Is all the time with

# CEYLON TEA

Because of its deliciousness in the cup. Lead packets only. 25c, 30c, 40c, 50c, 60c. All grocers.

# The Strange Metamorphosis.

threw the whole of these treasures out of the window with inde-cribable disgust, and, feeling something like a purse in a side pocket, opened it eagerly.

It held 5 shillings exactly, the coins

corresponding to those he had pushed across to his son such a little while ago! It did not seem to him quite such a magnificent sum now as it had done then; he had shifted his point of view. It was too clear that the stone must have carried out his thoughtiess wish with scrupulous and conscientious exactness in every detail. He had wanted, or said he wanted, to be a boy again like Dick, and accordingly he had become a perfect duplicate, even to the contents of the pockets. Evidently nothing on the face of things showed the slightest diffierence. Yet-and here lay the sting of the metamorphosis-he was conscious under it all of being his old original self, in utter discordance with the youthful form in which he was an

unwilling prisoner.

By this time the cab had driven up the sharp incline, and under the high, pointed archway of St. Pancras ter-minus, and now drew up with a jerk against the steps leading to the book-

ing office.

Paul sprang out at once in a violent passion. "Here, you, Clegg!" he said, "why the devil didn't you puli up when I told you, eh?"

Clegg was a bunly, red-faced man, with a husky voice and a general man-ner which conveyed the impression that he regarded tectotalism as a principle, with something more than dis-

Why didn't I pull up?" he said, bending stiffly down from his box. "Be-cause I didn't want to lose a good customer, that's why I didn't pull up." "Do you mean to say you don't know

"Know yer?" said Clegg, with an approach to sentiment; "I've knowed yer when yer was a babby in frocks. I've knowed yer fust nuss (and a fine young woman she were till she took to drink-in', as has been the ruin of many). I've knowed yer in infancy's hour and in yer b'yhood's bloom. I've druv yer to this 'ere werry station twice afore.

Paul saw the uselessness of arguing "Then, ah-drive me back at once. Let those boxes alone. I—I've important business at home which I' forgotten."

Clegg gave a vinous wink. 'Lor', yer at it again," he said, with admiration.
"What a artful young gent it is! But it ain't what yer may call good en-ough, so to speak, it ain't. Clegg don't do that no more.

"Don't do what?" asked Paul. "Don't drive no young gents as is a-bein' sent to school agin into their family's bosims," said Clegg, senten-"You was took ill sudden in my cab the larst time. Offal bad you was, to be sure to hear ye, and I druv' yer back; and I never got no return fare, I didn't, and yer par he made hisself downright nasty over it, said as if it occurred agin he shouldn't em-ploy me no more. I dursn't go and offend yer par; he's a good customer

"I'll give you a sovereign to do M,"

"If yer wouldn't tell no tales, I might put yer down at the corner, p'raps," said Clegg, hesitating, to Paul's joy; "not as it ain't cheap at that, but let's see yer suffering fust. Why," he cried with lofty contempt as he saw from Paul's face that the coin was not producible, "y'aint go no suffering! Garn away and dont' try to tempt a pore cabby as has a livin' to make! What d'ye think of this, porter, now? 'Ere's a young gent a-tryin' to back out o' goto school, when he ought to be glad and thankful, as he's receivin' blessin's of a good eddication. Look at me. I'm a hard-workin man, I am, I ain't 'ad no eddication. The kids, they're a-learnin' French, and free and and drorin, and the bones on a skellington at the board school, and I pays my coppers down every week cheerful. why, porter? Why, young master Cause I knows the vally on it! But when I sees a real young gent a-despisin' of the opperatoonities as a bountiful Providence and a excellent par 'as 'eaped on his 'ed, it—it makes me

a contemp' for such ingratitood, which he cares not for to 'ide from public Clegg delivered this harange with much gesture and in a loud voice, which

sick-it inspires Clegg with a pity and

All grocers sell Tea, but all Teas are not the same. Some are good and some are not. We have had a great many years' experience, and after carefully studying the productions of all the countries we recommend the use of

## Pure Indian or Ceylon.

Make your Tea in an earthen pot, use boiling water, let it draw seven minutes.

