CULAR MINERVA

chant for Marrying—It Was der "Strong Holt."

K, June 15.—Christian Wohl- klyn pork packer, is suing, be- McAdam in the Superior a divorce from his wife, ohlforth, on statutory grounds. as heard yesterday, but deci- rved.

liforth is a museum freak, and to fame as "Minerva, est woman on earth." Mr. married her in October, as after her marriage that er debut on the museum stage. biting her powers, she fell in harles P. Blatt, a cannon ball l eloped with him. She went o Easton, Penn., and there she with Henry Bercaw, a book- oyed by a Phillipsburg (N. J.) she left him and went to San exas, where she rejoined the l thrower. Last month she n a second time and came north Washington, where, under the sephine Wolford, of Hoboken, Bercaw and went with him to g.

of this Blatt came north and nerva" and her new husband. unsuccessful attempt to shoot Bercaw settled the matter by wife to New York. She h her a diamond ring worth gold watch and chain belonging

en "Minerva's" whereabouts en known, but it is supposed returned to Blatt and is living him.

Mr. Wohlforth produced the f his wife's marriage to Bercaw, prietor of the Gerber House in fied that the couple stopped at ile in that city.

BLUSHING FRAUDS

by the Lachine Canal In- More Whitewash Needed Government Officials.

L, Q., June 15.—Some interest- e was given this morning at the al inquiry. Mr. F. M. Trikey, rchant, testified that he had ver $2,000 worth of oak, but Mr. Kennedy, the superintend- in the account as pine, de- nother part of the canal alto- ch was done. The account was over dates previous to the de- oak itself. Charles McKinley, merly employed on the canal lumber, testified that three since he had left the canal as an d since the investigation com- e had been asked by Mr. d Mr. McCenomy, both in the t service, to certify to lumber nd he had done so without ex- ccounts.

rves, sweet sleep, good appetite, stion, and best of all, PURE BLOOD, Hood's Sarsaparilla.

uito pest season seems to have ston, when a clergyman preached e other day on "The Bigness of gs."

to Regulate the Bowels.

NSLOW'S SOOTHING SYRUP has or over FIFTY YEARS by MIL- MOTHERS for their CHILDREN ETHING with PERFECT SUC- SOOTHES the CHILD, SOFTENS ALLAYS all PAIN; CURES IC, and is the best remedy for A. Sold by druggists in every part ld. Be sure and ask for "Mrs. oothing Syrup," and take no other nty-five cents a bottle.

akes Swiggins such an uncon- iar?" "Stinginess. He has as as anybody, but he hates to out."

loway's Corn Cure a trial. It en corns from one pair of feet y pain. What it has done once again.

hen in an insane asylum look, like the women you meet at a church entertainment on their

hold Remedy—Gibbons' Tooth Sold by all druggists. zxv

who knows that he was one ool yesterday often has a sus- he is some other kind to-day.

uard Against Cholera.

blood pure, the stomach in good der and the entire system free from te matter by using Burdock Blood ich cleanses, strengthens and tones ystem. Cholera cannot attack the

officers in hoodlum districts expect to have many a tough

A Close Resemblance.

mptoms of Canadian cholera are those of the real Asiatic cholera, miting, purging, intense pain, etc. se symptoms Dr. Fowler's Extract rawberry is a safe and sure specific. nts at druggists.

larity about it is that when ight it's business that's apt to

the pains and aches cured with rapidity with Dr. Thomas' Elec- earache. The young are espe- ect to it, and the desirability of a family remedy is enhanced by at it is admirably adapted not above ailment, but also to the orders of the bowels, and affec- e throat, to which the young are ubject.

mercantile concern "takes it. in the interest of the balance-

Timely Wisdom.

timely wisdom is shown by keep- vler's Extract of Wild Strawberry t has no equal for cholera, cholera rrhœa, dysentery, colic, cramps and r complaints or looseness of the

man now calls every morning at of the coal man and does him up.

