Patchen's Performance!

The Black Pacing Stallion Cuts a World's Record.

Petrolia's Curling Club Ready for the First Freeze.

London Baseball Player Signed With the Toronto Club.

Western League Clubs' Annual Meeting — Results of the Racing at Windsor — The Sale of Belmont's Horses.

THE TURF.

JOE PATCHEN'S GREAT PERFORMANCE.

Joliet, Ill., Oct. 22.—Without any preparation for such a trial, Joe Patchen, the black pacing stallion, on Wednesday afternoon reduced the world's pacing record to a four-wheel sulky by nearly four seconds. About 3 o'clock the great son of Patchen Wilkes had gone a really remarkable mile in attempting to beat his own record of 2:01¼. Driven by Atkinson, he went the circuit in 2:02¾, lowering the Ingall's Park record. The time by quarters was: :31¾, 1:02, 1:32½, 2:02¾. Several watches caught the time in 2:02½.

In the second attempt, after scoring once, Ames signalled for the word, and away the big black went, with the magnificent stride now so familiar to the followers of the harness horse in the vicinity of Chicago, and with the running mate trailing a length or two away. Ames rated his charge splendidly, covering the first quarter in :32½, skimming along the back stretch with the stallion moving easily, in :31. Around the far turn the pacer facer the breeze, whatever there was of it, but it was here that Ames first urged him, while the running mate, too, drew alongside, and, responding to the call, the noble Patchen sped over the third quarter in :30½. It was now a foregone conclusion that the record would be broken, and outbursts of applause began before the horse was well straightened out for home. Ames knew the staying power of his horse, and never relinquished urging him by voice and an occasional sharp crack of the whip. The result was the last quarter was made in :30¾, the time of the last half-mile being 1:01¼, and the great pacer finished strong and true in 2:04¾, nearly four seconds ahead of the record. The former record was held by W. W. P., having been made at Terre Haute in 1895. The announcement of the time by Starting Judge Newton elicited prolonged cheers.

Joe Patchen appeared fairly tired after the trial, but nevertheless he was taken to the stable, rubbed down, and prepared for his trial against the high-wheel record also, according to agreement. It was 5:15 when the horse came on the track, hitched to the big-wheeled sulky that had been made especially for Star Pointer. After two scores Ames signalled for the word, and they were sent away, the runner trailing as before. The quarter was reached in :32½, the same time as made in the trial with the wagon, but the second quarter showed a decrease of speed, the time being 1:03¾. The three-quarters was reached in 1:35 flat, and the mile in 2:06¾, half a second short of the record. This, however, beats the best efforts made by John R. Gentry this season against the same mark.

BELMONT'S HORSES SOLD.

New York, Oct. 23.—At O. H. P. Belmont's sale of 22 of his horses the following prices were realized: Wales and York was sold to Sydney Smith, of this city, $3,000. Walsingham, to Richard F. Carney, for $800; Rockingham, to George R. Hulme, of this city, for $4,200; Sundown, to James Stillman, $2,300, and Sundown's mate, Hurlingham, to the same purchaser, for $1,500; Blue Ribbon and Fife, to J. A. McGarry, Brooklyn, for $1,500; Canadian Belle, to Harry Hamlin, of Buffalo, for $350; Adelaide and Sandringham, to J. S. Ulman, for $600; Miss Anybody and Jersey Lily, to M. H. Herbert, of this city, for $1,050; Dusk and Vixen, single brougham horses, adapted for heavy carriage and no road too long for them, H. Creedman, Boston, $1,000; Four Stripes, 3 years old, sired by Cadet, by Blue Ribbon, F. A. Bergen, Wilkesbarre, Pa., for Forest Hill Stud, $1,300. The total sum realized was $18,855, and the average price was $896.

AT WINDSOR—THURSDAY.

First race, ¾ mile, selling—Dr. Stewart 1, Early Bird 2, Jim Lisle 3. Time, 1:20. Frisco Ben, Lord Nugent, Sifter, Mystic Shriner, Icena, Under the Rose and Bob Chance also ran.