Buy our 25e or 35c Indian or Ceylon.

greatly called the porters and disgusted of Mr. Bultitude.

"Go away," said the latter; "that's enough. You're drunk."

"Drunk!" bellowed the outraged Clegg, rising on the box in his wrath.

"'Ear that, 'Ark at this 'ere young cock sparrer as tells a fam'ly man like Clegg as he's drunk! Drunk, after drivin' his par in this 'ere werry cab. in' his par in this 'ere werry cab, through frost and fine fifteen year or more. I wonder yer don't say the old orse is drunk; you'll be sayin' that next! Drunk! oh, certainly, by all means. Never you darken my cab no more. I shall take and tell your par, I shall. Drunk, indeed! A ill-conditioned yourgard, indeed! ditioned young wiper as ever I see

And with much cursing and growling. Clegg gathered up his reins and drove off into the fog, Boaler hav-ing apparently prepaid his fare. Where for, sir, please?" said a porter, who had been putting the play-box and portmanteau on a truck during

the altercation. "Nowhere," said Mr. Bultitude. "I—
I'm not going by this train—find me a
cab with a sober driver."
The porter looked round. A moment

before there had been several cabs dis-charging their loads at the steps; now the last had rolled away empty. "You might find one inside the sta-tion, by the arrival platform," he sug-gested; "but there'll be sure to be one

coming up here in another minute, sir, if you like to wait." Paul thought the other course might be the longer one, and decided to stay where he was. So he walked back into the lofty hall in which the booking offices are placed, and waited there by the huge fire that blazed in the stove until he should hear the cab arrive which could take him back to West-

bourne Terrace. and the place was full. There were several Cambridge men "going up" af-ter the Christmas vacation, in every variety of ulster; some tugging at refractory white terriers, one or two in-trusting tall bright bicycles to dubious porters with many cautions and direc-tions. There were burly old farmers going back with the prestige of a successful stand under cross-examination in some witness-box at Lincoln's Inn; and dale, in the market place and the ber parlor, every week for the rest of their honest lives. There was the usual pantomime rally on a mild scale, with real frantic passengers, and por-ters, and trucks, and trays of lighted

Presently, out of the crowd and confusion a small boy, in a thick, pilotjacket, and an immensely tall hat, whom Paul had observed looking at him intently for some time, walked up to the stove and greeted him familiar-

"Hallo, Bultitude," he said; "I thought it was you. Here we are once more, eh? Ugh!" and he giggled dis-

He was a pale-faced boy, with freckles, very light green eyes, long, ra-ther black, ragged hair, a slouching walk, and a smile half-simpering, half-

Mr. Bultitude was greatly staggered by the presumption of so small a boy venturing to address him in this way He could only stare haughtily. "You might find a word to say to a

fellow," said the boy in an aggrieved street in this tone. "Look here; come and get your luggage labeled." "I don't want it labeled," said Paul stiffly, feeling bound to say something. "I'm waiting for a cab to take

me home again." The other gave a loud whistle. "That will make it rather a short term. Won' it, if you're going home for the holi-days already? You're a cool chap, Bultitude! If I were to go back to my governor now, he wouldn't see it. It would put him in no end of a bait. But you're

Paul walked away from him with marked coolness. He was not going to trouble himself to talk to his son's schoolfellows.

"Ain't you well?" said the boy, not at all discouraged by his reception, fol-lowing him and taking his arm. "Down in the mouth? It is beastly, isn't it having to go back to old Grimstone's? The snow gave us an extra week though-we've much to be thankful for. I wish it was the first day of the holidays again, don't you? What's the mat ter with you? What have I done to put you in a wax?"

"Nothing, at present," said Paul. " don't speak to you, merely because I don't happen to have the—ah—pleasure of your acquaintance.

"Oh, very well, then; I daresay you now best," said the other huffly. said the other hufflly. "Only I thought-considering we came the same half, and have been chums, and always sat next one another ever since—you migh, perhaps, just recollect having met me before, you know.'
[To be Continued.]