With Invalids.

th invalids the appetite is capri- needs coaxing; that is just the ey improve so rapidly under nulsion, which is as palatable as

ngineers and trainmen are well e locomotive goes off on a toot.

rkable Cure of Dropsy and Dys- Mr. Samuel T. Casey, Belleville, "In the spring of 1884 I began to ed with dyspepsia, which gradu- e more and more distressing. I us domestic remedies and applied mily physician, but received no By this time my trouble assumed f dropsy. I was unable to use whatever except boiled milk and y limbs were swollen to twice ral size; all hopes of my recovery n up, and I quite expected death ew weeks. Northrop & Lyman's E DISCOVERY having been recom- o me, I tried a bottle with but e of relief; and now, after using ties, my Dyspepsia and Dropsy . Although now 79 years of age y my meals as well as ever, and al health is good. I am well- this section of Canada, having 57 years; and you have liberty name in recommendation of your E DISCOVERY, which has done lers in my case." 1

WHISKARD'S

Regular goods, everyday goods, always at cut prices.

We buy for cash, we sell for cash, and it pays to pay cash.

—FOR—

WEDNESDAY

....AND....

THURSDAY

We will show a line of

Summer Dress Goods

AT THE LOW PRICE OF

3

Cents per Yard

Another line of 60 dozen Cashmere Hose, splendid value for 45c; we sell them at 35c pair. There is no deception in these goods. Call and see them; it will pay you.

A splendid line of Rose Wreaths, only 10c each. A beautiful line of Wreaths, 5c each; regular price 15c and 25c.

Several boxes of Flowers, all colors, worth 20c per bunch, our price 5c.

Ladies' and Children's Fancy Straw Hats, black, already trimmed with a wreath of flowers, only 25c each.

Fine line of Ladies' Balbriggan Seamless Hose, only 15c pair.

Ladies' Black Seamless Hose, 10c pair.

WHISKARD'S

232

Dundas St.

Up Near the Soo.

A Fine Island Which the "Advertiser" Helped to Settle.

Generous Testimony From a Well-Known St. Joseph Man.

A Portion of Ontario That Should Be Read About.

How Enterprise and Industry Have Rewarded the Islanders.

To the Editor of the ADVERTISER:

About sixteen years ago a letter appeared in the columns of your valuable paper, written by a correspondent on St. Joseph Island, Algoma, describing this island as a land that wants no railway, with the markets of the world at its door. A great number of settlers were induced to come here through that letter, and others which you kindly gave space to in the columns of the ADVERTISER, who now feel grateful to you for the pains taken in making the place known to them, and take pride in relating the time when they came here with but little means, and some not a dollar in their possession, who are now in comfortable circumstances and doing well.

At that time there were not over 150 people on the island, no roads, and the few settlers who were here had to use small boats to go to each others' houses or travel over crooked footpaths through the bush, except in patches where the land was cleared. But now I am able to write you a very different letter, and will carefully avoid picturing the place, by imagination, as to what it may be in time to come, but will just state actual facts as to the improvements already made, and as matters stand here at present, and let your readers judge what this island will likely be in the near future.

First, I will say that we are now in number over 2,000 inhabitants, with fair roads all over the island, 6 postoffices, 10 public schools, 3 incorporated municipalities, 2 agricultural societies, Episcopalian, Presbyterian and Methodist ministers or students, and their several churches; 1 grist mill, 6 saw mills, 2 villages (or I may say 3), with a good hotel at each, 1 temperance hall and a temperance house, and plenty of stores (according to the store-keeper's ideas), 1 doctor—who has the least to do of any. The climate is so healthy that we have but very little sickness; old settlers scarcely know what sickness is.

We grow fruit from the tame strawberry to the apple, including pears, cherries and grapes; wild strawberries and raspberries are here in abundance. One of our settlers, a Mr. Dunn, had 40 different varieties of fruit grown on his place at the district agricultural show at Sault Ste. Marie last fall, including five different kinds of pears, six of grapes and four of plums. Mr. N. Awry, M.P.P., World's Fair commissioner, selected many of the varieties, including apples, pears and grapes grown here, as samples for the world's show, and they are now at Chicago. A letter received from that gentleman since states that the fruits sent from Algoma are equal to any grown in other parts of Ontario. Apples were a heavy crop here last year. Many of the young trees were ruined by the weight of fruit upon them through neglect to prop them up properly. I may say that our orchards are young and the trees yet small, but very promising. Wheat, barley, oats and peas were good crops last year. Indian corn ripens here, but is not much cultivated since the Indians left. Roots and all kinds of vegetables grown here, we were told by visitors from below at our fall shows, surpass any seen in other parts of Ontario.

