# CANADA HAS MORE RAILWAY TRACKS PER INHABITANT, THAN ANY OTHER COUNTRY IN THE WHOLE UNIVERSE

Interesting Account of The First Locomotive Ever Run in The Dominion---A Record of The Development of The Railway Service in Canada

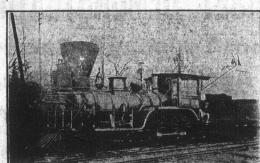
Canada leads the world in railway mileage on a basis of population, says The Engineering Journal of Canada, in a recent railway issue. Ratios of mileage to population by countries are as attached:-

CANADA HAS I MILE OF RAILWAY TO 290 PEOPLE UNITED STATES HAS I MILE TO 378 PEOPLE

FRANCE HAS I MILE TO 1317 PEOPLE GERMANY HAS I MILE TO 1818 PEOPLE GREAT BRITAIN HAS I MILE TO 1850 PEOPLE RUSSIA HAS I MILE TO EVERY 3400 PEOPLE

CANADIAN BAILWAYS PAST

, called "The Kitten." and being a cat! frame had gone twenty-five tons of



CANADA [1853]

20,601 miles of modern railway, would have been put in Canada's first lunatic asylum.

In 18861—just a quarter of a century ago—Canada had 1,800 miles of railway, carrying 1,825,000 passengers, 1,459,446 tons of freight and earning an aggregate of \$6,722,660 on a paid-up capital of \$38,278,986. On June 30, 1905, there was 20,601 miles of railway in Canada, including double trackage, being an increase of nearly 1,000 miles over 1904, the figures for that year being used in the illustrative diagram in this article.

Add to this 3,632 miles of sidings and 20,601 miles of sidings and 18 including this group of the grand and 18 including double trackage, being an increase of nearly 1,000 miles over 1904, the figures for that year being used in the illustrative diagram in this article.

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Add to this 3,632 miles of sidings and 18 including the part of the grand and 18 including the part of the grand and the dogs barked those balmy April days, while erailway in Canada-made locomotive of the Grand Trunk the "Lady Elgin," whose latest photo is shown engine. She was built in Portland, Me., since famous as the astern termination of the cars.

A 'pinch bar' is a close relation to a crow bar. "The trip occupied five or six days—an average of about 40 feet an hour. This daily 'run' was witness—an average of about 40 feet an hour. This daily 'run' was witness—an average of about 40 feet an hour. This daily 'run' was visit as close relation to a crow bar.

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Add to this 3.632 miles of sidings. Add to this 3,632 miles of sidings, and it is possible to see how Canadian railways for the years 1904-05, carried 25,788,723 passengers; freight, 50,893,957 tons, earning in gross 106,467,199 on a paid-up capital of \$1,248,666,414. In less than 25 years the mileage has increased 1,150 per cent.; passenger traffic, 1,440 per cent.; freight, 3,400 per cent.

It is easily seen on what class of traffic Canadian roads have had this remarkable expansion; not on the

remarkable expansion; not on the passenger train, the parlor car and the sleeper, but in the box car, the flat car and the hopper. Canadian

CANADIAN RAILWAYS PAST

AND PRESENT.

The first railway built in Canada was the St. Lawrence and Champlain; rails of wood with spiked strips of iron, opened in 1836. And in those days the optimistic "tout" who predicted that Canada, in exactly the lifetime of one man, 70 years, would have built and manned of the called "The Kitten," and being a cat is frame had gone twenty-five tons of she made her trial trip by moonlight in charge of the English engineer sent out with her. Her limit was 20 miles an hour.

Two Scotch lecomotives came next, the "John Ferries," and the "John Relson," shipped to Montreal in 1848, and used on the Montreal and Lachine Railway.

And it was five years later—in 1853 ameter of the two drive-wheels on each side was 5 1-2 feet. The old ameter of the two arrive-wheels of each side was 5 1-2 feet. The old 'Toronto's' tender carried cordwood, as may be inferred from the shape of her funnel. The cordwood was picked up along the road, beech and maple—and the

maple at that.

