

"GOOD FEATURES."



Coylon Natural Green Tea is free of dust, dirt, chips, foreign leaves, pods, paint and other forms of adulteration that Japan teas are subjected to. Remember this when buying tea and order by the name "SALADA" Natural Green. This is your safeguard. Sealed lead packets. 25c and 40c per lb. By all grocers.

The Rose of Wentworth

She shivered and shrank from him slightly, yet looking so gentle and lovely that his features involuntarily relaxed.

"Well," he questioned briefly.

"I just wish to tell you," Arley said, in a hesitating tone, "that I cannot understand why you have taken this action against me—if you wish to be free I am sorry that you cannot be, but I could not remain silent and allow my character to be defamed, else I should never have been here. I am going away—back to England."

He started and flashed a strange look at her as she said this, but she did not appear to notice it.

"I shall go back to Aunt Angelina, and I shall have to tell her why I came back; but further than that I shall say nothing. I shall never seek to see you—I shall never meet you if I can help it, and then in time, if you wish, the law will free you and there need be no publicity about it. But," and her sweet lips quivered painfully, "I wish our life could have been different—I would have been glad to share almost any lot with you, if you had met your reverses bravely and honorably—I would have been a faithful wife to you—know that, for I told you so before—for, I did love you very dearly, Philip."

"I do not believe," Arley went on, eagerly, "that you are acting your true nature. I do not believe that my heart would have been so true toward you as it was at Hazelmere if there had not been something lovable and honorable in you to call forth my affection. I know you have been bitterly disappointed and I have grieved more on your account than my own that I was obliged to come to you penniless; but the loss of money is such a little thing compared to that of one's honor and self-respect. Oh, if I could only make you see how much nobler and better it would be to begin again with a clean slate, and the determination to rise—and with health and ability anyone can rise if he will—than to live with the stigma of being since our marriage. Do not waste your life thus; be the true-hearted man that I believed you to be. I first knew you, Philip, will you? Will you go back to England with me?"

How could he resist such a gentle, earnest, pleading? How could he yield to that sweet-voiced entreaty? Who can tell how he longed to do so—how, perhaps, he had all but surrendered, when the devil in his heart whispered: "The Lily of Morland has twenty thousand pounds a year, and Wil Hamilton is dead!"

"No," he said briefly and sullenly, and turned restlessly away from those tenderly inviting eyes.

A deep sigh fell upon his ear, and it smote him like a blow, but he stubbornly crushed down every better feeling, though afterward he remembered that he was very near yielding to the hopeless sound struck him, and then, with bitter remorse, he cried out:

"Oh, why—why was I so blind and hardened that I would not heed her? 'Good-bye, then, Philip,' and there was a wistful sadness in the sweet voice. 'I suppose our paths will widely diverge after this, and we shall never meet again, save perhaps at strangers meet. But I pray you—I beseech you,' she added, with passionate earnestness, 'do not live out the rest of your life as you are living now; do not let your existence prove a failure; do not wreck the mind, do not ruin the soul, which has been given to you; for, some day, you know, they will be required of you again. I am a woman; I have lost everything—name, and fortune—and now this added blight which you have cast upon me presses me down still more heavily; but, and now the lovely girl lifted her head with an air of pride and resolution, 'I am going to battle against these adverse circumstances with all my might. I am going to make the most of what I have of myself. I will not be crushed—I do not believe God means me to be crushed; and so, with his help, I shall rise above my troubles, and in the end we should chance to meet again, Philip. I will show you what a woman, preserving her faith and self-respect, can accomplish.'"

This was uttered with nothing of arrogance or self-assertion, but with a sort of earnest faith, as if a glimpse had been granted to her through the present darkness of a more hopeful beyond.

She paused a moment and drew off her gloves.

"I wish to return this to you, I do not feel that I can wear it any longer; but whenever I look at it, it reminds me of you, and I cannot help but think of you, which is why I am returning it to you."

CHAPTER XXIV.

Sir Charles' kind heart ached for the fair, beautiful woman who had just taken leave of the man who should have interposed himself between her and all evil, instead of trying to crush her and blast her reputation.