The winters are dry and the air bracing, and are not cold except for a few days about the latter end of January or beginning of February. We have generally a few days of soft weather about the first week in January—what we call the January thaw. This year we escaped that. The average depth of snow is about two feet. Last fall the snow fell much sooner than usual and has staid since. We have had exceptionally high winds this winter, but no blizzards. We don't know what they are, except by what we read about them. The snow disappears about the first week in April, and the boats commence to run from about the 20th to the 28th of April, but I have seen boats here on the second day of April, and have seen them in other years not able to get through for ice until the first week in May.

The island is situated in the middle of the River St. Mary, a short distance from the American side on the south, and the Canadian mainland on the north, with steamboat channels on both sides. These channels unite at its western or upper end. It is twenty miles long, and contains over 90,000 acres of land, including that allowed for roads. The soil on the western end is principally of clay loam on limestone foundation. That on the lower end is in most places of a lighter quality, well adapted for fruit and stock farming. There are several several small lakes; one on the highest part of the island, and plenty of springs and spring creeks of purest water. The villages of Richards' Landing and Marksville are on the north side, twelve miles apart. The fine lines of boats running from Collingwood and Owen Sound to Sault Ste. Marie and intermediate ports, call regularly in summer at both these places, with daily mails expected this year. During the season of the Mackinaw excursions all these boats are crowded with passenger, calling both going and returning, thus offering a good market for the sale of strawberries, raspberries and blueberries. A good summer hotel is much needed at both these places for the accommodation of Canadian and American tourists. Sea Gull or Sailors' Encampment is on the southwest side, five miles from Richards' Landing. Here a daily boat running between Sault Ste. Marie and Mackinaw, call regular at the American dock.

Parties looking at the shores of this island in passing can form but faint idea of the prosperity within. Most of our farmers have comfortable frame houses, good stock, and some in addition have large frame barns and agricultural implements of the latest improvements. But work has been so plentiful about here for years past, and wages high, to the injury of very many of our settlers, who have neglected their places by working out in lumber camps, getting out railway ties, pulp wood, etc., and during most of the summer months loading vessels. Those who have staid on their lands are today by a long way the best off. We have every convenience and great shipping facilities between railroads and steamboats. Distance from Richards' Landing to the mainland at Port Findlay is two miles, and from there to C. P. R. station, Tarbutt Crossing, six miles; distance from Marksville to Bruce Mines, seven miles, and from there to the C. P. R. station two miles. The number of vessels which passed here during the year 1891, as shown by the report of the Sault Ste. Marie Canal, was 10,191. The amount of actual freight carried upwards was 2,919,068 tons, downwards 5,969,691 tons—in all, 8,888,759 tons. This will give an idea of the size of the vessels passing, every one of which has to pass close to our docks on one side or the other. This does not include the number of the local boats which do not go through the canal, and the number of boats coming this way is increasing every year.

Being thus situated in the center of this immense traffic, we can truly say we want no railway, and have the markets of the world at our door. To show the value of our present "home" market, I need but point to the lines of boats between Collingwood and Owen Sound, loaded down principally with provisions, grain and other farm produce, especially in the fall, as they were last fall to their fullest capacity, for the storekeepers and lumber camps. Such produce might have been raised in Algoma just as well, if we had the farmers. Our farmers receive higher prices for what they sell than is paid in Toronto. The inducements offered here to good farmers are great, especially those who can afford to devote their time on their lands. We have plenty of laborers here who will not work for less than $1 50 per day. Improved farms may be purchased at from $300 to $2,000, some with good buildings on. There is also good land in the township of Tarbutt, on the mainland, just opposite here, and in the adjoining townships of Laird and Macdonald. The farmers are all prosperous at these places.

We have settlers here who have lived in very distant parts—one who spent some time in Australia, and another, one of our best farmers, spent years of his life on the Pacific coast. Mr. Allan Duncan, merchant, of Wyoming, a gentleman well known, called there on his way back from the Pacific coast, after having traveled through Manitoba, the Northwest Territories and the Western and other States from the coast to this place, and said of all the places so highly boomed in those parts he saw no place where a man with limited means could do so well as on St. Joseph Island. His brother went as far as Calgary in search of land, but came back and settled on this island in preference.