Second race, 1 mile—Alvin W. 1, Cogmossie 2, Scandland 3. Time, 1:47. Donadea, Monk Wayman and Guinan also ran.

Third race, 13-16 mile, selling—Hardenberg 1, Strathroy 2, Robert Latta 3. Time, 1:26. Rapalatchie, Cave Spring, J. H. Grafton, Terrapin, Plutus, Gaisnay, Cochina, Wightman also ran.

Fourth race, 1 1-16 miles, selling—Major Tom 1, Edith 2, Howard M. 3. Time, 1:59. Dixie Lee, Mamie Sullivan, Sister Ione, Hollywood, Swift also ran.

Fifth race, ¾ mile, selling—Jolly Son 1, Blackingbrush 2, John Conroy 3. Time, 1:18. Hartford Boy, Steve Clolini, Susie Howze, Annemosar also ran. Wathen left at post.

WIRE-TAPPING.

Cincinnati, O., Oct. 22.—Wire-tapping between Latonia track and Louisville yesterday caused Malvolio in the fourth race, and Takanasse in the fifth, to be falsely reported winners.

BASEBALL

LONDON PLAYER SIGNED WITH TORONTO.

Toronto World: "Jimmy Cockman came down from Guelph yesterday on an invitation of Manager Irwin, and the two were not long in coming to terms, and as a result the ex-Louisville outfielder affixed his signature to a Toronto contract for '98. Catcher Reid, having agreed to Mr. Irwin's terms on Tuesday, had nothing left but to sign yesterday, which he did. Mr. Irwin leaves for the east today."

WESTERN LEAGUE.

Chicago, Oct. 22.—The annual meeting of the Western Baseball League was held at the Great Northern Hotel yesterday. The principal business before the league was a division of the reserve fund. The year has been a fair one to the clubs in the league, and after the payment of the expenses it is expected that there will be about $2,000 to pro rate among the clubs, according to the amount each contributed to the fund. A rule of the league requires the payment of 10 per cent of receipts to the reserve fund. It is the general belief that there will be no change in the clubs during next season. The old board of directors will be re-elected.

CURLING.

THE PETROLIA CLUB.

Petrolia, Ont., Oct. 22.—The Petrolia Curling Club held their annual meeting last night, with a large attendance of members. The following officers were elected: Patron and patroness, Mr. and Mrs. J. L. Englehart; president, Mr. J. A. Jackson; vice-president, Mr. Alex. McQuien; secretary, J. C. Waddell; treasurer, Mr. John Walker; chaplain, Rev. Mr. Roberts; representative members, J. A. Jackson, R. I. Bradley; honorary members, George Sanson, captain; M. J. Woodward, Rev. Mr. McCosh, of Chatham, and the presidents of the following clubs: Sarnia, Forest, Detroit, St. Thomas, Galt and Glencoe; skips, R. Jackson, W. G. Fraser, W. F. Cooper, J. J. Bell, J. C. Waddell, S. D. Swift; committee of management, J. A. Jackson, A. McQuien, J. C. Waddell.

FOOTBALL.

CURIOUS ACCIDENT TO PLAYERS.

George Nelligan, of the Tigers, met with a curious accident on Monday evening while practicing. His head came in violent contact with the caput gather player. One of Nelligan's teeth was forced through his upper lip and the molar struck the other Tiger's forehead, cutting it. A doctor had to stitch the injured lip, to draw the wound together.—Hamilton Spectator.

A ROUGH GAME.

Pittsburg, Pa., Oct. 22.—The coroner's jury in the case of Benjamin Rich, the half-back of the Tyrone football team, who was killed in a game on Saturday, has decided that death was caused by internal hemorrhages of the brain, superinduced by over-exertion and a fall received while tackling J. H. Miller, and striking his head on the ground or a stone. The game was free from slugging.

West Superior, Wis., Oct. 22.—As a result of injuries in the football match with the Stevens Point team, Maurice E. Moran, left end of the Superior eleven, may not recover. Moran got the ball and started for a run, when he was stopped by a Stevens Point man. Moran fell to the ground heavily, being caught by the feet, and, though he finished the game, he was carried home. He received internal injuris about the kidneys.

HOCKEY.

