The Standard Oil King Talks Over His Early Days.

Born in Poverty, He is Now Multi-Millionaire.

Started on Between \$2 and \$3 a Week The Advantages of Country Boys.

[The New Voice, New York.] In 1838 there lived on a small farm near Richford, in Tioga county, N. Y., a poor family by the name of Rockefeller. The family was one of the poorest in the neighborhood, and people driving past the farmhouse looked in pity on the weather-beaten structure and its inmates. The cottage was one of the most dilapidated imaginable. The roof was filled with holes, and when the son of the family lay in his trundle-bed beneath it he looked through at the stars and the moon. Certainly the name of Rockefeller carried with it no suggestion of wealth in those days, and no person in the district supposed

that it ever would. The son who has made the name fa-mous was born in July of that year, and they named him John Davidson. The child was not a handsome one by any means, and far from being strong, yet he grew rapidly, and seemed to thrive upon the scanty fare at the farmhouse. He seemed to take great interest in everything connected with the farm, and, like most farmers' children, he soon learned to take care of himself, and was doubtless toddling all over the place before he was two years old. Little "Johnnie," however, was not considered a very bright child by the neighbors, and it never occurred to them that he would amount to anything in the world.

The child grew very rapidly. He was rather tall for his age, and very slender, and his movements were slow and deliberate. He learned to do the chores about the place, and when old enough he was sent to the district school, several miles away. In the summer he was sent out to work on a near-by farm, for the farmer was able to attend to the tiny Rockefeller place

When the family moved to Cleveland, later on, the young son went with them, and in this city he grew into young manhood. It was here that he started on his rapid road to fortune, so that Cleveland is usually known as the home of the richest man in the world. I called upon this one-time farmer's lad at his home in New York the other day to get some details about his boyhood days, for certainly the beginnings of such a career as his, however it viewed, are of great interest. One of his chief characteristics, however, is his dislike of publicity, and it is on rare occasions that he talks of his

In New York Mr. Rockefeller lives in an unpretentious house in Fifty-fourth street, which on the outside has more appearance of a boarding-place than the residence of a multi-million-Within, it is furnished in quiet taste, and every apartment has an air that it had been lost what it contains, of comfort and homelikeness. Mr. I called it ledger A, and I wouldn't Rockefeller himself is as quiet in appearance and modest in demeanor as is the house in its furnishings. He dresses always in black, walks with a slight stoop, and has long, heavy hair, which is slightly streaked with gray. He speaks in a low, clear voice, and utters each word with an accent which is not to be mistaken in its meaning. He speaks like one who is used to having his words obeyed.

early experience, and then only when

he is persuaded that the narrative will

Mr. Rockefeller seems to have a most vivid recollection of his boyhood days. He remembers many incidents, not particularly striking, which would have been forgotten by most men; but to Mr. Rockefeller they are dear remembrances of days gone by, and he cherishes them with care. "They are priceless possessions," he said to me, "and I would take nothing as a pur-chase price for them. It is these which have made me what I am. My boyhood days were training days."
"Is it true, then, that you worked

upon a farm?" I asked. Yes, it is true," was the reply, "I worked for many months as a farm-

ZUARARARARARARARARAKA

me, for 25 cents a day, and from five or half-past four in the morning until

darkness fell in the evening. He was

grumbled at by the farmers because he

worked slowly. It was his custom to spend some time in laying out a piece

it in the very best way." The farmers, however, did not appreciate this fore-

thought, and Johnnie Rockefeller was

considered "a leetle lazy." They did

not consider that while other boys

worked faster they did not work as

work, but the man of today considers

that it was splendid training for him.

In winter the child attended a district school, which is yet standing near

Oswego, N. Y., and which has been made famous by its distinguished pu-

pil. Everyone knows the story of the millionaire's youthful determination,

and the way in which it was exhibited at school. The children always gather-

ed at noontime and at recess to play

games, and in deciding what the game

should be Johnnie Rockefeller had us-

boy at school once more.

so poor that the boy had to con-

tribute to the family's support. He entered the firm of Hewitt & Tuttle

as an office boy, and in the beginning

received between two and three dol-

lars a week for his work. These days

were full of experience for the young

man, who was by this time filled with

ambition to make a place for himself in the world. He began work with a

determination to succeed, and he says

now that his removal to Cleveland was

one of the best things which could

a great place the world is, and how

In these hard-working days Mr.