She was pale and very sad when she returned to him; her lovely mouth was a gripped expression, and her eyes an almost hopeless look.

He refrained from speaking to her, but offering her his arm they passed out of the court-yard in silence, and he did leave her until he had conducted her safely to her own door.

"Mrs. Paxton," he then said, "I am going directly for my mother, and we will take you under our protection immediately. These Spaniards are a treacherous, revengeful set, and you have already been the victim of such miserable plots, that I will not allow you to go alone another hour. Have you any business outside which needs attention?"

"No," Arley said, "there is nothing to detain me."

"Then may I ask you to pack your trunk and be ready to go away with us when we come for you?"

She promised, and he went away, with a quick, eager step.

He was back in an hour, and his mother with him.

Lady Herbert was a sweet-faced little woman of about 50, with a fair, almost girlish complexion, dark, kind eyes, a low, rich voice, and a smile which won Arley's heart at once.

My dear Charles has told me of your trouble," was her greeting, as she took Arley warmly by the hand, then draw-

ing her gently toward her, she kissed her softly on the cheek, for the girl's loveliness took her heart by storm.

Arley's lips trembled at the tender, compassionate tone, and if Sir Charles had not been present, she would have tossed her head upon that motherly shoulder and sobbed out all her sorrows to her sympathizing ear.

"I think with him," Lady Herbert continued, seeing that Arley was near losing her composure, "that we must take you away immediately; will you come and travel with us for a few months before going back to England?"

"You are very kind," said Arley, "and I can be useful to you—I could not consent to be a burden."

The pretty matron laughed at this, a sweet, rare laugh at this.

"You are very kind, madam," he said, "I should not allow you to be such—you have yet to learn what an exacting little body I am, and I shall see that I have a share in your life."

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[To be Continued.]

Value of School Banks.

In 1479 schools of 118 cities, situated in 21 States of the Union, 196,573 children were enrolled in the last few years.

\$1,296,611 in school banks. Of this amount \$89,818 has been withdrawn, leaving a balance of \$1,206,793. It is thus estimated that the school banks have saved by American children during the twelve years between the introduction of the school savings plan in 1885 and the date when the estimate was made.

As the school savings plan has proved to be a powerful agent of social reform, by its means children who have been taught to take care of their pennies exercise a valuable influence over their parents. It is, moreover, the secret and presence of thrift that tends to exalt things into higher value. While it consists in the obtaining and putting out of money and decides how and at what limit we must save and spend, it yet moves in the higher ranges of our nature. It looks after little things and points the way to carefulness. It keeps company with all the virtues and antagonizes all the vices.

The Long Island City Savings Institution reports that during the year 1902, the school savings bank has been at slight expense advertised to the public. This is so excellent a report that we trust at no very distant day to see the school bank system flourishing in Boston—Massachusetts.

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DOWIE TO TRAVEL IN LUXURY; WILL TAKE A HOST OF 4,000

Arrangements for the Transportation of the Zionists.

C. P. R. May Be the Cause of a Slash in Rates.

Court House Moved From One Town to Another—Sleeping Cars Come—Bringing Shippers to Time.

The Dowieites' Pilgrimage.

Passenger representatives have been notified that when John Alexander Dowie's expedition starts for New York, Oct. 14, at least 4,000 persons will have to be moved instead of 2,400, as originally announced. Dowie himself will travel as sumptuously as a king. The Pullman Company has placed at his disposal a new fourteen-section sleeper, with observation end, which is said to be the finest car ever built by the company. On this car Dr. Dowie and his wife and personal attendants will travel. The Western Union has made arrangements to keep him posted by wire every hour of the day of the exact locality of every train bearing the Zionites eastward. Not all of the people who go to New York will come from Chicago and Zion City. Special rates have been granted by the railroads from nearly all the Western States to Chicago, and from contiguous territory to all of the large cities between Chicago and New York. The

refrigerator, Kansas City Refrigerator, Omaha Packing and St. Louis Dressed Beef and Provision companies' car lines, under the name of the National Car Line. The consolidation places in the hands of the trust absolute control of all the refrigerator car lines used in the transportation of fresh meats and provisions, the products of all the packing houses of the country.