SIMCOE CLUB.

The Simcoe Hockey Club has elected the following officers: Honorary president, W. E. Tisdale; president, T. R. Slaght; first vice, W. B. Battersby; second vice, W. S. Wood; secretary-treasurer, P. A. Kerr; manager and scribe, W. B. Tomlinson; executive, W. M. Chandler, R. L. Innes, R. McLeod, C. C. Fairchild; delegates, R. L. Innes, T. R. Slaght, W. B. Tomlinson.

WHEEL.

BALD WON.

Atlanta, Ga., Oct. 22.—In the races at the Coliseum last night, Eddie Bald, of "cannon" fame, won the four-cornered race, in which were entered, Bald, Eaton, Walthour and Loughead. Eight heats in all were run, the best time being made in the first heat, which was between Eaton and Walthour, and which the former won. The time was 2:02 2-5.

CALIFORNIA AND THE C. W. A.

San Francisco, Cal., Oct. 22.—Geo. H. Orr, of Toronto, Ont., president of the Canadian Wheelmen's Association, arrived in this city and held a conference last night with the officials of the California association clubs. In the course of the conference President Orr stated that he was convinced from his own observation that the California Association was in control of this coast, and that at the next meeting of the Canadian Wheelmen's Association the California Associated Cycling Club would be recognized as the controlling body of the Pacific coast. This means that the International Cyclists' Union will recognize the California body, and the agreement between the C. W. A. and the L. W. A. be terminated.

THE BRITISH BICYCLE TRADE.

Washington, Oct. 22.—Consul Barker, of Birmingham, England, in his annual report to the state department, says that the one marked development in that district during the year has been the cycle trade. It has been so great that there has been a great overproduction. The trade with the United States has not been greatly affected but no complete bicycles have been sent to the United States since 1894. The British foreign trade in bicycles amounted in 1895 to $8,747,012; in 1896, to $9,056,420; and in 1897 (estimated) $7,877,275. So many men have been drawn into bicycle making that other branches have been injured. An increase of ten per cent in the wages of skilled labor has resulted, but a decline is expected for various reasons, including the introduction and use of the best American machinery. In the past two fiscal years the exports from the United States to the United Kingdom of cycles and parts of cycles was, for 1896, $613,592; for 1897, $2,375,675. Speaking of the general trade the consul says that exports of other manufacturers, which show an increase but which are not classified by countries of destination, are British goods, clocks and watches, glass and glassware, lead and its manufactures, steel rails, iron and steel plates and sheets, wire, printing presses, type writers, nickel and zinc.

The most efficacious stimulants to excite the appetite are ANGOSTURA BITTERS, prepared by Dr. J. G. B. Siegert & Sons. Beware of counterfeits. Ask your grocer or druggist for the genuine article.

URINARY TROUBLES

CURED BY

DODD'S KIDNEY PILLS

I have been troubled for some years with urinary trouble. I could not hold my urine. Was constantly broken of my rest, as I had to get up six or eight times every night. I tried doctors and many remedies without getting any relief until one of my friends advised me to try Dodd's Kidney Pills. I felt relieved from the first box and six boxes completely cured me. I cannot thank you enough for the new lease of life and comfort your Dodd's Kidney Pills has given me.

A. McGREGORY,
Cornwall, Ont.

Dodd's Kidney Pills
Always cure Urinary Troubles

Funds Getting Short.

Board of Works Finish Up a Batch of Old Business.

A Number of Petitions Referred to Next Year's Council for Want of Money.

The board of works at its meeting last night cleared up considerable business that has been on the table for many weeks. Thomas Treleaven's petition for the resurfacing of an asphalt walk on York street, between Colborne and Waterloo, was laid over for next year's council, owing to the scarcity of funds.

A similar fate befell the petitions of R. F. Matthews, for an artificial stone walk on the south side of Central avenue, between Colborne and Cartwright streets; J. A. Thomas, for a stone walk on Beech street; Thomas Munro, for opening a street between Riverview and Evergreen avenues, and Thomas B. Mungall, for the opening up of Marshall street to Lyle.