day, I thought I had lost the cover,'

cover to write on. In those days I was

time when I found it the other day

among some old things, and I supposed

Every young man should take care

principle all my life, as is evidenced in this little book. It tells me exactly

what I did with my money during my

first few years in business. It shows that between September, 1855, and Jan-

uary, 1856, I received just \$50. Out of

this sum I paid for my washing and

my board, and managed to save a little money to put away. I find in look-

ing through the book that I gave a

cent to Sunday school every Sunday. It wasn't much, but this was all I

could afford to give to this particular

object. I was giving to several other

religious causes at the same time, and

what I could afford to give I gave reg-

ularly, and this has been a life-long

this I earned \$25 a month. I was be-

pose I ought to have thought myself

to be a criminal for having so much

more independent then than now.

man is to do the same.

couldn't secure the most fashionable

enough—as well as I could afford, any-

And I see one item here that must have

been extravagant, since I usually wore mittens in the winter. This is a pair

this same period I find that I gave

away \$5.58. In one month I gave to

foreign missions 10 cents; to the Mite

Society, 50 cents; and there is also a contribution to the Five Points Mission in New York. I was not then living in New York, but I suppose I thought

the mission needed money, so I sent them 12 cents. I made other contribu-

tions of the same kind, though none of

them was large, they brought me in-

to direct contact with church work,

and this has been a benefit to me all

my life. It is a mistake for a man to think that he must be rich in order to help others."

"Since you were raised a country boy, Mr. Rockefeller, what do you

think of the country boy's chances in

life compared with those of the city boy?" I asked. "To my mind," said Mr. Rockefeller,

crowding out the city fellows who have wealthy fathers. They are willing to

do more work, and to go through more

for the sake of success in the end.

the fellows who come from the country with a determination to do some-thing in the world."

a living."

book.

this today.

"It taught me patience," he says.

The boy was not fond of the

The Wonderful Achievements of of work before beginning it. "In this way," he said, "I was always able to do

> In Thirteen Year-The New Imperial Limited-The Company's Various

With the establishment of a limited flyer across the continent, the Canadian Pacific Railway gives another proof of a determination to keep abreast of the demands of the traffic and to expand with the growth of the Dominion. This is a plece of most com-mendable enterprise, and is in keeping by the road since its construction was ed achievement in railway operation. The "Imperial Limited" will leave ually a strong voice. If the others would not agree to play his game, he would not play at all, but stood by and watched the others with an air of offended dignity. This story is typical, in a way, of Mr. Rockefeller's after-life. Those who have been associated with him in business know that he is accustomed to being the head, and that unless he leads in any matter he declines to take any part nals on Sunday last. whatever. Thus is the boy father to At school Mr. Rockefeller is said to have been known to his chums as "Rocky," and when I questioned him on the subject he admitted that he adm the subject he admitted that he rather enjoyed the nickname. "It made me feel like one of them," he said, "and even now when I hear it I feel like a expanded with the Dominion till today expanded with the Dominion till today membership of the Smelter Employes' Mr. Rockefeller's school life was much ment has kept pace with the ex-tension of the system operated. The like that of any other country boy of the time, and it was upon his removal number of engines has increased from to Cleveland that his life became really interesting. His parents were still poor

Growth and development have been even more remarkable in the marine department of the service. The traffic of the Pacific ocean has been served by splendid lines of steamships, the "three white Empresses" being regarded as the best passenger ships affoat. These lines' reach out from the railway terminus at Vancouver to China, Japan and Vladivostock, they turn south to Hawaii, to Fiji and Australia, and cover the newly-established traffic to the golden Klondike. In addition to three Empreses, the Tartar and the Athenian on the Pacific routes, the company has the Alberta, Athabasca and Manitoba on the upper lakes, two fully, and I'm very much afraid that from \$10,018,803 to \$26,138,977, and the think, for one to get all the money he can to keep all he can, and to give

operating expenses from \$6,378,317 to away all he can. I have followed this \$15,663,605. In 1886 the company commenced the development, until now the hotel its own cars and locomotives, has its a force of men estimated at close on All this has been the development of thirteen years from a line between Quebec and Port Moody at the head of Burrard Inlet, built as a necessity to the new political organization of the Dominion. The first transcontinental train over the new road required 136 hours to make the trip, which time will be reduced by the "Imperial Limited" to 99 hours 45 minutes. This brings London within ten days of Vancouver, and within twenty-one days of Japan, drawing the Dominion still closer to the mother land, and increasing our importance as a link in of fur gloves that I paid \$2 50 for. In world-circling traffic.

