

10
All We Ask is One Trial for
PAINE'S CEREAL COMPOUND

Carlen Tea. Black or Natural Green. If you don't find it infinitely superior to any other tea "abandon it." Sold only in sealed lead packets, 25c and 40c per pound. By all grocers.

HER EARNEST TROTH

They went together into the clean, white-draped bedchamber, and Bethel knelt down in her glistening robes of tinted satin, and drew out a heavy tin box from under the bed, in which she deposited her treasures among a heap of others.

"You never thought to possess such wealth, did you, Dan, dear?"

"No, darling, but I dreamed of possessing better than all the wealth of the Indies—your precious self. How soon do you think you will let me have you?"

"Well, in another month, or so, I hope, you impatient fellow."

"And you would be the impatient, pet, were you so placed?"

"Of course I should, and worse: I should be in a perpetual passion with everyone and everything. I wonder how Lucy will account for my absence?"

"Oh, easily enough; is she not a woman? And she must know that I am not likely I should let you go tonight, now that you are here."

Lucy evidently understood the case, for upon her return she went to Mrs. Pyne, and said:

"My lady regrets that a trifling indisposition will prevent her seeing her friends again tonight; she has retired and begs not to be disturbed."

Little madam looked aggrieved, saying:

"I am sure she will let me say good-night."

"I think not, madame. I left her asleep. Would not it be a pity to disturb her?"

"Oh, certainly," replied madame. "I will wait upon her early in the morning."

Then the little lady went over to Bethel, and informed him of the lady's illness, while Lucy went into the housekeeper's room, and informed her ladyship's maid that her services would not be required that night, as her ladyship had retired.

Then she went into Bethel's room, lighted a fire and sat down to wait. At dawn a figure glided into the chamber where Lucy sat asleep. A figure with radiant face bathed in dew, who stooped and kissed the sleeping face, fondly rousing her by contrast with her cool, moist lips.

Lucy sprang up brightly, helped to disrobe her friend, telling her the while how she had accounted for her absence.

A dark impulse seized the little lady, and she slipped from her bedchamber, to the door of her bedchamber, saw the disguised figure glide back to his own room, cold, shivering, and exultant, a devilish delight disturbing his dark visage. It was Puck, who, like an imp of darkness, had watched and waited and found his victim ready.

He danced about the room in the roof, whispered triumphantly to himself his secret, saving \$100 to his collection in the cracked glass.

"Oh, I know, my lady, but she knew not me. She has me for a husband, when I steal! She takes me for my fairy queen and teach her hate me! Well, I pay her and I am king. Oh, it is grand to have the power to crush her in these hands she tried to tables, like the little madam, only to find that Mr. West, too, shall see the black boy she thinks too poor a thing to play with the sweet miss, shall find that jury, injury with insult."

Then Puck crept like a blot upon the fairness of the sheets into his resting place, and dreamed victorious dreams of being a king in his own country, guarded by a multitude of warriors.

Well, we all dream, why not this imp of darkness?

The next morning Bethel drove out accompanied by the little madame, and was very merry, and had evidently quite recovered from his trifling illness. At dinner she was very gracious to Brinley and allowed him to sit beside her in the drawing-room later, and to pay her public court. True, her attention often wandered from his words and vexed him with the indifference with which she received his courtliest speeches.

His mind, too, shifted now and then from the grandly beautiful woman by his side, to the lovely fading girl who hung upon his breath as a flower turned to the sun, and he sighed to think how contrary nature is to allow love to play at cross-purposes with so many hearts, and thinking of his own, he smiled, and in the same channel. He talked so much about Margery that Bethel grew interested, for she had always liked the girl.

Still talking of Margery they stepped out to the moonlit balcony, and from thence to the summer terrace, where white-limbed statues played hide and seek with the moonbeams. They walked on through the grounds, treading gently on the earth's soft carpet of autumn leaves, still talking of the girl who, for lack of desire to retain it, was allowing her sweet young life to fade out of her, like a flower fallen beneath the blight of premature decay.