The Algoma Land and Colonization Company is doing wonders in the way of making Algoma better known to the world, and the Algoma farmers' testimony is, I have no doubt, perfectly reliable. This company deserves credit for what it is doing. The district of Algoma is very different now to what it was about sixteen years ago. To speak of this part of it, when a handful of patriotic men, including our indefatigable friend, the Algoma Pioneer, with your kind assistance, worked hard and without pay or a cheering word from any, animated and urged solely by love of the country to make it known to others, and that at a time when Algoma was little known and her name but seldom mentioned outside the district, and at a time when both Governments appeared quite indifferent as to whether any one settled in Algoma or not, while other places were well advertised and highly boomed by paid agents. I say those days looked dark and discouraging to the few loyal citizens who worked against the stream of Canadians then moving to the Western States and to the State of Michigan, just across the river here, where they are to-day living witnesses to the indifference of the Governments in those days toward Canadians once loyal, but have since bid adieu to their native land.

These men might have been to-day in Algoma, where many of them would be happier than where they are.

Now, we in Algoma think we have a right to ask the Government for a more liberal share of the many millions of dollars realized for pine and minerals, besides the taxes collected in the district, for colonization roads, where the money is much more needed than where we suppose it is expended, namely, in the further improvements of cities, towns and counties in old Ontario. Breathing the pure air of Algoma, we have become proud, too proud to beg, but we will be much pleased and will feel grateful if the Government will be a little more liberal in its grants for roads this year.

Any information which I can give about this part of Algoma will be cheerfully given to any one asking, providing a postage stamp is sent for the reply. And I would say that those wishing to obtain land in Algoma should come and see it before purchasing. We have as good land on St. Joseph's Island as any in Canada, but we have also some poor land on the island, but no rocks. Very truly yours, I. RICHARDS.

Richards' Landing, Ont.

THE PATRONS IN QUEBEC.

Large Gathering of Chauteauguay Patrons of Industry.

HOWICK, Que., June 15.—A large and representative meeting was held here on Monday night, and those present listened for a couple of hours to Messrs. J. Lockie Wilson, of Glengarry, and John Miller, from Western Ontario. These gentlemen are addressing meetings in this Province in behalf of the Patrons of Industry. Mr. J. Greig, M. P. P. for Chauteauguay county, was chairman of the meeting. He is a Patron of Industry, and after stating the object of the meeting he introduced Mr. Miller, who was accorded a hearty reception, and delivered a speech on the subject sought to be put forward. Mr. Wilson was then introduced as a practical farmer and stock raiser. He is a speaker of no mean order, and went for the party heeler and the powers that be in a manner that, judging from the applause he received, was exactly in accord with the feelings of the farmers of Chauteauguay. Binder twine, barb wire, iron and implement manufacture were handled by the speakers without gloves. A number of lodges are to be organized in the course of a few days, and the Patrons in consequence of this meeting are going into the fight for better terms from the respective Governments with renewed vigor.

Died From Effects of Fright.

RACINE, Wis., June 15.—Bessie C. Hanson, the 16-year-old daughter of Mr. and Mrs. Lewis Hanson, died yesterday of brain trouble. It is alleged that the child had been locked in a dark room by her school teacher at Howell public school, and frightened half to death recently.

Apollinaris

"NATURAL CHEMICAL PROCESSES are the ONLY PERFECT ONES, and the popularity of Apollinaris Water is chiefly due to its irreproachable character."

THE TIMES, LONDON

McCALLUM'S

CHOLERA and DIARRHEA

MIXTURE.

A good reliable medicine, prepared from the celebrated Dr. Woulff's formula. Very effectual in cases of Cholera, Dysentery, Pain in the Stomach, Cramps. Put up and for sale by

C. McCALLUM,

DRUGGIST.

Cor. Dundas and Richmond Sts.,

LONDON.

NAVIGATION AND RAILWAYS.

Hamilton to Montreal

S. S. OCEAN.

LEAVES MACKAY'S WHARF, HAMILTON, AT 10 A.M. AND TORONTO AT 4 P.M.

EVERY SATURDAY,

Calling at Kingston, Brockville, Prescott and Cornwall.

Fare—Cabin—Hamilton to Montreal, $8; return, $15. Toronto $7 50; return $14, including meals and berth.

Passengers are advised to secure berths through local agent before starting. For further information and tickets apply to

F. S. CLARKE,

Agent, 416 Richmond Street London.

eod

The Direct Route to Cleveland via Port Stanley.

