m.

Depart—7:15 a.m., 2:20 p.m., 5:35 p.m., *10:25 p.m.

*Runs through to Waterford.

HAMILTON and MONTREAL NAVIGATION CO'Y., Limited.

The comfortable and commodious passenger steamer DUNDURN, commencing July 7, leaves Hamilton every Saturday at 10 a.m.; leaves Toronto every Saturday at 5 p.m., for the Thousand Islands, intermediate ports and Montreal. Each state room has hot and cold running water, electric lights and electric bells. Berths may be secured in advance by applying to F. B. CLARK, agent, 416 Richmond street, next Bank of Commerce.

Michigan Central

The Niagara Falls Route.

City Office, 395 Richmond Street. 'Phone 205.

FOUR TRAINS

Daily (except Sunday) to

DETROIT

7:15 a.m., arriving Detroit 11:45 a.m.; 2:20 p.m., arriving Detroit 7:15 p.m.; 5:35 p.m., "Western Express," arriving Detroit 9:50 p.m.; 10:25 p.m., "Fast Mail," arriving Detroit 2:10 a.m.

THOS. EVANS, C. P. A., London. O. W. RUGGLES, G. P. A., Chicago.

GRAND TRUNK RAILWAY SYSTEM

$15.70

St. Paul or Minneapolis

and return,

Going Aug. 10, 11 and 12, Returning Until Aug. 31.

Special extension until Sept. 30, on payment of 50 cents.

For tickets and full particulars call on E. DE LA HOOKE, city passenger and ticket agent, or E. RUSE, depot ticket agent.

Southwestern Traction Co.

TIME-TABLE.

Cars leave London, 5:45, 7:30, 9:00, 10:30, 12:00, 1:30, 3:00, 4:30, 6:00, 7:30, 9:00. All these trains run through to St. Thomas. In addition, a car leaves London at 10:30 p.m. for Lambeth on week days, which train runs to St Thomas on Saturday night.

Cars leave St. Thomas at 7:30 a.m and every hour and a half thereafter until 10:30 p.m., and on Saturdays a train leaves at 11:45 p.m.

Telephone 1090.

S. W. MOWER, Gen. Mgr.

THE WABASH SYSTEM

Special Excursions to Minneapolis and St. Paul, Minn.

On Aug. 10, 11 and 12, Wabash agents will sell round trip tickets to Minneapolis or St. Paul, at a much lower rate that the one way fare, good until Aug. 31. On payment of 50 cents, tickets will be extended until Sept. 30. Stopover at Chicago on return trip for ten days, on payment of 50 cents to Joint agent in Chicago. Do not miss this chance to visit the above points at such a low rate. Full particulars from any Wabash agent, or J. A. Richardson, District Passenger Agent, northeast corner of King and Yonge streets, Toronto, and St. Thomas, Ont.

89-tf

INTERCOLONIAL RAILWAY

Special Excursion Fares to the

Seaside

FROM MONTREAL.

Riviere du Loup	$5 00
Murray Bay	5 00
Cap L'Aigle	5 00
St. Irene	5 00
Cacouna	5 00
Rio	6 50
Little Metis	6 50
Moncton	9 00
St. John, N. B.	9 00
Shediac	9 50
Summerside, P. E. I.	10 50
Charlottetown, P. E. I.	11 50
Parrsboro	11 50
Halifax	10 50
Pictou	12 50
Mulgrave	14 00
Sydney	15 00
North Sydney	18 00
St. John's, Nfld.	29 00

Maritime Express leaves Montreal 12 (Noon) daily, except Saturday.

Ocean Limited leaves Montreal 7:30 p.m. daily, except Saturday.

Good going Aug. 13, 14, 15, and 16. Returning Aug. 31, 1906.

"Tours to Summer Haunts" briefly describes these favorite resorts. Write for copy and any further information.

Toronto Ticket Office, 51 King St. east.