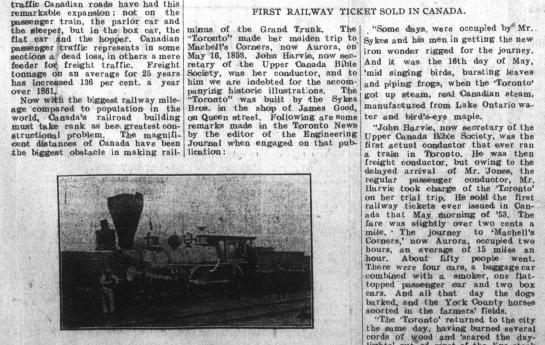
"But the first trip of the 'Toronto' was made without either wood or water. The motive power was 'elbow grease,' and the trip was made up Queen street to Yonge, and down Yonge to the corner of Front, where now stands the Custom House, but where in '53 was the switch of the

where in '53 was the switch of the new Ontario, Huron and Simcoe, built by the 'Lady Elgin.'

"The 'Toronto' was 'pinch barred' every inch of the way on temporary rails, which were taken up and relaid at every rail's length of the way. A pinch bar' is a close relation to a crow bar.



FIRST RAILWAY TICKET SOLD IN CANADA.



THE "LADY ELGIN" THAT BUILT THE OLD NORTHERN.

Toads pay, as well as the chief reason why gigantic railroads had to be built whether they paid dividends or not.

The first locomotive ever run in Canada was run on the St. Lawrence and Champlain road in 1836. It was

"In the latter part of April, 1853, the two Sykes brothers finished their job, neither of them dreaming of the C. P. R. and the G. T. R. The "Toronto was no longer a country town, but a railway centre. And the old 25-ton, five-foot gauge, 'outside-rigged,' wood-eating "Toronto,' with its two big drive-wheels on each side was the biggest thing that ever tooted a whistle or rang a bell in Canada wistle or rang a bell in Canada up to that time."

**ADVERTISE IN** THE DAILY PLANET

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BONDS AND STOCKS Investment Securities

THE MARKETS.

Liverpool and Chicago Wheat Futures Close Lower-Live Stock Markets -The Latest Quotations.

Thursday Evening, April 19.
Liverpool wheat futures closed to-day %d to ¼d lower than yesterday and corn futures ¼d to %d lower.
At Chicago May wheat closed 1¼c lower than yesterday, May corn ¼c lower and May oats ¼c lower.

LEADING WHEAT MARKETS. TORONTO PRODUCE MARKET.

Wheat, spring, bush. \$0.74 to \$...
Wheat, fall, bush. 0.77 0.79
Wheat, red, bush. 0.77 0.79
Wheat, goose, bush. 0.73 0.75 ⅓
Barley, bush. 0.51 0.52
Oats, bush. 0.40 0.41
Rye, bush. 0.76
Peas, bush. 0.77
Buckwheat, bush. 0.53

LIVERPOOL GRAIN AND PRODUCE. Liverpool, April 19.—Wheat.—Spot nominal; futures quiet; May 68 9½d; July, 68 7½d; September, 68 7½d. 68 9½d; July, 68 7½d; Amerian mixed, old, 48 7½d; futures closed quiet; May, 48 5½d; July, 48 4½d. Bacon.—Short ribs firm, 53s 6d; long clear middles, light steady, 48s 6d.

Lard—American refined in pails steady, 35s 6d.

Tallow-Prime city firm, 25s 9d. Turpnetine-Spirits steady, 47s 9d. NEW YORK DAILY MARKET.

New York, April 19.—Butter—Steady to firm, unchanged; receipts, 5832.

Cheese—Firm and unchanged; receipts, 2897. 2697.
Eggs\_Steady; receipts, 27,321; state, Pennsylvania and nearby fancy, good to choice, 19½c to 20c; do, mixed extra, 19c to 20c; western firsts, 18c; do, seconds, 17½c to 17½c; southerns, 16c to 18c.

CATTLE MARKETS.

Cables Steady-Cattle Slow, Hogs Lower at Chicago.

London, April 19.—Cattle are quoted at 10c to 11½c per lb.; refrigerator beef, 8½c per lb.; sheep, dressed, 13c to 13½c per lb.; lambs 14c, dressed weight. TORONTO LIVE STOCK.

Toronto, April 19.—Reports of live stock at the city market as reported by the railways were since Tuesday 96 cars, 1001 cattle, 1043 hogs, 281 sheep, 1009 calves. Besides the hogs mentioned above there were 1055 hogs to Park, Blackwell, 668 to King for Montreal packing Co. and 70 to Puddy Bros. that were shipped in from country points f. o. b. cars, a total of 1793 hogs, of abount 18 car loads, not counted in the above report, as they were not for sale and many of them never near the mar-

Exporters.