The new and fast steamer Joe Milton will commence her weekly excursion trips from Port Stanley to Cleveland Saturday, June 3, 1893, and every following Saturday, until the last Saturday in August, leaving Port Stanley on arrival of the early morning train from London (8 o'clock), arriving in Cleveland at 3:30 o'clock, giving a good opportunity for business Saturday afternoon. Returning will leave Agents' Dock, Cleveland, every Monday at 7 a.m. connecting at Port Stanley with train for London and other points east and west. This deservedly popular route affords to those contemplating a trip to the beautiful city of Cleveland a delightful sail across Lake Erie by daylight, both going and returning. The public are respectfully invited to note the advantages this route possesses over all others in cheap fares, combined with safety, comfort and dispatch. Fare from Port Stanley to Cleveland and return $3. Fare from Port Stanley to Cleveland, single, $2. Refreshments on board. Music on board at all times. Tickets may be obtained from F. S. Clarke, city agent for Joe Milton, at London, and D. K. Mackenzie, St. Thomas. Agents, Farasey & Marron, 107 to 115 River Street, Cleveland. O., Arthur Ellison, Port Stanley. JOHN ELLISON, owner, JOSEPH HODGE, captain. F. S. Clarke's office, London, open from 8 to 9 p.m. Friday evening. zxv

Hamilton Steamboat Company

PALACE STEAMERS

Macassa & Modjeska

Commencing June 10, leave Toronto 7:30 and 11* a.m., 2 and 5:15* p.m. Leave Hamilton 7:45* and 10:45 a.m., 2:15 and 5:30* p.m.

*Calls at Oakville, weather permitting.

F. ARMSTRONG, General agent, Toronto. J. B. GRIFFITH, Manager, Hamilton. 65tf

LAKE STEAMSHIP LINE

One of the fast electric-lighted steamships

MANITOBA

ALBERTA AND ATHABASCA

is intended to leave OWEN SOUND every

Wednesday and Saturday,

on arrival of Steamship Express leaving Toronto at 10:40 a.m. (calling at Sault Ste. Marie, Mich., only), making close connection with the through trains at Fort William. The 8 a.m. train from London, makes direct connection at Streetsville Junction with the S. S. express.

Thos. R. Parker, City Passenger Agent, 161 Dundas street, corner Richmond. 77tf

THE PASSENGER STEAMER

PERSIA

WILL LEAVE

ST. CATHARINES FOR MONTREAL

and all intermediate points at 1 p.m. EVERY TUESDAY, passing through the Thousand Islands by daylight and making connections at Montreal with all railways and steamers for the Lower St. Lawrence ports. Two full days in Montreal.

Fare for round trip, including meals and berths, $14; to Montreal, $7 50.

Passengers leaving London by 8:05 a.m. train arrive in time to connect with the steamer. ESTATE OF JAMES NORRIS, St. Catharines. G. M. GUNN & SON, 414 Richmond street, London Agents. eod

AMERICAN LINE

New York, Southampton, London, every Saturday.

NEW YORK.....Saturday, June 17, 8 a.m.
CHESTER.....Saturday, June 24, 2:30 p.m.
PARIS.....Saturday, July 1, 7 a.m.
BERLIN.....Saturday, July 8, 1 p.m.

From Pier 43, N.R., foot of Christopher street, New York.

Shortest and most convenient route to London. Passengers land at Empress dock, avoiding inconvenience and exposure of transfer by tender. First cabin passage to Southampton, London or Havre, $70 and upward, according to steamer. Second cabin, $40 to $60. Steerage at low rates.

INTERNATIONAL NAVIGATION CO. General Agents, 6 Bowling Green, New York. F. S. Clarke, A. G. Smythe, E. De la Hooke, London, Ont.

WHITE STAR LINE

Royal and United States Mail Steamers for Queenstown and Liverpool.

*ADRIATIC.....June 21
*TEUTONIC.....June 28
GERMANIC.....July 5
*MAJESTIC.....July 12
*ADRIATIC.....July 19

*Superior second cabin accommodation on these steamers.

From White Star dock, foot West Tenth St. Saloon rates—On Teutonic and Majestic, $90 and upwards; second cabin rates, Majestic and Teutonic, $40 and $45; round trip, $80 and $86, according to location of berth. Saloon rates on Germanic and Britannic, $60 and upwards. Excursion tickets on favorable terms. Steerage, $25. Company's office, 41 Broadway, New York.

For further information apply to W. Y. BRUNTON & SON, 414 Richmond street, or EDWARD DE LA HOOKE, southeast corner Richmond and Dundas streets, agents of the line for London, Ont.

RAILWAY TIME TABLES

GRAND TRUNK—Southern Division.

CORRECTED May 28, 1893.

MAIN LINE—Going East.