At twenty-eight many a man's ambition is to enter the white house. At seventy-eight his ambition is to keep out of the poorhouse.

## "Doctors failed to reach my case and advised me to try a higher air."

There is no greater irony than a recommendation of change of climate to those whose circumstances make change of climate impossible. How many a sufferer in such a case has wistfully watched the flight of the south-seeking birds, and cried with the Psalmist, "Oh that I had wings." But suppose you can fit the lungs to the climate instead of fitting the climate to the lungs. That is what has been found possible by those who have used Dr. Pierce's Golden Medical Discovery. It so purifies the blood, removing the clogged and poisonous conditions favorable to disease, that the whole body is strengthened. With new strength comes new power, and disease is resisted

There is no alcohol, whisky or other intoxicant contained in

## Dr. Pierce's GoldenMedical Discovery.

"I feel that I owe a debt of gratitude to you for preparing such grand remedies, for chrome diseases especially, which the doctors failed to reach," writes I. B. Staples, Esq., of Barclay, Osage Co., Kans. "I am a railroad agent, and four years ago my work keeping me in a warm room and stepping out frequently into the cold air gave me bronchitis, which became chronic and deep scated. Doctors failed to reach my case and advised me to try a higher air, but, fortunately for me, a friend also advised me to try Dr. Pierce's medicines. I commenced taking your 'Golden Medical Discovery,' and by the time I had taken the first bottle I was better, and after taking about four hottles my cough was entirely gone. This was a year ago last winter; and again last winter I took about three bottles to prevent a return of the trouble. I have found no necessity for seeking another climate."

Dr. Pierce's Pleasant Pellets are powerful aids to the cleansing of the clogged system. By all dealers in medicine.

Six Passengers Killed and Five Badly Hurt.

Two Deaf Mutes Struck and Killed by a Train-Head-On Collision-Score of Passengers Injured.

Denver, Col., Sept. 25.—Six passengers were killed and five injured, one perhaps fatally, in a collision on the Denver and Rio Grande Railroad at Reno siding, near Florence, at 4:08 o'clock Saturday evening. The trains in collision were the Phillips-Judson excursion from the east and an east-bound fast freight.

THE KILLED.

F. Salter, manager of the excursion; Eva M. Walker, aged 12, of Westford, Mass.; Eugenia Judkins, aged 12, Spo-kane, Wash.; Addie J. Judkins, aged 10, Spokane; George H. Judkins, aged 6, Spokane; — Willis, boy, aged 6, Los Angeles, Cal. THE INJURED.

Mrs. F. A. Wills, Los Angeles, badly hurt; Harry Walker, aged 19, Westford, Mass., internally injured, not serious; Mrs. Grant Biddle, Coal Camp, Mo., internally injured; Mrs. Elia Biddle, aged 21, Coal Camp, Mo., bruises; C. R. Cook, aged 25, Millers, Indiana, bruises.

The excursion train had run from Chicago over the Chicago and Alton

Chicago over the Chicago and Alton and Missouri Pacific Railroads, and was turned over to the Denver and Rio Grande at Pueblo, at 2 p.m. The pas-senger train was running at the rate of 35 miles an frour when the collision

DEAF MITTES KILLED. Dunkirk, Sept. 25.-Heedless of the danger which they ran, Mrs. Wilmer C. Davis, of Westfield, and Miss Clara Lutgen, of Moon's Station, two deaf railroad tracks Saturday morning on their way to the vineyard, where they were employed in packing grapes. They had nearly reached Brocton, when at 10:50 a freight train approached behind them. The engineer sounded the whis-tle, but the two women walked on in utter unconsciousness of the terrible

faite in store for them.