The matter of repairing the timber railings on Kensington bridge, replanking Oxford street bridge, and repainting Oxford street and Kensington bridges—work recommended by the engineer some months ago—was taken up. The work in these cases was not recommended, because the county was unwilling to pay its share of the cost.

Ald. O'Meara said this was a cunning trick of the county council, which was merely waiting until London West was annexed to the city, when the city would have to bear the whole expense of the work. He moved to have the work done at once, provided the county would pay its share. This carried.

A number of matters awaiting the engineer's report were laid over, as was also a batch of applications for positions as inspectors and street commissioner.

Ald. Nutkins asked what steps had been taken to have the poles on Dundas street removed from their present positions a few feet north. The poles in question were on the south side of the ditch, opposite the fair grounds, but now that the gully is filled up the poles are nearer the middle of the road than the side of the street. The matter will be attended to at once.

Ald. Carruthers drew attention to the fact that three poles at the southeast corner of Hamilton road and William street should be removed to a more suitable position, as they were a great inconvenience where they stood at present. The matter will be investigated by the engineer.

The old communication of F. W. Farncombe, re the establishment of permanent stakes of original survey in wards 5 and 6, at an estimated cost of $8,500 or $4,000, and perhaps more, was filed.

The following is a statement of cash paid for work on streets in each ward to date:

Ward 1	$3,011 22	
Wellington street improvement	729 26	
		$ 3,740 48
Ward 2		4,300 55
Ward 3		3,796 65
Ward 4		3,848 41
Ward 5		4,148 56
Ward 6		3,877 96
Total		$23,712 61
Wellington street improvement		1,953 44
Paid for stone for crushing		3,175 01
Expenses of road roller		365 57
Expenses of stone crusher		2,144 26
Grand total		$31,350 89

Estimate, $26,400.

A large portion of this expenditure will be charged back to separate accounts.

Those present were: Ald. Parnell (chairman), Johnston, Cooper, Carroothers, O'Meara, Nutkins.

NO MAN IN THE MOON.

How Luna Looks Through the Yerkes Telescope—No Trace of Air, Vegetable Life or Rivers.

Chicago, Oct. 22.—E. E. Barnard has examined the moon through the Yerkes telescope. He says:

"One can see an enormous number of small details never seen before, such as small craters and minute crevasses, but there are not races of air or vegetable life to be detected. It is possible that the lines found on the photographs taken at the Meudon observatory, in France, might be crevasses, but the observations taken here fail to give any confirmation of the theories of the Parisian astronomers that they are active rivers."

BRANDY BALLS.

School Children Ate Them and Went Home Ill.

New York, Oct. 22.—Complaints have been made to the Hoboken police by the residents of that section of the city, in which school No. 7 is located, that their children who attend the school often came home ill and drowsy and acting in many cases as though intoxicated.

The police investigated the complaints, and found that the children had been taken ill after eating brandy balls bought at a nearby candy store.

Detective Nelson went to the store yesterday and seized all the brandy balls in the place. He threatened the proprietor with arrest if he caught her selling any more of the candy to the children.

AT FATAL FALL.

Ottawa, Oct. 22.—Mrs. Tasse, wife of Emmanuel Tasse, died here yesterday from the effects of a fall down a back stairs in her residence, in which she received injuries to her head, as well as internal injuries.

DROWNED.

Kingston, Ont., Oct. 22.—Chas. McGregor, a Royal Military College servant, aged 65 years, was drowned while out duck hunting on the St. Lawrence Tuesday. His boat was picked up two hours after his leaving his home.

DEADLY BONFIRES.

Buffalo, N. Y., Oct. 22.—During the past month several children have died in this city from burns received while playing around bonfires made of dead leaves. Yesterday two more fatalities of this character were reported: Lillian Miller, 6 years old, and Emilene Clark, aged 3. The police have been instructed to stop the lighting of these fires on the street hereafter.

In London, only a twelfth of the postoffice staff is employed on Sunday duty, and the average length of Sunday duty is less than six hours.

Hood's Sarsaparilla is prepared by experienced pharmacists who know precisely the nature and quality of all ingredients used.

Dying on the Trail.

Gold-Seekers Succumb to Privations on the Road.