"Poor Margery," said Bethel as they tarried by a moonlit fountain. "I often wondered that you never learned to love her, Brinley, she was so pure, sweet and desirable."

"Yes, that is true, but you know one cannot command affection. I did love her to a certain extent, as I would a sister such as she, but you forget that I have since decided to love you."

"Oh, I know," said Bethel, "and still

AFTER A QUARTER OF A CENTURY

Dodd's Kidney Pills Cured
Maxime Boucher.

Other Medicines Failed, But the Great Kidney Remedy Has Yet to Find the Cause of Kidney Diseases It Cannot Conquer.

Hunterstown, Que., June 19.—Fifty years ago, Maxime Boucher, of this place, for a quarter of a century he suffered from Kidney Disease, and was certainly justified in thinking his case incurable. Today he is a well man. Dodd's Kidney Pills did it. Speaking of his case, Mr. Boucher said:

"For 25 years I suffered of the malady of the Kidneys. I felt always feeble. I tried many remedies, but with no success, till reading of many cures by Dodd's Kidney Pills led me to give them a trial. I took in all 25 boxes, and I am perfectly cured."

This proves conclusively that no case of Kidney Disease of too long standing to be cured by Dodd's Kidney Pills, and there is abundant proof that they will cure any form of it—every form of Bright's Disease, Pains in the Back. Dodd's Kidney Pills have yet to find the cause of Kidney Disease they cannot conquer.

A New Loop-the-Loop.

"The Tornado" is the name of a new "loop-the-loop" device which will be shown at the summer resorts and gardens during the coming season. It is about twice as spectacular in arrangement as the original Coney Island affair, having two loops, within which a rubber ball of large dimensions and containing a human being whizzes. The ball is sent down the track from a standard of 50 feet high, rolling along two cable wires. It plunges into the first loop and is conducted into the second in short order. The trip ends in a net, where the rubber sphere is unaltered and the man allowed to show himself to the people. E. S. Cox, of Chicago, is the inventor. He claims for the "tornado" that it will give 100 somersaults in 10 seconds. When the rubber oval is seen on the 50-foot standard this summer by an admiring and wondering populace it will be a courtesy to the management for young men to refrain from calling it a "hiss ball," as the joke is already old. Chicago Record-Herald.

PAINE'S CEREAL COMPOUND
Cures Summer Rheumatism.

A Cornwall, Ont., Gentleman Completely Cured After the Failure of Physicians.

Recent reports from medical men in various sections, indicate that rheumatism is on the increase this summer. This being the case, we implore rheumatic victims to make every effort to remove this dangerous febrile disorder before the intense hot weather comes on. During the month of June, a few bottles of Paine's Cereal Compound will, speedily banish arthritic inflammation or muscular rheumatism. Mr. G. J. McDonald, Cornwall, Ont., speaks of his cure as follows:

"For three years I suffered terribly from rheumatism. It seemed to me that I was forced to endure all the agonies and pains that a mortal could possibly experience from this dreadful disease. While suffering I tried many doctors' prescriptions, but never found a cure until I procured a supply of Paine's Cereal Compound. It worked like a charm and seemed to remove the very root of my trouble. I am now cured; all my pains are banished, and in every respect I am a new man."

THE ADVERTISER, LONDON, ONT., SATURDAY, JUNE 20
MOVED A BRIDGE; DID NOT INTERFERE WITH TRAINS

Feat Was Accomplished in Wisconsin in Four Hours.

Electric Power May Be Used in the St. Clair Tunnel.

A Lively Passenger Rate War—To Abolish Grade Crossings—New Roads for Alaska.