> We witnessed a one-act drama some time ago. The theater was a railway depot, the principal actor was a commercial magnate, and the other characters were assumed by sundry ladies

"there is something unfortunate in being born in the city. Young men raisto ed in New York have not had the by struggles that we have had who were reared in the country. It is a notice-able fact that the country men are blood, with not a thought or aspiration above stocks or sensuality; but he had money; that allows the biggest blackguard in the country to live and associate with honest citizens. We have nothing to do with the magnate and Sons of wealthy parents have not a ghost of a chance in competition with He is allowed at commercial pirate. large by the law and truckled to by a crowd of sycophantic individuals who have given a life lease of themselves to others. He will go his way, and we shall stand, hat doffed in respectful Not less than 1,000,000 persons attend the seventy-third branch Chautauqua assemblies every summer.

tude of the general public for what is termed commercial enterprise. He will speak and the hireling press will call our attention to his eloquence and

He will give away some thousands to found a library or a poor asylum, for his victims, and forthwith we read of his unexampled generosity. That money may be stained with blood shed by Pinkerton thugs, but it is money just the same. It may have been gained in a more dishonest manner than any ever attained by a footpad, but it never crosses the minds of some people that the destruction of small manufacturers and the fixing of their own price on certain products are not perfectly legitimate and commendable We see at times, in papers that are comparatively sincere and truthful, -, the great railway that Mr. king, or butter prince, or molasses mogul, has gone to Europe. What an item of interest to millions, and especially to those who are paying two prices butter or working in the machine shop for a starvation wage! His progress is daily chronicled for the delectation of the multitude. He will die one of these days and a charming collection of healthy lies will be engraven on his tombstone.

THE MECHANIC AND ARTISAN

During the month of May the American Federation of Labor received 63 applications for charters, 58 of which

Pattern-makers in Boston and Baltimore are on strike to inaugurate the

Union in Colorado will involve the entire mining industry of the Centennial

Since the reorganization the union is growing at a most rapid rate. The Colorado State Federation Labor, in annual session last week, laid

for a resolution tying that body up with the Socialist Labor party. the United States and Canada in which carpenters work ten hours per day.

The employers of the journeymen plumbers of Birmingham, Ala., have conceded the demand made during their strike of last week. Hereafter

E. C. Hartshorn, of Denver, was by two judges denied an injunction against the Upholsterers' Union of Denver. Hartshorn made the plea that a boycott placed on his business is threaten-

The Western Laborer, Omaha, announces that all disputes which have come to the surface between the exposition management and organized labor have been settled amicably and to

ha, Neb., board of education, presented his opinion to that body at its meeting last week on the union label resolution referred to him some time ago. His opinion was favorable, and the board lost no time in adopting it.

ing reports from West Virginia in re-

Labor World, Pittsburg, has this to say editorially: "With the signing of the puddling and other scales by the what the Labor World predicted would be the case in the event of an upward fected will be raised to a point almost equaling those paid prior to 1892, when the period of depression struck this country and carried misery and want into the homes of many of our mill workers. The feeling displayed by the manufacturers in their conferences with the Amalgamated Association is what President Shaffer has worked so hard and faithfully to bring about, and the workers, as W. B. Taylor, the chairman of the manufacturers' committee, very aptly said at the conclusion of the conference, conducted themselves with gentlemanly deportment, business astuteness and a disposition to regard the manufacturers as friends. With a continuation of this policy the manufacturers and workers alike can enter upon the era of prosperity just dawning with light and cheery hearts, and any inclination towards strife in the future will be relegated to the rear.'

remedy to do me good.

INDO-CEYLON TEA

Gur Teas Are Different

Cromwell's Statue

The sundown of her time-compelling

land's dower; footfall made the Moor change

His word on Milton's tongue spake

When Piedmont felt the she-wolf Rome

From Cromwell's eyes the light of

Flashed, and bowed down the kings by

By grace of England held their hosts

The enthroned republic from her king-

Spake, and her speech was Cromwell's.