Trade in exporters is dull on this market in comparison with what the farmers are reported as getting in the country. One commission firm sold 60 exporters to-day at \$5.10 per cwt. that cost \$5.25 per cwt. In the country, the drover losing 15c per cwt. and all expenses. There were about 5 loads of exporters sold on the market to-day at \$4.75 to \$5.10 per cwt. Export bulls sold at \$3.60 to \$4.15.

Butchers.

Picked lots sold at \$4.75 to \$5 per cwt., loads of good at \$4.40 to \$4.70, medium at \$4 to \$4.30, common at \$3 to \$4 per cwt. cows at \$3 to \$4.25 per cwt.

Freeders and Steckers.

H. Murby reports a dull trade on stockers and feeders, except for a few odd lots of the assorted kind, which sold at about steady prices. The other kinds have been slow and hard to sell all week. Good breedy short-keep steers have been scarce all week, and more of this class would have sold. The-run ef stockers and light feeders wasn't very heavy, but more than the demand called for.

Mr. Marby bought about 250 head this week at the following quotations: Best feeders, 100 to 1200 bs., at \$4.55 to \$4.05; best feeders, 800 to 1000 bs., at \$4.55; best feeders, 500 to 1000 bs., at \$3.50 to \$3.55; common stockers, 400 to 600 bs., at \$3.50 to \$3.55; common stockers, 400 to 600 bs., at \$3.50 to \$3.55; common stockers, 400 to 600 bs., at \$3.50 to \$3.55; common stockers, 400 to 600 bs., at \$3.50 to \$3.55; common stockers, 400 to 600 bs., at \$3.50 to \$3.55; common stockers, 400 to 600 bs., at \$3.50 to \$3.55; common stockers, 400 to 600 bs., at \$3.50 to \$3.55; common stockers, 400 to 600 bs., at \$3.50 to \$3.55; common stockers, 400 to 600 bs., at \$3.50 to \$3.55; common stockers, 400 to 600 bs., at \$3.50 to \$3.55; common stockers, 400 to 600 bs., at \$3.50 to \$3.55; common stockers, 400 to 600 bs., at \$3.50 to \$3.55; common stockers, 400 to 600 bs., at \$3.50 to \$3.55; common stockers, 400 to 600 bs. Exporters.

Milch Cows.

About 15 milch cows and springers sold
at \$30 to \$52 each. More good quality cows
would have sold, as the trade is good for

Veal Calves.

About 1200 veal calves were reported by the rallways as having arrived in the city, but many of these went direct to the packing house or abattoirs. This heavy run had the effect of easing off prices, which ranged from \$3 to \$6 per cwt. for the bulk.

Sheep and Lambs.

The run was not large, but prices again went lower all round as follows: Export ewes sold at \$4.50 to \$5 per cwt.; bucks, \$3.50 to \$3,75; yearing lambs, \$6,25 to \$6 each.

House. Veal Calves.

Mr. Harris got 1043 hogs and reports prices unhanged at \$7.15 for selects and \$6.90 for light and fats; sows at \$4 te \$5 and stags at \$2.50 to \$3,50 per cwt.

EAST BUFFALO CATTLE MARKET. EAST BUFFALO CATTLE MARKET.

East Buffalo, April 19.—Cattle—Receipta,
200 head; steady; prime steers, \$5.25 to
\$5.75; ahlpping, \$4.75 to \$5.15; butchers',
\$4.25 to \$5. heifers, \$3.75 to \$5.15; butchers',
\$4.25 to \$5; heifers, \$3.75 to \$5; cows, \$3
to \$4.60.

Veals—Receipts, 500 head; slow and 250
lower at \$5 to \$4.25, a few at \$6.50.

Hogs—Receipts, 2800 head; slow; heavy
and mixed, \$4,90 to \$7; yorkers, \$6,35 to
\$6.90; pigs, \$6.50; roughs, \$6 to \$6.20; stags,
\$4.25 to \$4.75.

Sheep and lambs—Receipts, \$400 head;
sheep steady; hambs slow 5c to 100 higher; lamba, \$6.75 to \$7.30; yearlings, \$6.20;
to \$6.50; wethers, \$6 to \$6.25; ewes, \$5.50
to \$5.75; sheep, mixed, \$3 to \$5.76.