The Wisconsin River bridge on the Milwaukee road was moved six and a half feet last Thursday. The work was done in about four hours, during which time there were frequent interruptions by passing trains. There was not a moment's delay to any of the trains nor passing of teams on the wagon bridge. The bridge moved is one of the highest and longest on the system, and its moving was a marvelous feat of engineering. The length of the bridge is 435 feet, including two spans of 100 feet each, and the weight of the bridge is about 460 tons. To move it the ends were raised from the base and steel rails were laid close together for a track. On these were two-inch steel rollers, on which the bridge was moved. The work was done by a team of 50 men, each with a 25-ton jack. These powerful machines operate by a complicated system of gears, but they are really not much larger than the ordinary jack used in raising wagons—about two feet long. One of them has a lifting power of fifty tons. When the moving was done after the bridge had been lifted on rollers, three of these jacks, one at each end, and one in the center, moved the whole structure six and a half feet. Each jack was operated by one man who worked at it by a bar, with his head and arms in the air. At the same time the two approaches to the bridge and the railroad tracks for 50 feet at each end moved with the bridge. In this way there was no break in the track and trains were passing during the work—moving being stopped, of course, while the jacks were in use. When the afternoon passenger train crossed a great crowd of people stood around the bridge, ropes and guys and pulleys in evidence, and the passengers gazed in evident wonder at the unusual sight, but none suspected that they were crossing on a moving bridge 90 feet above the ground. The new bridge will be a Pratt steel truss, double track, it will be constructed outside of the present bridge, which will be used during the building, and taken out when the new one is complete.

American Road Statistics.

The Interstate commerce commission has prepared a summary of its report for the last fiscal year. It shows that the total single track railway mileage at the end of the year was 206,471 miles, having increased during the year 5,234 miles. This increase was greater than that for any other year since 1890. Including side tracks, double tracks, etc., the total mileage was 274,195 miles. Other important data are:

There were 41,228 locomotives and 1,122,220 cars, not including cars used during the year, but including those in passenger service. The total number of employees was 1,139,315, and the amount paid in salaries and wages was \$675,028,562. The compensation of the railway employees for 1902 is equivalent to 60.5 per cent of the gross earnings of the railway companies and 39.5 per cent of their gross earnings.

The amount of the railway capital stock standing at the end of the year was \$12,134,182,290, or \$62.30 per mile of line. The funded debt was \$5,109,981,093. The amount of capital stock paid up by dividends was \$2,886,556,614, or 44.60 per cent of the total amount outstanding. The amount of funded debt which paid no interest was \$294,175,245.

The number of passengers carried was 649,578,565, and the number of tons of freight 111,089,347. The gross earnings for the year were \$1,125,380,267, and the gross expenses \$1,116,248,747. The total dividends declared for the year were \$185,228,228.

The total number of casualties to persons on account of railway accidents as shown for the year, was 37,250, including 8,588 killed and 64,662 injured. Of railway employees 2,969 were killed and 50,234 injured.

The number of passengers killed was 345, and the number injured 6,883. One out of every 400 employees was killed and one out of every 24 employees was injured. One passenger was killed for every 1,833,760 carried, and one injured for every 1,833,760 carried. The number of passengers killed per mile traveled, however, shows that 57,072,233 passenger miles were accomplished for each passenger killed, and 3,946,272 passenger miles accomplished for each passenger injured.

Passenger Rate War.

A rush of outboard travel has been precipitated by what promises to be the liveliest passenger rate war that Kansas City has known for several years. The war began in Kansas City with the cutting of the round trip rate to Indianapolis to \$10. The indications point to a protracted rate war, with the prospect of the cheapest excursions known for several years between Missouri points and extreme Eastern point in New England, with corresponding cheap rates to intermediate points.

HOUSEHOLD PACKAGES DYES.

The latest and best dye in the world. Have no equal for strength, simplicity, penetration or fastness. In five minutes they make suits, dresses, etc., etc., like new. All colors, at Calhoun & Lawrence, 216 Dundas street; H. J. Child, 632 Dundas street; T. H. Jones, 632 Dundas street; J. W. Wootley, 632 Dundas street.

during the winter months costs them, on an average, something over \$1,000,000 per annum. The three lines of which this statement is true are the Great Northern, Canadian Pacific and Northern Pacific. The greatest items of expense are snowsheds, blockades, snowslides and washouts. The maintenance of snowsheds is necessarily the greatest expense, taking year by year, for the reason that they are kept up just the same one year as another, whether the winter be mild or severe. The blockades are serious only in very bad years, while the washouts vary with the years also.