Food Fabulously High and Very Scarce.

Five Hundred Hungry Prospectors Are Camped on Lake Lindeman—Dawson City Is Said To Be Deserted.

San Francisco, Cal., Oct. 22.—The latest news from Lake Lindeman, over the Chilkoot Pass, comes in a letter from a newspaper man, who says the condition of rushers to the Klondike is something appalling. He gives a full description over that trail, telling in detail of every portion of the route. This shows that the worst part is not from Dyea to the summit, as generally supposed, but on the other side, from Crater Lake to the head of the Yukon. There it is a continual succession of portages and ferriages, and every time the goods are removed it costs from 1 to 5 cents a pound.

People are now eating provisions at Lake Lindeman which cost $1 a pound, exclusive of the original price. It has been raining and snowing almost continuously for three weeks. It has been impossible for anyone to keep his outfit dry, and there has been much suffering, as well as many deaths, and many more will succumb to the rigorous winter.

MOTHER AND CHILDREN DIE.

The saddest case was that of a family named Card from Missouri. There were the father, wife, a boy 7 years old, and a baby girl 3 years old. They reached Lake Lindeman in safety, but the storms began, and the mother awoke one morning to find the baby dead by her side. A few days later the boy sickened and passed away in a few hours. Then the mother died of grief, and the three bodies now lie side by side in that desolate spot. Three other persons, men, had died in the week the letter was written, Oct. 3, but no one knew their names or went to sufficient trouble to find out.

Food is already short at Lake Lindeman. Board is $10 a day, and a single meal from $2 50 to $3.

There are still over 150 tents dotting "Lindeman flat," and over 500 people in them who expect to reach Dawson City or the Klondike this fall.

LABOR VERY SCARCE.

Carpenters have their time engaged for days in advance at $25 a day and board, and laboring men are extremely scarce at $15 to $20 a day; $25 for a pair of shoes, and $65 for a $7 whipsaw are not out of the ordinary at this camp, and a thousand pounds of sugar could be sold here tomorrow for $1 per pound.

Nails are in big demand at $2 50 a pound; pitch is hard to get at $2 per pound, and oakum sells readily at such fancy prices.

The summit itself (which is known here as the "scales"—is the easiest part of the trip. It is only a mile and a half from the foot of the steep part to Crater Lake, and here the traveler thinks his troubles are about over. The fact of the matter is he has yet to learn what trouble is.

First it almost always blows a gale on Crater Lake, and when it blows the ferry cannot run. When a still day or night does come there is a big pile of goods on the shore, big enough to load the Oakland ferry, and the price of transportation over the lake advances.

So it is, and has been the fate of most Chilkooters to spend about four miserable days and nights on Crater Lake. With not a stick of firewood for five miles either way, he vainly tries to tie his tent to the barren rocks, while the wind and rain beats upon the unprotected outfit and himself. At length in desperation he carries his goods with the wet tent and pays $1 25 for a cup of weak coffee and a plate of half-cooked beans in order to gain the shelter of one of the very few tents standing—"the restaurant."

DAWSON DESERTED.

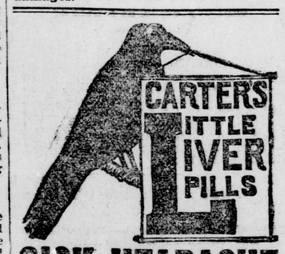
Seattle, Wash., Oct. 22.—Dr. Sheldon Jackson, who has been a Presbyterian minister in Alaska for 20 years, and since 1885 has been United States superintendent of schools for both whites and Indians, says that from information that he has received since his arrival from St. Michael's on the outer Yukon, he believes that half of Dawson City is deserted. When word was sent from the steamer Margaret from Fort Yukon to Dawson that no steamers could possibly get above the bars, half of Dawson decamped.

"When I was there last August," he says, "the beach in front of the town for a mile was lined with canoes and scows in which miners had come down the river from Chilcoot Pass. There was not enough food to feed more than one-fifth of the people at Dawson on Sept. 1. All that could hastily put their belongings in the boats and drifted down stream.