	ARRIVE.	DEPART
Wabash Express (A)	3:35 a.m.	3:40 a.m
*Limited Express	3:45 a.m.	3:50 a.m
Accommodation	.....	8:05 a.m
Atlantic Express (A)	12:10 p.m.	12:20 p.m
Day Express	10:55 a.m.	2:20 p.m
Reading Express (A)	3:10 p.m.	3:15 p.m
*Wabash Express (A) (D)	4:20 p.m.	4:25 p.m
Mixed (c)	5:50 p.m.	6:50 p.m
Erie Limited (A)	11:20 p.m.	11:40 p.m

MAIN LINE—Going West.

	ARRIVE.	DEPART
†Chicago Express (A)	5:14 a.m.	5:20 a.m
West End Mixed	.....	6:15 a.m
Reading Express (A)	10:15 a.m.	10:20 a.m
†Erie Limited (A)	11:30 a.m.	.....
Wabash Express (A)	11:20 a.m.	11:25 a.m
Accommodation	12:30 p.m.	2:15 p.m
†Pacific Express (A)	6:50 p.m.	7:00 p.m
Mail	9:50 p.m.	.....
Accommodation	.....	7:30 p.m

Sarnia Branch.

	ARRIVE.	DEPART
Limited Express (B)	3:45 a.m.	.....
Accommodation	8:03 a.m.	.....
Atlantic Express (B)	11:50 a.m.	.....
Accommodation	2:10 p.m.	.....
Reading Express (B)	3:19 p.m.	.....
Mixed	5:35 p.m.	.....
Accommodation	8:15 p.m.	.....
Erie Limited (B)	11:35 p.m.	.....

Sarnia Branch.

	ARRIVE.	DEPART
Chicago Express (B)	.....	5:30 a.m
Accommodation	.....	7:40 a.m
Reading Express (B)	.....	10:20 a.m
Erie Limited (B)	.....	11:35 a.m
Accommodation	.....	2:30 p.m
Pacific Express (B)	.....	7:00 p.m

London, Huron and Bruce.

	ARRIVE.	DEPART
Express	9:55 a.m.	8:15 a.m
Mail	6:40 p.m	4:55 p.m

St. Marys and Stratford Branch.

	ARRIVE.	DEPART
Mixed—Mail	11:15 a.m.	7:30 a.m
Express	2:05 p.m.	.....
Express	5:40 p.m.	2:40 p.m
Express—Mixed	9:15 p.m.	5:55 p.m

Toronto Branch.

Hamilton—Depart—							
a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
*7:00	n9:15	11:05	12:30	4:10	5:25	n*6:55	9:20
Hamilton—Arrive—							
a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	
†12:30	n†9:00	10:30	n12:30	3:55	6:25	8:15	

* These trains for Montreal.
† These trains from Montreal.
(A) Runs daily, Sundays included.
(B) Runs daily, Sundays included, but makes no intermediate stops on Sundays.
(C) No. 20 carries passengers between London and Paris only.
(D) This train connects at Toronto for all points in Manitoba, the Northwest and British Columbia via North Bay and Winnipeg.

E. DE LA HOOKE, City Passenger and Ticket Agent, southeast corner Richmond and Dundas streets.

ERIE AND HURON RAILWAY.

Trains South.

Stations.	Exp	Exp	Mix	Mix
	A.M.	P.M.	A.M.	P.M.
Sarnia (G. T. R.)	.....	5:10	7:40	.....
Courtright	.....	5:40	8:20	.....
M. C. R. Junction	.....	5:45	8:22	.....
Chatham (C.P.R.) arr	.....	7:45	10:35	3:30
Chatham (C.P.R.) dep	7:45	.....	10:40	4:10
Fargo (M. C. R.)	8:13	.....	2:35	5:10
Blenheim arr	8:25	.....	11:20	5:35

Trains North.

Stations.	Exp	Exp	Mix
	A.M.	P.M.	P.M.
Blenheim dep	8:30	2:55	5:45
Fargo (M. C. R.)	8:43	3:10	6:00
Chatham (C. P. R.) arr	9:08	3:30	6:20
Chatham (C. P. R.) dep	9:13	3:37	.....
M. C. R. Junction	11:20	.....	.....
Courtright	11:25	3:55	.....
Sarnia (G. T. R.) arr	12:00	6:25	.....

LONDON & PORT STANLEY R'Y.

Taking effect Monday, May 29, 1893.