The past winter has been an exceptionally good one. The northern railway offered little except in February, when trains were badly delayed for many days on all three lines mentioned. The blizzard that visited the north quite recently was an exception, and its effects only lasted for a few days within a limited area.

The National Teanawatee Railroad, which is owned by the Mexican Government and operated under a lease by a group of English contractors, is developing an extensive oil field of its own. This new oil field was discovered a short time ago, and is adjacent to the railroad. All the locomotives of the road are being equipped to burn oil and large storage tanks are being erected at points along the line. The Mexican Government will equip the locomotives on the Intercontinental and Mexican National Railroads for burning this oil.

Fighting the Santa Fe.

The Order of the Railway Telegraphers has declared a boycott against the Atchafalaya, Topeka and Santa Fe Railroad, a circular letter signed by the president and grand secretary of the order having been received by the ticket agents of all the roads centering in Chicago. The letter asks the ticket agents, who have the right to refuse to sell tickets, to discriminate against the Santa Fe.

The trouble between the telegraphers and the Santa Fe is of long standing. In 1890 the telegraphers and station agents were dissatisfied with their pay and working conditions, and sent a committee to Chicago to make demands. At the same time the order called a strike. Officers of the order say that the company, by a subterfuge, got the men to resume work at the end of seventeen days, and they also say that those who took part in the strike have been discriminated against ever since by the Santa Fe and some other roads. The Santa Fe has not been employing members of the order for some time.

An official of the Santa Fe said last evening that he did not believe the telegraphers would attract any attention to the appeal made to them.

To Abolish Grade Crossings.

Recent activity to the end of abolishing grade crossings in Cleveland has caused considerable inquiry not only to prospects of the plans being carried out, but regarding the cost of the venture. Investigation shows that there are 125 such crossings in the city and that the work of doing away with all of them would cost a little more than \$10,000,000. This figure is approximate and based on estimates from all of the companies interested. The city will pay one-half the cost, and the Nickel Plate, Lake Shore and Pennsylvania will be put to the test for some time.

It is estimated that the Nickel Plate's 54 crossings will cost about \$2,500,000, the Lake Shore's 21 crossings about \$1,000,000 and the Pennsylvania's 21 about \$1,500,000.

Employees of the Pennsylvania Railroad numbering 3,500, all connected with the Philadelphia terminal division, went on strike at 12 o'clock this morning, the strike making the department the most important in the city.

Electric Power For Tunnel.

The Grand Trunk Railway Company has asked for bids from several electrical firms for furnishing the power for equipping the St. Clair tunnel with the new Southern Railway. The company has given the matter considerable attention and is of the opinion that cars can be drawn through the tunnel by electricity much cheaper than with a locomotive.

One of the fastest short runs on record for the Pennsylvania lines west was made on the Port Wayne branch by the new Southern Railway. The run from B. to V. A. tower, a distance of 20 miles, was made in 1 hour and 4 minutes in the remarkable time of four minutes. The train was composed of eight cars and was hauled by an Atlantic type engine.

About 30 engineers have been suspended from duty for carelessness in regard to danger signals.

The settlement around the proposed Baldwin Locomotive Works will have turned out 1,000 locomotives for the past year. The output was 1,000 engines. Pennsylvania's signal system in the Philadelphia yards is being reconstructed and electricity used for many switch lights. The work will cost \$30,000.

Roads into Alaska.