No lordlier presence. How should

By kinglets and by queenlets hewn in

Incarnate England in his warrior hand

Made ashes of their strength who

Smote, and as fire devours the blacken-

wroug her wrong, And turned the stronghold of her foes

His praise is in the sea's and Milton's

What praise could reach him from the

That rules by leave of tongues whose

Who bade fierce Europe fawn at Eng-

There needs no witness graven on stone

or steel For one whose work bids fame bow

Our man of men, whose time-com-

Speaks England and proclaims her

-Algernon Charles Swinburne, in the

Railways and Navigation

First-Class Excursions

to Pacific Coast

CANADIAN

PACIFIC

weakening throng

praise is shame-

ness strong?

he came

land's heel

with flame.

down and kneel

manding name

Commonweal.

Nineteenth Century.

priest-anointed princes; one

bronze to say

heart and cower;

England's glance

grace of chance,

in trance.

lier throne

ing brand

to sand.

song;

Earth has known

Cromwell stand

law to France,

devour.

power,

From any other, because Monsoon is grown in our own gardens and has a flavor peculiar to itself. There are no teas like Monsoon teas, notwithstand-

ing what some dealers tell you to the contrary.

MICHIGAN CENTRAL "The Niagara Falls Route."

Railways and Navigation

Dominion Excursions

At Single Fare for round trip to all local stations in Canada, Detroit, Mich.; Buffalo, Black Rock, Suspension Bridge and Niagara Falls, N.Y. Tickets good going June 30 and July 1. To

return leaving destination not later than Special excursion to Detroit Dominion Tickets good for three days. \$1 75. JOHN PAUL, City Passenger Agent. O. W RUGGLES, General Passenger and Ticke

GRAND TRUNK PAILWAY DOMINION DAY

HOLIDAY RATES

Return tickets will be issued at SINGLE FIRST-CLASS FARE BETWEEN ALL STATIONS IN CANADA.

All stations in Canada to and from Detroit, Mich., Port Huron, Mich., Island Pond, Vt., Messena Springs, N.Y., Helena, N.Y., Bombay Jct., N.Y., Fort Covington, N.Y., Rouse's Point, N.Y.

All stations in Canada, TO, but NOT FROM, Buffalo, N.Y., Black Rock, N.Y., Niagara Falls, N.Y., and Suspension Bridge, N.Y.

Good Going June 30th and July 1st. Good returning from destination not later than July 3, 1899.

For particulars as to reduced fares to points For particulars as to reduced fares to points on other Canadian Lines, Tickets, Sleeping and Parlor Caraccommodation, and all information, apply to any agent of the Grand Trunk Railway System. E. De LA HOOKE, C.P. & T.A.; C. G. HORNING, Depot Agent; M. C. DICKSON, District Passenger Agent, Toronto. District Passenger Agent, Toronto.

And purged the plague of lineal rule

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 Depot, Montreal, as follows:

The Maritime Express will leave Montreal daily except on Saturday, at 7:30 p.m., for Halifax, Si. John, N. B., and points in the Maritime Provinces. It will run on Saturday to Levis only, stopping at St. Hyacinthe and other with the same of the same state.

The Maritime Express from Halifax, St. John and other points east, will arrive at Montreal daily, except Monday, at 5:30 p.m. The Monday train will be from Levis and intermediate value. termediate points.

The local express will leave Montreal daily, except Sunday, at 7:40 a.m., due to arrive at Riviere du Loup at 5:05 p.m., and Little Metis

The Local Express will leave Little Metis daily, except Saturday, at 4:25 p.m., and Levis daily, at 11:15 p.m., due to arrive at Montreal at 6:30 a.m.

Through sleeping and dining cars on the Maritime Express. Sleeping cars on Local Ex-

VESTIBULE TRAINS. The Intercolonial Railway gives the finest train service between Montreal and the mag-nificent tourist country in Eastern Quebec and the Maritime Provinces. In this route are in-cluded 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.

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

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, 143 St. James street, Montreal.

York to Liverpool via Queenstown

*S.S. MAJESTIC, June 28. 12 Noon S.S. BRITANNIC, July 5. 12 Noon *S.S. CYMRIC, July 11. 8 a.m. *S.S. TEUTONIC, July 12. 12 Noon S.S. GERMANIC, July 19. 12 Noon S.S. MAJESTIC, July 26....12 Noon *Excellent Second Cabin accommodation

Rates as low as by any first-class line. Berths secured by wire if desired.