The train was too near them to be checked. The locomotive struck the women and hurled their bodies fifty feet

through the air.
Mrs. Smith was instantly killed. Miss Lutgen was still alive when the train was brought to a standstill, and the crew ran back to the scene of the fatality. Both women were placed on board the train and taken to Brooton, where Miss Lutgen was removed to the Vineyard Hotel and attended by a physician. There was no hope of saving her life, however, and at 3:50 o'clock she

Mrs. Davis lived with her mother in Westfield. Her husband, who is also a deaf mute, is a printer in the Dun-kirk Daily Hereld office, and lives with his mother at No. 77 East Seventh street in this city. Mrs. Davis was 22

TEN CARS DEMOLISHED. Pittsburg, Sept. 25.-Two trains on the Allegheny Valley Raffroad collided head-on et Parker, Pa., Friday evening, totally wrecking both engines, deputy the strength since undergoing an operation performed while in the hospital. wrecking two passenger coaches and

The officials of the company explain the cause of the collision by saying the school board, the same to take efforgot that the passenger of the passenger of the passenger to the collision by saying the school board, the same to take efforgot that the passenger to the passenger forgot that the passenger train, the Emlenton express, had the right of

# RUMBLINGS OF THE RAILROADS

Ticket Brokers Boycott a Road-Webash Moving to the Front-Advance in Freight Rates.

It is pretty nearly as proud a thing to be the engineer of the Empire State Express as to be governor of the Empire State. —Post-Standard, Syracuse. The Wheeling and Lake Erie is to add to its equipment ben mammath freight engines. These are to be of the largest type now constructed.

The ticket brokers are boycotting one of the roads between Chicago and New York. They say the road owes commissions amounting to about \$3,000,

The New York Central has put on a new train called the Albany Flyer, for-merly the Saratoga Limited, which runs between New York and Albany in three hours and five minutes, north-bound, and south-bound in three hours, every day but Sunday. The distance is

The Central Press Association, 100 strong, took a trip to the Pacific coast by way of the Canadian Pacific, and the members were so well pleased that they joined in a letter to D. McNicholl, assistant general manager, praising the scenic beauty of the line and the cour-tesy of the officers and employes.

The freight managers of the Canadian and allied ratiroads have decided to advance the freight rates on goods bound west to the extent of 5 per cent or thereabouts, above the usual winter schedule. The rates on lumber have been advanced one-half cent over last winter's figures, while general merwinter's figures, while general mer-chandise, first-class, is to be advanced 2 cents per 100 pounds. On special commodities, such as iron and heavy freight, the advance will be I cent per 100 pounds. On east-bound freight there will be no particular change from last

Very few railroads in this country have been moving to the front so rapidly as the Wabash. In less than eighteen months this road has put down 386 miles of new heavy steel rails, renewed miles of new heavy steel rails, renewed part of the motive power and rolling stock, rebuilt many sections and made other improvements. The motive power and equipment of the line is up to the highest standard of perfection, and the fast time made by passenger trains every day in the year is a convincing proof of the perfection of the roadbed and equipment. The continental limited, running between St. Louis and Buffalo, is now one of the most popular. ed, running between St. Louis and Burfalo, is now one of the most popular trains in the country, and all the fast trains of this great line are recognized as up to date in every particular.—Chicago Times-Herald.

## IT HAS FAILED

The French Shore Negotiation Amount-

to renew the modus vivendi about the lobster fishery along the Franch shore. The Colonial Government, it is announced, will refuse to enact any such measure, on the ground that the report of the royal commission, which is held back by Joseph Chamberlain, imperial secretary of state for the colonies, fully emphishes the colonial case. stablishes the colony's case.

# **WESTERN ONTARIO**

The manager of the Traders' Bank Ingersoll, wishes to acknowledge the receipt of \$25, conscience money. Charles Creighton, formerly publisher of the Learnington Post, has been appointed manager of the St. Marys Journal.

Mr. J. H. Teall, of Tilsonburg, president of the Tilsonburg, Lake Erie and Pacific Railway, is laid up with the fever.