"The government should establish reindeer stations from Dyea to St. Michael's through the Yukon basin. This is the only way to prevent a food famine occurring at any time. The mines of the Yukon cannot be developed until the country is supplied with reindeer, which will be used in carrying supplies from the supply depots on the river to the claims on the streams, which are from 15 to 150 miles away."

PONTON WILL SUE FOR $50,000.

Beleville, Ont., Oct. 22.—W. H. Ponton, the bank teller, accused of robbing the Dominion Bank at Napanee, and who was, after his acquittal, discharged from that institution, has instructed his solicitor to issue a writ against the bank, claiming $50,000 damages.



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They also relieve Distress from Dyspepsia, Indigestion and Too Hearty Eating. A perfect remedy for Dizziness, Nausea, Drowsiness, Bad Taste in the Mouth, Coated Tongue Pain in the Side, TORPID LIVER. They Regulate the Bowels. Purely Vegetable.

Small Pill. Small Dose. Small Price.

The Massacre.

Wild Doings Where the Great Chinese Tragedy Was Enacted.

The dispatch printed in The Advertiser a day or two since, telling of the capture of the city of Kuang Yang, in Hunan Province, South China, and the massacre of thousands of people by a rebel army, in an effort to destroy existing government, really illustrates the progress going on in China. Heretofore, the knowledge of such events seldom got outside of the district where it occurred, much less outside the country. It is only five years ago that there was a small riot or rebellion in the Province of Fokien, about half way between Foo-Chow and Amoy, in which over a thousand people were killed, and nothing was ever heard of it in the civilized world, unless it was through the officers of state at Washington, or the foreign office in London.

Kuang Yang is a small city lying in the southwest of Hunan, whose name is also spelled Kwang Yeng and Kwang Yang. It is situated on a branch of the Yuen River, a fine stream which flows into the great Tung Ting Lake, the largest lake in the Chinese Empire. The city was of some importance up to the present century, but since that time has been the scene of so many riots, battles and wars, that it is now more a ruin than a place of any commercial importance.

A GRIM HISTORY.

The city is surrounded by a ruined wall, which has been nominally repaired, but is still of no value in repelling assaults. Originally, the city wall was 60 feet high, 20 feet thick at the top and made of brick and faced with cut stone. It was battlemented and at the gates, and also in the bastions, was armed with cannon.

During the Tai-Ping rebellion it was taken and sacked and the inhabitants ruthlessly slaughtered by both imperialists and Tai-Pings. In the Mohammedan uprising, still further back in the century, it was taken by both rebels and imperialists, and in the fierce though short-lived wars with the San Fat, or aboriginal tribes, who still number several hundred thousand, it has been captured and looted on several occasions.

The province is very large, containing between 85,000 and 90,000 square miles, and has a population estimated at from 18,000,000 to 25,000,000. It is an extraordinary district in many regards. It is extremely fertile, having four watersheds, drained by rivers more or less navigable; a great lake which serves as a storage reservoir in times of need and as a relief reservoir during the spring freshets, and enormous mineral resources, of which coal is the best known. Many of the coal mines open on the hillside 100 or 200 feet above the river level, so that the coal instead of being drawn up from the bowels of the earth is dropped from the brow of the mountain.

THE POPULATION.

It is well adapted for herds and flocks in the mountain district, and on account of the great variety of surface, it grows every fruit and vegetable known to the temperate and sub-tropical zones. The population is heterogeneous. The San Fats (children of the soil) are still represented by large communities, and appear to be muscular and powerful members of the Malay race. They themselves are not homogeneous, being broken into tribes or clans, between some of which there is an acknowledged relationship and between others feuds which are at least 5,000 years old. There are communities of Hakkas, who undoubtedly represent the first waves of the Mongolian conquest, from the north. There are also Chinamen, so-called Mongolians, Mohammedan Mongolians, and a number of Manchurians, who represent the present dynasty.