E. De La Hooke. Sole Agent for London, "Clock" Corner.

THEY DIDN'T WORRY HIM. She-"How lovely it would be sitting out here if we were sure there were no snakes around." He—"Oh, pshaw! What do we care for them? They can't go and tell any-body what we say to each other."

LIME FRUIT JUICE

Is the Finest Drink in the World for Hot Weather. Cooling, Refreshing, Invigorating, Wholesome.

Chat **E** Croublesome Chirst.

Thirst is constant these warm days. . It seems impossible to quench it.

Ordinary drinks seem to aggravate rather than satisfy it, and too much liquid is bad for the stomach and

is bad for the stomach and general health. Thoogy's Cifchocscent Salt makes a cooling, refreshing, healthful beverage. Take a teaspoonful in a tumbler

a teaspoonful in a tumbler of water two or three times a day and you will not be worried by thirst or heat. It is the most healthful 🚰 and palatable beverage you 🚾 can use during warm weather. Sold by druggists everywhere at 60 cents a large bottle. Trial size,

the C. P. R.

Branches.

with the policy that has been pursued first undertaken. The new flyer will shorten the trip from ocean to ocean by 24 hours, which, considering the speed of the ordinary service, will be a mark-Montreal every Sunday morning at 9:30 and will reach Vancouver on the following Thursday afternoon at 1:15, reducing the time to a little over four days. The east-bound fiver will leave Vancouver early on Sunday afternoon, reaching Montreal at 6 o'clock on Thursday evening. The first trains of the new service left the termi-In contemplating this achievement it is hard to the company operates a system, including leased lines, of 9,600 miles. Equip-

336 to 644, and passenger and baggage cars from 289 to 622. In freight and cattle cars there has been an increase from 7,858 to 16,942, and in all essentials of operation and maintenance there has been the same rapid expansion. have happened him. "It gave me a new insight into things, and I saw what many people are struggling in it for Rockefeller was training himself for his career which was to come. He kept a small ledger in which he entered all his receipts and expenditures, and at his home I had the privilege of looking at this remarkable book, and of having its entries explained to me. It was in truth nothing more than a memorandum small, paper-backed memorandum book. "When I looked at it the other said Mr. Rockefeller, "but on examination I found that I had utilized the

great ferry steamers on the Detroit river, more than a score of freight and passenger steamers and many adjuncts to the service on the inland waters of southern British Columbia. Some interesting figures as to the growth of the road and its business since the initial through train was dispatched in 1886 are given in the Mont-real Star. At that time three tracks sufficed for the company at Montreal, but now there are thirteen at the Place very economical, even with paper. I Viger and seven at Windsor station. hadn't seen this book for a long, long In that year the railway carried 1,809,-319 passengers and 2,046,195 tons of freight, the number of passengers carried one mile being 150,466,149, and the that it had been lost. It is more than number of tons of freight hauled one mile being 555,438,159. Last year the exchange it now for all the ledgers in New York and their contents. A glance through it shows me how careful I was about my receipts and disbursements. Each one was entered care-

number of passengers carried reached 3.674.502, the number carried one mile being 430,493,139. The freight traffic increased to 5,588,038 tons handled, or 2,148,319,867 tons carried one mile. This expansion has been accompanied by a there aren't many young men who take reduction of rates, the earnings per the trouble to keep an account like mile having decreased from 2.10 cents to 1.52 cents on each passenger, and from 1.10 cents to 0.75 cent on each ton of his money. It is a religious duty, I of freight. The earnings increased

erection of its first hotel at Banff Springs, in the Rockies. That line of enterprise has kept pace with the genat Banff is but one in a complete extending along the Canadian highway. These hotels include the Chateau Frontenac at Quebec, the Kaministiqua at Fort William, the Mount Stephen House at Field, the Glacier House, the Revelstoke, the Fraser Canyon House and the Hotel Vancouver. In spirit of the enterprise that never fags the company is now planning the erection of a palatial hotel at Winnipeg that will equal or surpass any of its present magnifieent hostelries. habit of mine. The next year after dition to these enterprises, the company has developed a telegraph service ginning to be a capitalist, and I supacross the continent, with wide ramifications. It owns and operates its own express system, and has also an extenmoney. I paid all my own bills at this sive grain elevator business. It builds time, and had some money to give away. I also had the happiness of saving some. I not sure but that I was own Pullman car service, and employs

cut of clothing, but I dressed well I certainly did not buy any clothing that I could not pay for. I did not make any obligations that I could not meet. I lived within my means, and my advice to every young "Between November, 1855, and April, 1856, I paid exactly \$9 09 for clothing.