Max Bernstein, who keeps a junk shop in Windsor, was fined \$14 50 in the police court for blocking up the walk with old iron. Mrs. John Innes, of Woodstock, died

on Thursday as the result of injuries sustained in a fall on Monday last. Mrs. Innes was 84 years of age. The fall fair to be held at Shedden on the 20th inst., is the 40th held under the auspices of the Southwold and Dunwich Agricultural Society. Word has been received of the death

of Calvin Wight, a missionary at Chee Foo, China. Mrs. Wight, nee Miss Ida Emerick, was formerly principal of the Essex public school. By the will of his brother, the late Senator Price, of Quebec, Mr. Lewis Price, of Mount Elgin, Oxford county,

will receive \$50,000, and his three daughters \$10,000 each. Business in Port Burwell is booming. The many new buildings being erected and the harbor giving employment to a large number, there is not

an idle man in town. Mrs. Mary Elizabeth Avery, wife of Mr. William H. Avery, lot 8, range Southwold, died on Friday in her 57th year. She had been ailing more or

less for five years past. John Sutherland was arrested at St Thomas on Thursday night on the charge of stealing a bicycle on July 24 last from Mr. C. A. Schooley. He had been out of the city ever since.

James Burns, ex-reeve of Bayfield, was arrested Monday night on a charge of embezzling \$200 which had been placed in his charge by the late Mrs. Fisher of Bayfield. Case adjourned for a week.

William Lappan, who worked in Wal-kerville, but lived in Detroit, and who took laudanum with suicidal intent on Sunday evening, has disappeared since couple's adopted child. not be found. A telegram received from Messrs. Johnston and Hawkins, who left Til-

somburg a year ago last spring for the Klondike, announces that they have reached Edmonton on their return trip and are well. Acting on the advice of Mr. N. H. Stevens, of Chatham, given in August, farmers in the bean-raising counties

held their beans for advancing prices, and have realized \$50,000 more than they otherwise would. Mr. Jonas Graves, of Tilsonburg, who has been in the London hospital for

several weeks, has returned home. Mr. A. K. Walker, principal of the Amherstburg public school, who recently

A quiet wedding took place at the home of Capt. William Johnston, Tilsonburg on Thursday, when his daughter, Lila, was married to Mr. F. A. Elder, of Hamilton. The ceremony was performed by Rev. Dr. Brethour,

in the presence of relatives and near Tilbury Times: J. H. Still, St. Thomas paid the Times a visit on Tuesday. He reports that while he has increased his handle factory force from 40 to 120 hands since leaving Tilbury, his capac-Ity has increased sixfold, owing to im-

proved machinery. He expressed his pleasure over Tilbury's progress. On Wednesday, the 20th inst., Mr. George Ernest Taylor, of Fingal, was united in marriage to Miss Rhoda Elizabetha Spittler, of the same village. The ceremony was performed at the residence of the bride's father Mr. George E. Taylor, of Fingal, by Rev. W. H. Moss.

A meeting of the Guelph Presbytery was held in Galt on Wednesdday after-noon. Rev. Mr. Taylor was ordained and will go to India. The call of St Andrew's congregation, Berlin, to Rev Mr. Bradley, of Mitchell, was taken up, sustained, and will be forwarded for advancement.

Bent Hawkins, 18 years old, son of J. Hawkins, veterinary surgeon, Detroit, was badly shot while hunting at Tilsonburg on Thursday. His companion, seeing something behind a bush, fired a heavy-loaded charge into the boy's side and timb. It is thought he will recover.

On Sunday Thomas Brown died sud denly of heart disease at the home of his sister, Mrs. Thompson, Kincardine. He got up out of bed, walked into the next room and sat down on a sofa, and was dead a minute afterwards. He ran the woolen mills in partnership with the late Mr. Bone. He was un-

married. A serious accident befell John Burgess, employed by Thomas Moffatt, a farmer, near Galt, on Friday. While operating a straw-cutter his left hand was caught between the knives. When the member was extricated it was found necessary to amputate two fingers and the thumb. The arm was also torn and bruised. Burgess is in the Galt hospital.

Thomas O. Cooper, of Clinton, is dead. He was born in Kent county, England, on July 19, 1808, and thus was in his 92nd year. He was married in the old land to Katharine Kempton, who survives him. They came to Can-ada and Huron in 1837, and after two

of Dunlop, and Miss Maggie Lawson of Aberdeen, Scotland, a cousin of Mr Lawson's, who is visiting her relatives here, were driving into town, when their horse took fright and overturn-ed the buggy. Miss Annie Lawson sustained severe injuries to her head, and was rendered unconscious for a while. Her companion's ankle was dislocated and badly sprained.