A new railroad to extend 413 miles from the coast toward the interior of Alaska has been completed as a result of surveys made last year. The plans provide for a terminal on Resurrection Bay, which can accommodate ocean-going vessels of deep draught. The settlement around the proposed terminal has been named Seward, in honor of the former Secretary of State. A stretch of 25 miles of the proposed railroad from Valdez to Eagle City on the Yukon River will be constructed by the Alaska Railroad Company. It is the intention to construct branches, one from the confluence of the Chitina and Copper Rivers to the Nozina River district, and another down the Tanana to Fairbanks.

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The Unreconcilable Citizen in Flood Time

This morning, when Patrol Driver White was busily engaged in rescuing flood victims from East Crane street, and was returning to dry land with a heavy load of people, a man hailed him and ordered him to take him aboard. The wagon was loaded and the driver stopped to parley before making the return trip. "What do you want?" asked White. "I want you to go back to my house and let me get two ladies' hats which we forgot to bring when we came out." "I have a load," replied White, "and I can't go back now." Then the man on the sidewalk became violent and cursed the driver roundly. "Who pays for the feed of that team?" he asked. "We do," the taxicab driver said. "I tell you I will report you to the mayor." White, with his load of flood sufferers, went his way, towards dry land, leaving the profane citizen actively engaged in making threats.—Topeka Journal.

RAILROAD Time Tables.

GRAND TRUNK.

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

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

MAIN LINE EAST.

Leave London—
12:30 A.M.—New York Express.
3:32 A.M.—Lehigh Express.
8:10 A.M.—Express.
10:30 P.M.—Atlantic Express.
11:05 A.M.—Lehigh Express.
11:05 A.M.—Sarnia Accommodation.
11:05 A.M.—Lehigh Express.
11:05 A.M.—Sarnia Accommodation.
11:05 A.M.—Lehigh Express.

MAIN LINE WEST, VIA SARNIA.

Leave London—
3:05 A.M.—Chicago Express.
7:40 A.M.—Sarnia Accommodation.
11:05 A.M.—Lehigh Express.
11:05 A.M.—Sarnia Accommodation.
11:05 A.M.—Lehigh Express.

LONDON AND WINDSOR.

Leave London—
6:30 A.M.—Accommodation.
11:15 A.M.—Express.
11:15 A.M.—Accommodation.
7:55 P.M.—Pacific Express.

ARRIVE FROM EAST—
3:00 a.m., 11:00 a.m., 11:35 a.m., 6:15 p.m., 7:45 p.m., 8:20 p.m.

ARRIVE FROM SARNIA—
12:32 a.m., 3:27 a.m., 10:10 a.m., 1:15 p.m., 4:30 p.m., 7:20 p.m.

ARRIVE FROM WINDSOR—
10:20 a.m., 4:20 p.m., 6:35 p.m., 10:45 p.m.

Daily, Sundays included.
ST. MARYS AND STRATFORD BRANCH.

Depart—6:30 a.m., 11:30 a.m., 3:00 p.m., 5:00 p.m.
Arrive—1:15 a.m., 11:55 a.m., 1:10 p.m., 5:45 p.m., 10:40 p.m.

LONDON, HURON AND BRUCE.

Depart—8:15 a.m., 4:50 p.m.
Arrive—9:45 a.m., 6:20 p.m.

CANADIAN PACIFIC.

CORRECTED TO DATE.

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

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

TORONTO, OTTAWA AND MONTRÉAL.

Leave—4:30 a.m., 11:30 p.m.
Arrive—11:30 a.m., 11:30 a.m.

WINNIPEG AND PACIFIC COAST (VIA NORTH BAY).

Leave—8:40 a.m.
Arrive—8:00 p.m.

CHATHAM, DETROIT, CHICAGO, ETC.

Leave—11:25 p.m., 11:35 a.m.
Arrive—4:55 a.m., 6:20 p.m.

ST. PAUL, MINNEAPOLIS, DULUTH.

Leave—8:40 a.m.
Arrive—8:00 p.m.

DAILY LOCAL TRAINS.

WOODSTOCK, ST. THOMAS, TORONTO.

Leave—8:40 a.m.
Arrive—8:00 p.m.

MICHIGAN CENTRAL.