Slash in Rates Likely.

A slashing of rates from Chicago to Atlantic coast points is likely unless some plan is devised to check the low rate competition of the Canadian Pacific in passenger business between St. Paul and Minneapolis and New York and other eastern points. Officers of the Pennsylvania Railroad have notified other lines operating east from Chicago that unless the ruinous competition of the Canadian Pacific had attracted sufficient business to cause any of the eastern lines from Chicago to take notice of them, whether they will be taken remains to be seen.

Big Four passenger train No. 19 made an excellent run from Cleveland to Columbus the other morning. The distance of 138 miles was covered in 2 hours and 4 minutes, in which was included a stop of four minutes at Gallon, making the actual time two hours and 4 minutes. The average speed attained was therefore about 61 miles per hour.

Stretches were clipped off at the rate of 75 miles per hour. The run was occasioned by a delay at Cleveland due to the lateness of a Lake Shore train. The fastest time heretofore made over the distance named was 2 hours and 15

minutes on different dates. This year the G. A. R. excursion in San Francisco has been taking hundreds of the sleepers in that direction and just when this rush was on the roads began sending their seashore parties east, began to run their Niagara Falls excursions, and to handle the regular hay fever and summer outing traffic to the north.

The hay fever travel, as it is called, is annually one of the Pullman Company's fixed assets and a large number of extra sleepers are required to get the sufferers away from their homes. The situation this year was made the more embarrassing to the Pullman Company and to the different railroad companies because of the excursion travel breaking records. The big Four and Pennsylvania were both unable to get as many sleepers as they needed for their excursions the past two weeks and from reports this seems to have been the situation at every central point of travel.

Move to Abolish "Sections."

The disastrous head-on collision on the Chicago Great Western at Vinita, Minn., on Sunday, was due, like many similar collisions, to a misunderstanding of train orders. A passenger train was running in two sections, one on time, the other more than two hours late. A freight train conductor was notified that the second section was late. He evidently took his orders to mean that the whole passenger train was late. And so in a fog the two engines rushed together. Now, the railway men are talking of abolishing passenger train "sections," according to the Minneapolis Journal. In this particular train not been running in sections there would have been no collision. The second section, instead of being called a section, would have been called an extra. A railroad man is quoted as saying that he could name twenty wrecks of the past year resulting from the same general conditions as those of the Vinita wreck.

A Unique Fight.

Over in Illinois considerable interest is displayed in the unique contest that is on between the Chicago and Alton Railroad and the citizens of Carrollton, Eldred, Hurricane, Kasar and Colum-

bus. This one order will entail an expenditure of \$800,000. There is probably no other road that is making such gigantic preparations for handling the World's Fair traffic, although other roads are by no means overlooking the promise of a big business developing from every part of the country.

Growth of Wabash Earnings.

On his recent return to St. Louis, President Ramsey congratulated the Wabash traffic department upon the July earnings reaching the \$2,000,000 mark. The earnings for July, 1903, amounted to \$2,075,535. This was during the early period of the Ramsey administration. In 1902, with practically the same mileage, 2,484 miles, the Wabash earnings for July foot up \$2,000,158, an increase of \$75,377. What it will be when the Pittsburgh tonnage is added, together with the increase in passenger business from the opening of the Pittsburgh extension, only traffic experts can estimate. The extension to Idewater at Baltimore will still further swell the volume of Wabash earnings.

Moved Court House by Train.

The practice is common enough to transfer a prisoner from one place to another, but so far as is known, there is but one case on record in which a court-house has been transferred hastily for a considerable distance. Such a change took place in Nebraska. The court-house stood the journey of nineteen miles very well, indeed, and has settled down to business at the new station as though nothing had happened. The work was performed on the Burlington and Missouri River Railroad. The building was transported from Heringford, Neb., to Alliance, in the same state. It was 52 feet high from floor to the top of the flagstaff. It was lifted bodily to a flat truck in the middle of a train of coal-naden cars, and carried a distance of nineteen miles. The speed was eight miles per hour, and little difficulty was experienced in moving the structure from one town to the other.

World Railway Mileage.