The province is very irregular, and offers many almost inaccessible retreats to defeated armies. Among its mountains, valleys and fastnesses are communities which represent over 100 lost causes. Nearly all are wonderfully brave and warlike, and all are alike in detesting the present administration. The mob, so called, is brutal and cruel to a terrible degree, and the boatmen population, which in other parts of China is orderly and law-abiding, is here noted for its bellicosity and turbulence. Many instances of cruelty have been recorded by American and British consuls. Among these have been such fiendish actions as burying a score of officials up to their necks in quicklime, and then with grewsome fantasy pretending that they were flowers which required watering with a watering pot. Another was tieing against the naked stomach a cup filled with the most ferocious kind of red ants. This cruelty has been fostered by the Chinese Government, which has exhausted the punishments known to law upon the the people of that district.

Old men have been tortured over slow fires for non-payment of taxes, and old women have been beaten with bamboo rods until the flesh dropped off, for the same reason. The Ling Chee, or death by slow slicing, the ghastliest form of capital punishment known to man, has been used in this province upon many occasions. There are very few missionaries in this district, and practically no progress has been made in the evangelization of the natives.

THERE is not a more dangerous class of disorders than those which affect the breathing organs. Nullify this danger with Dr. Thomas' Eclectric Oil—a pulmonic of acknowledged efficacy. It cures soreness and lameness when applied externally, as well as swelled neck and crick in the back; and, as an inward specific, possesses most substantial claim to public confidence.

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St. Leon—a sovereign remedy for all kidney and liver troubles.
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The next term will begin Sept. 27.
EVENING CLASSES—Monday, Wednesday and Friday, from 7 to 9 p.m. Fees for 36 lessons $3. Freehand, model drawing, modeling in clay, oil and water-color painting.
AFTERNOON CLASSES—Monday, Wednesday and Saturday, from 2:30 to 4:30 p.m. Oil, water-color and china painting, crayon drawing, etc.
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BEST FOR TABLE, DAIRY AND FARM.

For Mothers, Babies and Invalids.
DUNN'S
"MALTED RUSK"
"LACTESCENT BARLEY"
"CREAM OF CORN"
FOODS
Naturally sweet without sugar.
BABIES THRIVE ON THEM.
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TORTOISE STOVES.
Nickel-plated or plain. Give more heat with same amount of fuel than any other stove.
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AT
A. Westman's, 111 Dundas St. W. Branch Store: 654 Dundas St. E.

RAILWAY Time Tables

CORRECTED SEPT. 20, 1897.

It is requested that local railway officials keep the ADVERTISER posted as to changes whenever made.

MICHIGAN CENTRAL RY.

LONDON TIME.

Canada Southern Division—Going East

	Leave London.	Leave St. Thomas.
American Express (daily except Monday)	9:30 a.m.	11:05 a.m.
Atlantic Express (daily)	9:30 a.m.	2:30 p.m.
Mail and Accommodation (daily except Sunday)	2:50 p.m.	3:35 p.m.
New York and Boston Special (daily)	7:40 p.m.	10:05 p.m.
Fast Eastern Express (daily)	7:40 p.m.	8:35 a.m.

Canada Southern Division—Going West

North Shore Limited (daily)	.....	6:25 a.m.
Fast Western Express (daily)	9:30 a.m	10:35 a.m.
Detroit Accommodation, except Sunday	.....	7:15 a.m.
American Express (daily except Monday)	9:30 a.m	10:55 a.m.
Mail and Accomodation (daily except Sunday)	2:50 p.m.	3:40 p.m.
Pacific Express (daily)	7:40 p.m.	9:05 p.m.
Boston, New York and Chicago special (daily)	7:40 p.m.	4:40 a.m.

Trains arrive at London 7:55 a.m., 11:30 and 6:35 p.m.; depart 9:30 a.m., 2:50 and 7:40 p.m.

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

JOHN PAUL, City Passenger Agent, 395 Richmond street.

GRAND TRUNK RAILWAY. Southern Division.

MAIN LINE—Going East.

	ARRIVE.	DEPART.
*Lehigh Express (a)	3:30 a.m.	3:35 a.m.
Wabash Express	3:10 a.m.	3:15 a.m.
Accommodation	.....	8:20 a.m.
Atlantic Express (a)	10:00 a.m.	10:05 a.m.
Day Express	2:10 p.m.	2:30 p.m.
*New York Express (a)	4:20 p.m.	4:25 p.m.
Mixed (c)	5:50 p.m.	7:50 p.m.
Detroit Express	11:20 p.m.	.....