NEW YORK LIVE STOCK.

NEW YORK LIVE STOCK.

New York, April 19—Beeves Receipts, 280; nothing doing; feeling steady; dressed beef in fair demand at 6½s to 8½c per lb. for native sides,
Calves—Receipts, 460; trade slow and prices 25c to 56c lower. Veals, 34 to 36; dressed calves weak at 7c to 10½c for city dressed veals and 5c to 8½c for country fressed.

Sheep and Jambs—Receipts, 298; spring lamsb, 85,50 to 36 per head; sheep and yearlings entirely nominal.

Hogs—Receipts, 1943; market steady; state hogs, \$7 to \$7.50.

CHICAGO LIVE STOCK. Chicago, April 19.—Cattle—Receipts, 5.
400: strong; common to choice steers, \$4
to \$6,25; cows, \$3.25 to \$4,30; heifers, \$2.75
to \$3.25; bulls, \$2.00 to \$4.25; calves \$2.75
to \$3.25; stockers and feeders, \$2.75 to

Minard's Liniment cures Rurns,

These Birds Lay Out Home Sites and Build Cities.

WAYS OF PENGUINS.

Penguins mostly spend their lives on the water, but when, during the breeding season, they are obliged to seek the shore they establish cities, many acres often being laid out in squares, composed of what might be called streets, running at right angles. The birds not only lay out their city after picking up all the loose stones till the whole place is as smooth as a board floor, but they take possession in cou-ples, each pair selecting a home site, not to build a nest, but merely to secure a particular spot on the bare ground.

The hen lays one egg, and only one, and during the time of incubation the male bird brings her food from the sea or sits on the egg awhile himself if she wants to go out and take a swim. The lady penguins grow so fat and sleek under the good care of their faithful mates that they are eagerly hunted at the breeding season.

The old birds are tough and fishy, but the tender young matrons are in great demand, both for their oil and flesh. Even the eggs have an oily and flavor and taste as hens' eggs might if cooked in paraffin. The penguin has wings, like other birds, but they are altogether too short to fly with, though they assist him some-what in waddling over the ground.

### KIDNEY DISEASE AND ITS DANGERS

QUICKLY CURED

## DOAN'S KIDNEY PILLS

Kidney disease comes on quietly, it may have been in the system for a long time before you suspected the real cause of your trouble. There may have been backaches, swelling of the feet and ankles, disturbances of the urinary organs, such as, brick dust deposit in urine, higly colored, scanty er cloudy urine, bladder pains, frequent urination, stone in bladder, etc.

Perhaps you did not know that these were symptoms of kidney disease, so the trouble kept growing worse, until Neuralgia, Soistica, Rheumatism, Diabetes, Dropsy, and worst of all, Bright's Disease have taken hold of your system.

Doan's Kidney Pills should be taken at the first sign of anything wrong. There is no other safe way, (plasters and liniments are useless), as the trouble must be eradicated from the system.

Doan's Kidney Pills go to the seat of the trouble, strengthen the kidneys, and help them to filter the blood properly and flush off all the impurities which cause kidney trouble. Mr. Thomas Mayhew, Smith's Falls, Ont., writes: "For over four months I was troubled with my kidneys, and my back got so lame I felt miserable all over. After taking five boxes of Doan's Kidney Pills I was as well as ever."

Price 50 cents per box or three boxes for \$1.25, all dealers or The Doan Kidney Pill Co., Toronto, Out.

sun shines doesn't let the grass grow under his feet.

The fellow who carries a borrowed watch can truthfully say that his

A Valuable Agent.

A Valuable Agent.