The World's God. [London Catholic Record.]

and gentlemen of irreproachable characters. The magnate was in high good humor, for he was connected with a syndicate with a capital of some millions of dollars. The aforesaid ladies and gentlemen looked at him ravenously and reverentially, for he represented gold—money—the one thing loved earnestly by their little pitiful souls. It mattered little to them what claims to personal character were possessed the magnate. He might be a parody on humanity—a thing of flesh and

attitude, because he belongs to a syndicate that can put both hands in a

nation's pocket, and receive the grati-

What needs our Cromwell stone or His was the light that lit on England's The noontide of her most imperial day? His hand won back the sea for Eng-

were granted.

It is feared that the strike of the

President Michaels of the Waiters'

and Bartenders' Union reports 13 charters for new unions issued in one week.

on the table by a vote of 68 against 13 At present there are only 23 cities in

One hundred and five have the eighthour rule, and 424 work nine hours a

Him, who made England out of weak journeymen plumbers will receive \$3 50 per day of nine hours. There needs no clarion's blast of broadblown fame
To bid the world bear witness whence

ing him with financial ruin.

the advantage of organized labor.

Alfred J. Lunt, attorney for the Oma-

United Mine Workers' headquarters in Indianapolis is receiving encouraggard to the miners of that field, who are beginning to get themselves in readiness to demand better conditions employment. When the miners are in shape to do business upon business principles, and in a manner that will protect the operators who are fairly disposed from the unfair competition of those who are unprincipled, it is believed the operators will readily concede better conditions. Organization is the only means through which all

this can be accomplished. Anent raising the wages of 45,000 iron and steel workers last week, the iron and steel manufacturers the most important of the conferences has come to a successful end. The advances are nothing more than were warranted by the advanced prices in the iron and steel markets, and are in line with movement at the last sixty-day settlement. The wages of the workers af-

LIFE SAVED-Mr. James Bryson Cameron writes: "I was confined to my bed with inflammation of the lungs and was given up by physicians. A neighbor advised me to try Dr. Thomas' Eclectric Oil, stating that A neighbor advised me to try Dr. Thomas' Eclectric Oil, stating that his wife had used it for a throat trouble with the best results. Acting on this advice I procured the medicine, and less than half a bottle cured me; I certainly believe it saved my life. It was with reluctance that I consented to a trial, as I was reduced to such a state that I doubted the power of any remedy to do me good.

Royal Mall Steamers.

Leaving St. John and Halifax for Liver pool and calling at Moville. Also from Port land direct to Liverpool, Low rates, Quick service. Steamers from Liverpool to Quebec and Montreal, also from London and from Glasgow, will leave these ports about the 15th of April for Quebec and Montreal. Persons wishing to bring out their friends can obtain prepaid tickets at low rates. London agents, E. De la Hooke T. R. Parker and F. B. Clarke.

LONDON TO AND RETURN Vancouver, B. C....) Victoria, B. C .. Tacoma, Wash..... Seattle, Wash..... Portland, Ore..... SELLING DATES-June 25 to July 8. FINAL LIMIT-September 4.

ROUTES -- Via Port Arthur, Sault Ste. Marie, Detroit and direct Routes. RATE-Via Lake Route will be \$4.50 additional

one way, or \$9 round trip.

A. H. NOTMAN, Assistant General Passenger Agent, 1 King street east, Toronto.

THOS. R. PARKER, City Ticket Agent office, 161 Dundas street, corner Richmond.

Steamer Urania on each Tuesday. Thursday and Saturday during season will leave Port Stanley for Cleveland, If p.m., returning leaves Cleveland 10 p.m. Sunday, Wednesday and Friday. Fare from London \$2, return \$3.

CAR FERRY, "SHENANGO NO. 1," on each Monday and Friday during the season will leave Pt. Stanley at 6 p.m. (eastern standard time) arriving at Conneaut, Ohio, at 11 p.m. Returning leaves Conneaut, each Monday and Friday at 9 a.m. (central time), arriving Pt. Stanley at 4 p.m. Fare, one way, from Pt. Stanley, \$1; return, \$2. Special tourists' rates to points in Ohio and Pennsylvania.

ALLAN LINE Royal Mail Steamers