One of the oldest and best known residents of Lambton has passed away, The French Shore Negotiation Amounted the Prench Shore Negotiation Amounted the person of Alexander Davidson, P.L.S., in his 74th year. Deceased had been a resident of Arkona and vicinity for nearly half a century. He was negotiations with France over the reeve for a number of years, a member of the county council, public school that the British ministry will invite the board, a justice of the peace and village clerk. In his capacity of surveyor large terms, and the person of Alexander Davidson, Oct. 14.

RATES OF PASSAGE.

First cabin, \$50 and upwards. Second cabin, \$50 and upwards. Second cabin, \$50 and upwards. Second cabin, \$30. Steerage, \$250. Reduction on flust and second cabin return tidests. London agents—E. De la Hooke, T. R. Parker, F. B. Omrke.

### to remind you that it's time to listen to the voice of common sense. It isn't reasonable to do your washing in the hardest way, when there's nothing o be gained by it. Compare soap-washing with Pearlinewashing, point by point, and all the gain is on the side of Pearline. Greater ease and quickness, absence of rubbing, more economy.

William Pearline

A fillip

he laid out a large portion of the lands in Lambton county. In politics he was a Liberal, and connected with the Baptist Church. He was twice married, having a family of two sons by the first marriage—Walter, P.L.S., of Sarnia, and Cyrus—and three young

daughters by the second wife. The death took place at Woodstock on Friday of Geo. W. Osler, Deceased was 71 years of age, and came to Woodstock from Toronto when the piupe organ firm of S. R. Warren & Son was merged in the Karn Company, Limited. For many years he had filled the position of foreman in the metal department of the pipe organ factory. He leaves a widow but

Sarnia Observer: A meeting of the local officers of the Twenty-seventh Battalion was held Friday evening to discuss matters pertaining to the regiment's welfare. The matter of better messing facilities for the men at the annual camp was discussed and a committee composed of Major O'Neil and Capt. Nisbet, was appointed to obtain information on the subject and report thing similar in this line to that furnished by the Twenty-sixth Battalion at the late camp. The matter of estab lishing an officers' mess at local headquarters was discussed, and a commit-

tee. composed of Major Kittermaster, Capt. Mackenzie and Capt. Colter, was appointed to look after the securing of suitable quarters. A resolution was passed unanimously volunteering the services of the Twenty-seventh Battalion in the event of hostflities in the Transvaal. Col. Ellis will transmit the

offer of his regiment to headquarters. Harriet R. Dorland on Saturday filed a bill in Detroit for divorce from William Dorland, to whom she was married at Dutton. Ont., March 11, 1886. She alleges that her husband has used vile language to her, has assaulted her, pointed a revolver at her, threatened to take her life and has neglected to support her and the

Worms cause feverishness, moaning and restlessness during sleep. Mother Graves' Work Exterminator is pleasant, sure and effectual. If your drug-gist has none in stock, get him to procure it for you.

A Skin of Beauty Is a Joy Forever. Dr. Felix Gonrand's Oriental Cream or Magical Beautifier.



of 50 years and is so harmless we taste it to be sure it is similar name. Dr. L. A. Sayre said to a lady of the haut ton (a patient): "As you ladies will use them I recommend Gouraud's Cream' as the least harmful of all the skin preparations."

Also Poudre Subtile removes superfluous hair Also Poudre Suddie reads to the without injury to the skin.
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For sale by all druggists and Fancy Goods Dealers throughout the United States, Canada Europe.

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Railways and Navigation ALLAN LINE

Royal Mail Steamships, For Liverpool, Calling at Moville, Tainui Sept. 21, 5a.m.
Bavarian (new) Oct. 5, 9 a.m.
Californian Oct. 12, 6 a.m.
Tainui Oct. 19, 9 a.m.
Parisian Oct. 26 6 a.m.
From New York to Glasgow—Mongolian,
Sept., 23; Numidian, Oct. 7; State of Nebraska
Oct. 14.