Going South.

	a. m.		p. m.	
Leave London	6:40	9:30	2:20	8:00
Arrive St. Thomas	7:15	10:05	2:55	8:40
Depart St. Thomas	7:20	10:10	3:05	8:50
Arrive Pt. Stanley	7:40	10:30	3:25	9:10

Going North.

	a. m.		p. m.	
Leave Pt. Stanley	8:05	11:00	5:30	9:30
Arrive St. Thomas	8:25	11:20	5:50	9:50
Depart St. Thomas	8:35	11:30	6:00	10:00
		p. m.		
Arrive London	9:10	12:05	6:35	10:45

All trains stop at intermediate stations when passengers at or for.

CANADIAN PACIFIC RAILWAY.

Going East.

DEPART—			
London	3:45 a.m.	8:00 a.m.	4:50 p.m
Woodstock	4:42 a.m.	8:02 a.m.	5:45 p.m
Galt	6:42 a.m.	8:55 a.m.	6:48 p.m
Guelph	9:20 a.m.	11:05 a.m.	8:10 p.m
Toronto	8:10 a.m.	12:00 noon	8:55 p.m
Peterboro	11:08 a.m.	.....	11:43 p.m
Kingston	4:05 p.m.	.....	5:00 a.m
Ottawa	8:15 p.m.	.....	5:45 a.m
Montreal	7:20 p.m.	.....	7:40 a.m
Quebec	6:30 a.m.	.....	3:00 p.m
Portland, Me	8:25 a.m.	.....	8:10 p.m
Boston	8:35 a.m.	.....	8:50 p.m
Halifax, N. S.	11:00 p.m.	.....	.....

Trains arrive from the east at 11:05 a.m., 8:00 p.m., 11:00 p.m.

Going West.

DEPART—			
London	7:15 a.m.	11:15 a.m.	11:05 p.m
ARRIVE—			
Chatham	9:20 a.m.	12:47 p.m.	12:47 a.m
Detroit	.....	2:30 p.m.	2:30 a.m
Chicago	.....	10:15 p.m.	10:10 a.m
St. Louis	.....	7:45 a.m.	4:00 p.m
Kansas City	.....	7:05 p.m.	7:00 a.m

Trains arrive from the west at 3:40 a.m., 4:45 p.m., 10:15 p.m.

THOS. R. PARKER, City Ticket and Passenger Agent, 161 Dundas street, southwest corner Richmond and Dundas.

MICHIGAN CENTRAL RAILWAY.

LONDON TIME.

Canada Southern Division—Going East.

	Leave London.	Leave St. Thomas.
Niagara Falls and Buffalo special (daily)	6:40 a.m.	7:40 a.m.
Atlantic Express (daily)	9:30 a.m.	10:45 a.m.
New York and Boston Limited (daily)	9:30 a.m.	1:50 p.m.
Mail and Accommodation (except Sunday)	2:20 p.m.	3:05 p.m.
North Shore Special (daily)	8:00 p.m.	11:10 p.m.
New York and Eastern Express (daily)	8:00 p.m.	2:00 a.m.
New York and Chicago Limited (daily)	8:00 p.m.	4:45 a.m

Canada Southern Division—Going West.

Detroit Accommodation (except Sunday)	6:40 a.m.	7:40 a.m.
Chicago and Western Express (daily)	9:30 a.m.	10:55 a.m.
American express (except Monday)	9:30 a.m.	1:45 p.m.
Mail and Accommodation (except Sunday)	2:20 p.m.	3:15 p.m.
Pacific Express (daily)	2:20 p.m.	6:10 p.m.
New York and Chicago Limited (daily)	8:00 p.m.	12:30 p.m.
Chicago special (daily)	8:00 p.m.	12:57 p.m.
North Shore Limited (daily)	8:00 p.m.	6:35 a.m.
Chicago and Western Express (daily)	8:00 p.m.	4:05 a.m.

Trains arrive in London at 9:10 a.m., 12:05 (noon), 6:35 p.m. and 10:45 p.m.

[NOTE.—No trains to or from London on Sundays.]

JOHN PAUL, City Passenger Agent, 395 Richmond street.

ADVERTISEMENT CHANGES.

It is necessary that copy for changes of advertisements (to be sure of insertion) must be handed in on the day previous to that on which their appearance is desired.