According to a German statistician the railway mileage of the world is now 500,000 miles, of which 16,407 miles were added in 1901, showing a greater

RAILROAD Summer Time Tables

CORRECTED TO JUNE 14.

GRAND TRUNK.

Trains arrive and depart from Grand Trunk station, Richmond street, near York street.

Up-town ticket office, corner Dundas and Richmond streets, E. De la Hooke, city passenger and ticket agent.

MAIN LINE EAST.

Leave London—
12:35 A.M.—New York Express.
3:32 P.M.—Lehigh Express.
8:10 A.M.—Express.
10:25 A.M.—Atlantic Express.
2:20 P.M.—Express.
4:35 P.M.—New York Express.
6:40 P.M.—Eastern Flyer.

MAIN LINE WEST VIA SARNIA.

Leave London—
3:05 A.M.—Chicago Express.
7:40 A.M.—Sarnia Accommodation.
11:05 P.M.—Lehigh Express.
2:20 P.M.—Sarnia Accommodation.
7:57 P.M.—Pacific Express.

LONDON AND WINDSOR.

Leave London—
6:30 A.M.—Accommodation.
11:15 A.M.—Express.
2:30 P.M.—Accommodation.
7:50 P.M.—International Limited.

ARRIVE FROM EAST.

3:00 a.m., 11:00 a.m., 11:35 a.m., 4:15 p.m., 7:45 p.m., 9:50 p.m.

ARRIVE FROM SARNIA.

12:32 a.m., 2:27 a.m., 10:10 a.m., 1:55 p.m., 4:30 p.m., 7:20 p.m.

ARRIVE FROM WINDSOR.

10:20 a.m., 4:20 p.m., 8:35 p.m., 10:45 p.m.

ST. MARYS AND STRATFORD BRANCH.

Depart—6:30 a.m., 11:20 a.m., 3:00 p.m., 5:00 p.m.

Arrive—10:40 a.m., 10:55 a.m., 1:10 p.m., 5:45 p.m., 10:40 p.m.

LONDON, HURON AND BRUCE.

Depart—8:15 a.m., 4:50 p.m., 8:45 a.m., 6:20 p.m.

LAKE ERIE and DETROIT RIVER RY.

Trains arrive and depart from Grand Trunk depot, Richmond street, R. J. Tail, local agent.

DEPARTURES FROM LONDON.

6:00 A.M.—For St. Thomas, Port Stanley and Walkerville.
9:45 A.M.—For St. Thomas.
On Wednesdays and Saturdays, 9:45 a.m. train runs to Port Stanley.

2:30 P.M.—For St. Thomas, Port Stanley and Walkerville.
5:00 P.M.—For St. Thomas and Port Stanley.

6:30 P.M.—For St. Thomas and Ridgeway.
8:40 A.M.—From Port Stanley and St. Thomas.

10:20 A.M.—From Ridgeway and St. Thomas.
1:40 P.M.—From Walkerville and St. Thomas.

5:40 P.M.—From Port Stanley and St. Thomas.
10:05 P.M.—From Walkerville and St. Thomas.

CANADIAN PACIFIC.

CORRECTED TO DATE.

Trains arrive and depart from Canadian Pacific Depot, Richmond street north.

Up-town ticket office, corner Dundas and Richmond streets, William Fulton, city passenger and ticket agent.

TORONTO, OTTAWA AND MONTRÉAL.

Leave—4:30 a.m., 5:25 p.m., 11:25 p.m., 11:30 a.m.

WINNIPEG AND PACIFIC COAST (VIA NORTH BAY).
Leave—4:30 a.m., 5:25 p.m., 11:25 p.m., 11:30 a.m.

CHATHAM, DETROIT, CHICAGO, ETC.
Leave—4:30 a.m., 5:25 p.m., 11:25 p.m., 11:30 a.m.

ST. PAUL, MINNEAPOLIS, DULUTH.
Leave—4:30 a.m., 5:25 p.m., 11:25 p.m., 11:30 a.m.

WOODSTOCK, GALT, TORONTO.
Leave—4:30 a.m., 5:25 p.m., 11:25 p.m., 11:30 a.m.