The glycerine employed in Dr. Pierce's medicines greatly enhances the medicinal properties which it extracts and holds in solution much better than alcohol would. It also possesses medicinal properties of its own, being a valuable demulcent, nutritive, antiseptic and antiferment. It adds greatly to the efficacy of the Black Cherrybark, Golden Seal root, Stone root and Queen's root, contained in "Golden Medical Discovery" in subduing chronic, or lingering coughs, bronchial, throat and lung affections, for all of which these agents are recommended by standard medical authorities. In all cases where there is a wasting away of fiesh, loss of appetite, with weak stomach, as in the early stages of consumption, there can be no doubt that glycerine acts as a valuable nutritive and aids the Golden Seal root, Stone root, Queen's root and Black Cherrybark in promoting digestion and building up the fiesh and strength, controlling the cough and bringing about a healthy condition of the whole system. Of course, it must not be expected to work miracles. It will not cure consumption except in its earlier stages. If will cure very severe, obstinate, chronic coughs, bronchial and laryngeal troubles, and chronic sore throat with hourseness. In acute coughs it is not so effective. It is in the lingering coughs, or those of long standing, even when accompanied by bleeding from kings, that it has performed its most marvelous cures. Send for and read the little book of extracts, treating of the properties and uses of the several medicinal roots that enter into Dr. Pierce's Golden Medical Discovery and learn why this medicine has such a wide range of application in the cure of diseases. It is sent free. Address Dr. R. V. Pierce, Buffalo, N. Y. The "Discovery" contains no alcohol or harmful, habit-forming drug. Ingredients all printed on each bottle wrapper in plain English.

Sick people, especially those suffering from diseases of long standing, are invited to consuit Dr. Pierce's Medical Adviser is sent free on rec

FOR METRIC'S USE.

Alexander Graham Bell, Inventor of the Telephone, Calls Present Conditions

Very Chaotic-New Standard. In the March Number of the Nation al Geographical Magazine Alexander Graham Bell, the inventor of the tele-phone, contributes an article, entitled "Our Heterogeneous System of Weights and Measures," which is an explanation and Measures," which is an explanation of the reasons why we should abandon its obsolete system in inches, tons and gallons. He discusses the Littauer bill, which provides that after July 1, 1908, the metric system of weights and measures shall be used in the Govern ment departments. Dr. Bell says, in

Part:

"It is obvious that our present system of weights and measures is a very of weights and measures in a very serially is not chaotic condition. It certainly is not right that a coal company should be able to pay miners by a ton of 2,240 pounds and then sell the coal by another ton of 2,000 pounds. But even the pound itself varies in weight according to circumstances. Some of our people employ a pound of sixteen ounces, others a pound of twelve ounces, so that it is necessary in business-transactions to have a definite understanding as to the kind of pound we -whether avoirdupois or troy weight. The ounce, too, varies.

Much Unnecessary Labor.

"Few people have any adequate con-ception of the amount of unnecessary labor involved in the use of our present weights and measures. Scientific men and merchants may have the ne-cessary skill with figures to enable them to use the metric system, but how about the common people of the coun-try? It is just here that the metric system possesses special advantagessystem possesses special advantages—
reducing to a minimum the amount of labor and skill required in the solution of the everyday problems of life involving the use of figures.

"The people of Great Britain, having

no practical experience, by actual use, of the advantages of a decimal system of measurement, may have difficulty in realizing the amount of unnecessary drudgery through which they are obliged to go in order to obtain a solution of the simplest arithmetical problems, and they therefore have some excuse for remaining in the rear of progress, but the United States has no such excuse to offer for her hesitation in joining the majority of the civilized mations of the world in the adoption of the metric system.

"We already have a decimal system.

of money, and our people are therefore prepared to appreciate the great saving of labor involved in pushing the decimal principle into all our methods of measurement. We would not, if we could, go back to the old pounds, shills and paper of our spectors for lings and pence of our ancestors, for we can realize through our everyday experience with dollars and cents the drudgery we are saved in all financial calculations, and are, therefore, prepared to appreciate by analogy that corresponding benefits would arise from our adoption of a decimal system is our weights and measures.

An Illuminating Contrast.

"Let us compare for a moment the arithmetical processes involved in calculating by the old method of pounds, shillings and perice with the simpler process employed when we deal with dollars and cents and then apply the results to the metric system of weights and measures. Take any problem that

may occur to your mind.
"Let us take, for example, the figures 1906, which represent the present year. Now if we had 1906 pennies and want-ed to find how many pounds, shillings and pence this amounted to we must divide 1996 by twelve to find the number of shillings, and then divide this product by twenty to find the number of pounds. But the moment you adopt a decimal system of money like our own this kind of drudgery becomes entirely unnecessary. No calculation whatever is required in order to reduce the figures from one denomination to another—we simply shift the decimal point. We know at once, without calculation, that 1906 cents amount to 19.06 dollars.
"Now compare this simple process
with the laborlous processes involved
in the use of the ordinary measures of

The man who makes hay while the length and weight. Take 1906 incheshow many feet and yards? We must divide 1906 by twelve to find out the number of feet, and then divide the ber yards. Or take 1906 ounces—how many pounds? Simplicity of Metric System.