NAVIGATION AND RAILWAYS

CHICAGO

passengers for the

World's Fair

are advised that they can now obtain

EXCURSION

tickets good to return until Nov. 15th, at the city office, the "clock" corner of Richmond and Dundas. Through cars. No delays. Sever express trains daily. Choice of routes, good via Detroit and return via Port Huron tunnel or vice versa.

E. De la Hooke,

Grand Trunk City Passenger Agent.

CANADIAN PACIFIC RY.

FARMERS' EXCURSIONS

From all Stations in Ontario, Return Rates to

Estevan, Deloraine, Moosomin, Binscarth, Reston	$28 00
Regina, Moosejaw, Yorkton	$30 00
Calgary, Prince Albert	$35 00
Edmonton	$40 00

To leave all points in the Province of Ontario on
JUNE 13—Return until July 23.
JUNE 20—Return until July 30.
JUNE 27—Return until Aug. 6.
JULY 11—Return until Aug 20.

Parties ticketing from other points should arrange to arrive at Toronto in time to connect with the 10:15 p.m. train on above dates.

The Winnipeg Exhibition will be held from July 15 to 22, inclusive, and persons leaving on July 11 will be in splendid time for this event

THOS. R. PARKER, City Passenger Agent, 161 Dundas street, corner Richmond street. City Office open 7:30 a.m. 86tf

For Full Particulars

ABOUT

WORLD'S FAIR

Rates, Train Service

Hotel and Boarding House Accommodation in Chicago

APPLY TO THE NEAREST AGENT OF THE

CANADIAN PACIFIC RY.

THOS. R. PARKER, city passenger agent, 161 Dundas street, southwest corner Richmond street. City office open 7:30 a.m.

MICHIGAN CENTRAL

"The Niagara Falls Route."

TICKETS TO THE

WORLD'S FAIR

VESTIBULE TRAINS.

Full particulars at the

CITY OFFICE,

395 Richmond Street.

Depot Corner Clarence and Bathurst Streets. Telephone 205.

JOHN PAUL, City Passenger Agent.
O. W. RUGGLES, General Passenger and Ticket Agent.
JOHN G. LAVEN, Can. Pass. Agent.

CUNARD LINE

"LANE ROUTE."

From New York to Liverpool via Queenstown. Fast Express Mail Service.

UMBRIA.....Saturday, June 10, 2 p.m.
AURANIA.....Saturday, June 17, 8 a.m
ETRURIA.....Saturday, June 24, 2 p.m.
CAMPANIA.....Saturday, July 1, 6:30 a.m
UMBRIA.....Saturday, July 8, 1 p.m.
AURANIA.....Saturday, July 15, 6:30 a.m.

EXTRA STEAMERS.

GALLIA.....July 4, 9 a.m.

RATES OF PASSAGE—Cabin, $50 and upwards. Second cabin, $35 and upwards, according to steamer and location; return tickets on favorable terms. Steerage tickets to and from Liverpool and Queenstown and all other parts of Europe at lowest rates. Through bills of lading given for Belfast, Glasgow, Havre, Antwerp and other parts on the continent, and for Mediterranean ports.

VERNON H. BROWN & Co., agents, 4 Bowling Green, New York.

E. DE LA HOOKE,

Southeast cor. Richmond and Dundas Sts.

A. G. SMYTHE

415 Richmond St., sole agents for London.

ALLAN LINE

Royal Mail Steamships, Liverpool, Calling at Moville.

	From Montreal.	From Quebec.
Parisian	June 24	June 25
*Laurentian	July 1	Not calling
*Numidian	July 8	July 9
Sardinian	July 15	July 16
*Mongolian	July 22	July 23

RATES OF PASSAGE.

Cabin, by S.S. Parisian, $60, $75 and $90, single; $110, $135 and $160, return. By S.S. Sardinian, $55, $60 and $70, single; $105, $110 and $130, return. By other steamers, $50 and $60, single; $100 and $110 return. Second cabin, $30 and $35; steerage $24.

*Carry cabin passengers only.

STATE LINE SERVICE

New York and Glasgow, via Londonderry.

	From New York.
STATE OF NEBRASKA	June 22
STATE OF CALIFORNIA	July 15
STATE OF NEBRASKA	July 27

Cabin passage, $45 to 65; return, $85 to $120, according to location of berth; second cabin, $30; steerage, $25.

AGENTS—E. De la Hooke, southeast corner Richmond and Dundas and Thos. R. Parker southwest corner Richmond and Dundas streets. F. S. Clarke, 416 Richmond street; John Paul, 391 Richmond street.