MAIN LINE—Going West.

	ARRIVE	DEPART.
†Chicago Express (a)	3:03 a.m.	.....
Accommodation	.....	6:30 a.m.
†Lehigh Express	11:07 a.m.	.....
Wabash Express (a)	11:45 a.m.	11:55 a.m.
Accommodation	12:40 p.m.	2:15 p.m.
Express	.....	6:00 p.m.
†Pacific Express (a)	5:50 p.m.	.....
Mail	9:50 p.m.	.....
Wabash Express	8:30 p.m.	8:35 p.m.

London, Huron and Bruce.

	ARRIVE.	DEPART
Express	9:50 a.m	8:15 a.m.
Mail	6:30 p.m.	4:45 p.m.

St. Marys and Stratford Branch.

	ARRIVE.	DEPART
Express	9:20 a.m.	7:15 a.m.
(b) Passenger	.....	11:10 a.m.
Express	1:00 p.m.	.....
Express	5:40 p.m.	2:40 p.m.
Express	10:35 p.m.	5:55 p.m.
(b) Mixed	.....	8:30 p.m.

Sarnia Branch.

	ARRIVE.	DEPART
Lehigh Express (a)	3:30 a.m.	.....
Accommodation	9:05 a.m.	.....
Atlantic Express (a)	10:00 a.m.	.....
Accommodation	2:20 p.m.	.....
Accommodation	7:50 p.m.	.....

Sarnia Branch.

	ARRIVE.	DEPART.
Chicago Express (a)	.....	3:10 a.m.
Accommodation	.....	7:40 a.m.
Lehigh Express (a)	.....	11:12 a.m.
Accommodation	.....	2:30 p.m.
Pacific Express (a)	.....	6:19 p.m.

Toronto Branch.

Hamilton—Depart—							
a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
*7:00	9:10	10:20	12:10	3:40	6:45	B 7:45	8:30
	9:20	11:15					
Hamilton—Arrive—							
....	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
....	12:45	9:50	12:10	B 3:10	5:55	6:25	8:10
							†11:50

* Those 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) Carries passengers between London and Paris only.
(d) Runs to St. Marys only, connecting for points on main line west.

E. DE LA HOOKE, City Passenger and Ticket Agent, the "Clock" corner, Richmond and Dundas streets.

L. E. & D. R. R.

	a.m.	a.m.	p.m.	p.m.
Leave London	6:25	10:05	2:30	7:00
		p.m.		
Arrive London	8:45	2:05	5:40	10:35

Note—Trains leaving London at 10:05 and 7:00 run to St. Thomas only.

CANADIAN PACIFIC RY.

Going East.

DEPART—	a.m.	a.m.	p.m.
London	4:15	8:00	4:27
Woodstock	5:02	8:57	5:20
Galt	6:00	10:00	6:20
Guelph	.....	12:10	9:45
Toronto	8:15	12 m	8:30
Peterboro	12:12	.....	11:55
	p.m.		a.m.
Kingston	4:30	.....	.....
Ottawa	8:50	.....	5:50
Montreal	8:00	.....	7:20
	a.m.		p.m.
Quebec	6:30	.....	2:15
Portland, Me	8:25	.....	8:10
Boston	8:02	.....	8:30
Halifax	10:10	.....	.....

Trains arrive from the east at 11:20 a.m., 8:00 p.m., 11:20 p.m. Trains leave for the west: Mixed, 5:30 a.m.; through express, 11:25 a.m.; through express, 8:10 p.m.

Going West.

DEPART—	a.m.	a.m.	p.m.
London	5:20	11:25	8:10
ARRIVE—	a.m.	p.m.	
Chatham	9:00	1:02	10:15
Detroit	.....	1:50	11:15
Chicago	.....	9:45	7:35
		a.m.	
St. Louis	.....	7:32	7:52
		p.m.	a.m.
Kansas City	.....	6:20	7:00

Trains arrive from the west at 4:10 a.m., 1:00 a.m., 4:20 p.m.

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