"And what kind of pound—avoirdupois weight, troy weight or apothecary's weight? In one case we may have to weight? In one case we may have to divine 1906 by 16, in another by 12, but the soint I wish to make is this—that a calculation of some sort is involved in the mere process of translation from one denomination to another in the same kind of measure, while by the metrical system all this kind of labor is saved; we merely shift the decimal point.

is saved; we merely shift the decimal point.

"The amount of labor saved in calculating square measure and cubical measure is still more remarkable. Try square measure first. Take the figures 1, 2, 3, 4, 5, 6; 123,456 square inches. How many square feet. I will not try to work it out, but you must divide this number by 144 to get the number of square feet. You will probably require paper and pencil to perform the computation, but on the metrical plan the solution is so easy that any intelligent person can arrive at the result ligent person can arrive at the result mentally without any calculation what-ever; 123,456 square centimetres is equivalent to 12.3456 square metres. "Even should we forget that there are 10,000 square centimetres in a square

10,000 square centimetres in a square metre a moment's thought will enable us to recover the knowledge. The merest tyro knows that a metre consists of 100 centimetres (the name centimetre itself means one-hundredth of a metre), so that a square metre is a surface measuring 100 centimetres one way by 100 centimetres the other; 100 times 100 is 10,000, the figure 'i,' followed by four ciphers, which means that we must shift the decimal point four places to the left to ascertain the number of square metres.

square metres.

"At the present time the metric system is the only system known that has the ghost of a chance of being adopted by the world. As a matter of fact it is now international in character, for practically all the civilized nations of the world have already adopted it with the exception of the English-speaking peoples, who employ an admittedly inferiar system."

... RAIL WAYS ... CANADIAN PACIFIC J. A. RICHARDSON,
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J. C. PRITCHARD,
Station Agent.

W. F. RISPIN, W. P. A. 115 King St., Chatham.

### State of the s

8.37 a. m. for London, Hamilton, Toronto Buffalo,
† 2.00 p. m. for London, Toronto, Montreal
Buffalo and New York.
\* 5.18 p. m. for London, Lamilton, Toronto
Montreal and East.
† 9,00 p. 12. for London and intermediate
tions.

#### PERE MARQUETTE

BUFFALO DIVISION 4.20 p.m 5.35 p.m 6.45 p.m

Arrive in Chatham

8.55 a. m. 8.55 p.m. 8.55 a. m. 6.45 p.m. 8.55 a. m. 5.35 p.m. All trains run by Eastern Standard time H. F MOELLER, G. P. A., Detroit

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CARS entilated and lighted, with roomy berths—fully juipped in every respect and a smart porter in

Leave TORONTO for the West Tuesdays, Wednesdays, Fridays and Saturdays and from NORTH BAY on

ndays, !Mondays and Thursdays MODERATE BERTH RATES.

#### GRAND TRUNK SYSTEM \$70.25

TO CALIFORNIA AND RETURN Good going April 24th, May 5th. Return limit July 31st.

And \$72.25

Good going June 24th to July 7th. Reurn limit Sept. 15th. Account National Educational Convention, San Francisco. Choice of any direct route going and returning, and certain stop over privileges

allowed.

For tickets and information call on Agents or address J. D. McDonald, D. P. A., Room 308, Union Station, Toronto. W. E. Rispin, C. P. & T. A., 115 King St., J. Pritchard, Depot Ticket Agent.

Special excursions to the Pacific Coast during season of 1906. Imperial Council, Nobles of Mystic Shrine, Los Angeles, California, May 7th to 10th; round trip rate from Chatham \$70.25, good going and returning via all direct lines, going via direct lines, returning via Portland and Vancouver, \$84.25. Tackets on sale April 24th to May 5th, good to return until July 31st, 1906.

National Educational Association, San Francisco, California, July 9th to 13th, rate from Chatham \$72.25 for the round trip via all direct lines, Tickets on sale June 24th to July 6th, final return limit September 15th, 1906.

The Wabash is the short and direct line to all Pacific Coast points.

For full particulars address any Wabash Agent, or J. A. Richardson, District Pas-senger Agent, North East Cor. King and Yonge Sts., Toronto, and St. Thomas, Ont J. C. PRITCHARD, W. E. RISPIN, City Pass. Agent,

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