Railways and Navigation

# CANADIAN PACIFIC

Annual Western Excursions

Will sell round trip tickets from LONDON TO Saginaw and Bay City ..... \$ 5 00 Cleveland 4 50

St. Paul and 834 50 Lake

Minneapolis \$34 00 Rail

Good going Sept. 28, 29 and 30. Good returning until Oct. 16. Full particulars from any Canadian Pacific Agent, or A. H. NOTMAN, Assistant General Passenger Agent, 1 King street east,

# Toronto. THOS. R. PARKER, City Passenger Agent, 161 Dundas street, corner of Richmond.

New York to Liverpool via Queenslown \*S.S. MAJESTIC, Sept. 27..... Noon \*S.S. TEUTONIC, Oct. 4...... Noon S.S. GERMANIC, Oct. 11..... Noon \*S.S. CCEANIC, Oct. 18... Noon
\*S.S. CYMRIC, Oct. 24... Noon
\*S.S. MAJESTIC, Oct. 25... Noon \*Excellent Second Cabin accommodation on these stonners.

Berths secured by wire if desired. E. De La Hooke,

Rates as low as by any first-class line.

# Sole Agent for London, "Clock" Corner.

On and after Monday, June 19, 1899, the trains leaving Union Station, Toronto (via Grand Trunk Railway) at 9 a.m. and 9:30 p.m., make close connection with Maritime Express and Local Express at Bonaventure De pot, Montreal, as follows:

The Maritime Express will leave Montreal daily except on Saturday, at 7:50 p.m., for Halifax, St. John, N. B., and points in the Maritime Provinces. It will run on Saturday to Levis only, stopping at St. Hyacinthe and other

points.
The Maritime Express from Halifax, St. John and other pointe east, will arrive at Montreal daily, except Monday, at 5:30 p.m. The Monday train will be from Levis and intermediate The Local Express will leave Little Metis daily, except Saturday, at 4:25 p.m., and Levis daily at 11:45 p.m., due to arrive at Montreal at

6:30 a.m.
Through sleeping and dining oars on the Maritime Express. Sleeping cars on Local Ex-VESTIBULE TRAINS. VESTIBULE TRAINS.

The Intercolonial Railway gives the finest train service between Montreal and the magnificent tourist country in Eastern Quebec and the Maritime Provinces. In this route are included Quebec City, Riviere du Loup, Cacouna, Metis, the Metapedia, Restigouche and other great fishing rivers, the Baie de Chaleur, Prince Edward Island, Cape Breton, and many other desirable places for a summer outing at a moderate cost.

crate cost.

The vestibule trains are new and are equipped with every convenience for the comfort of the traveler. The elegant sleeping, dining and first-class cars make travel a luxury within the reach of all.

Tickets for sale at all offices of the Grand
Trunk system, at Union Station, Toronto, and
at the office of the General Traveling Agent.
William Robinson. General Traveling Agent,
39 York street, Rossin House Block, Toronto.
H. A. Price, District Passenger Agent, 134 St.
James street, Montreal.

# GRAND TRUNK RAILWAY Annual-

# Western **Excursions**

September 28, 29 and 30, 1899 London to

Port Huron or Detroit, Mich., and return. \$2 00 Good going Sept. 28, 29, 30, 1899, valid to return until Monday, Oct. 16, 1899. E. DE LA HOOKE, C. P. and T. A.; "Clock' corner Richmond and Dundas streets; M. C. DICKSON, D. P. A., Toronto.

MICHIGAN CENTRAL "The Niagara Falls Route."

# ANNUAL Western Excursions

GRAND RAPIDS ..... 6 00 CHICAGO CINCINNATI ..... 8 00 ST. PAUL MINNEAPOLIS ...... 33 00 Tickets good to return leaving destination not later than Oct. 16. JOHN PAUL, Oity Passenger Agent. O. W. RUGGLES, General Passenger and Ticket

Some women marry just to see what kind of fool husbands men will make. Fortunately the average man over-looks a lot of sins he is capable of