Trains arrive and depart from Michigan Central depot, corner Clarence and Bathurst streets. Up-town ticket office, 255 Richmond street, John Paul, city passenger and ticket agent.

1:10 P.M.—From St. Thomas, Dutton, Bismarck, Rodney, Ridgeway, Tilbury, Comber, Essex, Windsor, and other stations; connects at St. Thomas for east.

2:20 P.M.—Through train all stations to and from Detroit, St. Thomas with mail train for all stations east.

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

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

6:05 P.M.—From St. Thomas, local.

HAMMOCKS.

Palmer's Celebrated Fast Color Hammocks, from \$1.00 to \$5.00. Varied assortment in colors, sizes and styles. Hammock Hooks.

LAWN HOSE

4-ply—guaranteed to stand city pressure. Lawn Sprinklers, Hose Reels, Nozzles, Hose Menders, Couplings, etc.

LAWN MOWERS.

Best Canadian and American Makers. See the Royal Blue ball bearing.

For Sale at REID'S HARDWARE

118 NORTH SIDE DUNDAS STREET.

MATCHES.

The next car of our matches will arrive in London on or about July 1. GROCERY BAGS Self Opening, Square Bottoms. Are made from the toughest papers in all sizes and weights.

Flour and Cement Sacks.

For samples and prices, please apply to our nearest branch or agency.

The E. B. EDDY Co., Limited,
Hull, Canada.
436 RICHMOND STREET.
LONDON OFFICE, Donald McLean, Agent.

Going Out of Town

This Summer?

If you are, why not arrange to have the Daily Advertiser sent to you by mail? The address may be changed as often as desired.

The subscription price to any address in Canada, United States or Great Britain, payable in advance, is, per month..... 25c

RAILWAYS AND NAVIGATION.

Lake Erie and Detroit River Railway.

United States and Royal Mail Steamers.

PORT STANLEY SUMMER RESORT.

Commencing Wednesday, June 10

Train No. 33, leaving London at 9:45 a.m., will run through to Port Stanley on Wednesdays and Saturdays. Returning, leave Port Stanley at 4:30 p.m., until further notice.

R. J. TAIT, General Agent.

INTERCOLONIAL RAILWAY.

5 New Publications.

Intercolonial "Fishing and Hunting."

Intercolonial "Tours to Summer Haunts."

Intercolonial "Maritime Express."

Intercolonial "Salmon Fishing."

Via the Intercolonial for "A Week in the Woods."

WRITE General Passenger Department, MONCTON, N.B. FOR FREE COPIES.

R&K E. D. La Hooke, G. T. R. Ticket Office. W. Fulton, C. P. R. Ticket Office.

Hamilton, Toronto & Montreal Line.

Steamers leave Hamilton 1 p.m., Toronto 7 p.m., Mondays and Thursdays till June 6. On and after June 6, Tuesdays, Thursdays and Saturdays.

Toronto and Montreal Line.

From June 1 steamers leave Toronto 4 p.m., Mondays, Wednesdays and Saturdays. On and after June 13, daily, except Sundays, for Rochester, Thousand Islands, Rapids to Montreal, Quebec and Saguenay River.

H. POSTER CHAFFEE, Western Passenger Agent, Toronto.

Quebec Steamship Co., Limited,
River and Gulf of St. Lawrence.

Summer Cruises in Cool Latitudes.

The twin-screw iron steamship Camilla, 1,700 tons, with electric lights and bells, and all modern comforts, leaves Montreal on Mondays, at 2 p.m., 1st, 15th and 29th June; 13th and 27th July; 13th and 27th August, and 7th and 21st September. For full particulars apply to E. D. LA HOOKE, C. P. R. Ticket Office, W. FULTON, London, or ARTHUR AHEARN, Secretary, Quebec.

Cheap Excursion to Denver.

THE WABASH will sell round trip tickets to DENVER, COLORADO SPRINGS or PUEBLO, COLO., at

Less Than One Way Fare