BOTHWELL, GLENCOE, CHATHAM.
Leave—4:30 a.m., 5:25 p.m., 11:25 p.m., 11:30 a.m.

Winnipeg days.
*Daily.

MICHIGAN CENTRAL.

Trains arrive and depart from Michigan Central depot, corner Clarence and Bathurst streets. Up-town ticket office, 355 Richmond street. John Paul, city passenger and ticket agent.

9:10 A.M.—For St. Thomas, Dutton, Bismarck, Rodney, Ridgeway, Tilbury, Comber, Essex, Windsor and west. Connects at St. Thomas for east.

2:20 P.M.—Through train all stations to Detroit. Connects at St. Thomas with mail train for all stations east.

7:15 P.M.—Connects at St. Thomas with fast Eastern express for Buffalo, New York and eastern points; also with Pacific express for west.

Arrive at London as follows:
7:45 A.M.—Local from St. Thomas.
10:55 A.M.—Mail train from Detroit, and intermediate stations; also from Buffalo and intermediate points.

6:05 P.M.—From St. Thomas, local.

Truth in Parentheses.

I really take it very kind. This visit, Mr. Skinner— I have not seen you such an age— (The wretch has come to dinner!)

Your daughters, too—what loves of girls! What heads for painters' easels! Come here, and kiss the infant, dears— (And give it, perhaps, the measles!)

Your charming boys, I see, are home From Rev. Mr. Russell's— 'Twas very kind of him to bring them both— (What boots for my new Brussels!)

What! little Clara left at home? Well, now, I call that shabby! I should have loved to kiss her so— (A flabby, dabby, baby!)

And Mr. S. I hope he's well? But, though he lives so handy, He never once drops in to sup— (The better for your brandy!)

Come, take a seat—I long to hear About Matilda's marriage; You've come, of course, to spend the day (Thank heaven! I hear the carriage!)

What! must go?—next time I hope You'll give me longer measure; Nay, I shall see you down the stairs— (With most uncommon pleasure!)

Good-bye! good-bye! Remember all! Next time you'll take your diners— (Now, David—mind, I'm not at home. In future, to the Skinners!)

—Thomas Hood.



Sis Hopkins. I. Husband (infructuous)—Confound that Sunday Gusher! there is absolutely nothing but trash in it—and not another copy will cross my threshold.

II. Wife (interrupting)—Why, darling! didn't you see that column-and-a-half editorial mentioning you in glowing terms as a probable candidate for alderman?

III. Husband—Here, boys! all of you give me your entire lot of Sunday Gushers.



IV. Husband—To be mentioned by a paper of such vast influence is no small matter, I assure you, darling, and I'll have 'em put me on their subscription list for ten years.

movement will be the largest of its kind to take place in a single day in the history of railroads, and will tax their ability to the utmost. Arrangements have been made whereby the Zionites can go by the way of Niagara Falls and return by the way of Washington or reverse the journey.

By Rail to Athens.

Athens, the only capital in Europe which cannot be reached by the main trunk lines, is separated by several hundred miles from the European main railway system, of which Brindisi, Salonica and Constantinople may be regarded as the three southern termini. There is now projected a line from Athens to Salonica, which will put the Greek metropolis in direct connection with the whole continent. It is to have the standard continental gauge of four feet eight inches, and when it is completed it will be possible to run through carriages from Calais to Athens. The Greek capital will then be within three days of London. At present the quickest route between the two cities, by way of Brindisi and Patras, occupies five days, and involves a sea voyage almost as long as that between Brindisi and Egypt. Hitherto Athens has been the only European capital to which there is not a daily mail ferry given in this city. About 120 houses, 3 churches, 2 hospitals, storage houses, and stables will be pulled down. A \$1,000,000 combine has been effected by the consolidation of the Hammond Refrigerator, Anglo-American Re-

frigerator, Kansas City Refrigerator, Omaha Packing and St. Louis Dressed Beef and Provision companies' car lines, under the name of the National Car Line. The consolidation places in the hands of the trust absolute control of all the refrigerator car lines used in the transportation of fresh meats and provisions, the products of all the packing houses of the country.

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