

How to Cure Consumption

The Board of Health of the State of Ohio, in its ficial report on the subject of tuberculosis, says: We should thoroughly realize that consumption is communicable and, therefore, preventable. The gravity of the disease should be appreciated. Ceaselessly, during every hour of time, by night and by day, fourteen persons die of consumption in the United States alone; and about one-seventh of all who die among the civilized races die of tuberculosis of

"Consumption in its earlier stages is, in many instances, curable as well as preventable, but the chances of recov-

ery are greatly reduced by living in an atmosphere highly infected by the germs of the disease, as the patient may reinfect himself.

"The germs may be destroyed by burning the expectorated matter, or by casting it into a solution containing a disinfectant strong enough to kill them."

The only guaranteed remedy for consumption is Shiloh's Consumption Cure, which has been the standard remedy for the past fifty years. It heals the irritated surface of the throat and lungs. thus preventing infection by the germs of consumption. It is sold by all druggists on a positive guarantee that the purchase money will be refunded in case of failure to cure. 25c., 50c. and \$1 a bottle throughout the United States and Canada. In England 1s. 2d., 2s. 3d. and

stirred up there would RIVER RAINY RAILROAD Opening Up 800,000 Acres of New Farm Lands.

Over 5,000 Men To Be Employed for Two Years Constructing the New Road.

iry Farm Station at Wabigoon and Settlers' Homes at Port Arthur and Fort William-Some Record-Breaking Crops in New Ontario.

The mineral wealth and the agricultural richness of "New Ontario," a tract of country containing 60,000,000 acres, bounded on the west by Eastern Manitoba, on the east by Quebec, on the north by the Albany River, and on the south by Lake Superior, was the subject on which some very interesting and instructive addresses were given at the city hall last night, where a fair-sized audience assembled. Ald. McPhillips presided in the absence of Mayor Wilson, and in a few brief from New Ontario had visited London for the purpose of giving information recording a continued supply. The nickel regarding a country of which the majority of people knew very little. On the platform were ex-Mayor John Mc-Kellar, of Fort William; Mr. George Thompson, of Port Arthur, a former Londoner; George T. Marks, mayor of Port Arthur: D. F. Burke, Port Arthur, and Mr. George Taylor.

Mr. George T. Marks, mayor of Port

Arthur, was the first speaker. He explained that the purpose of the meeting was to tell the people of London something about the richness and the vastness of New Ontario, and inform them of some of its wonders. The deputation which took this matter up did so, purely to heip the country, and for no ulterior motive. True, they might reap some benefit, but it could only be after the country had been built up. New Ontario had 80 per cent of the land area of the province and only 10 per cent of the population, and, if possible, he would like to see this order of things changed. Though the district from Lake Superior to Lake Nipigon, Lake of the Woods to the Great Lakes, the C. P. R. traversed the country for over 1,000 miles. In this section there was everything that was to be desired, fruit and vegetables, minerals, coal, and plenty of good wood and water. The mines were unexcelled, and produced gold, silver, copper, lead, coal, zinc, nickel, and miles of marble. For the benefit of the people in the northern district they were endeavoring to secure government assistance in opening up the country. For twelve years they had been at Ottawa and Toronto endeavoring to stir up the government to action, and they were beginning now to see the importance of developing this rich tract of country.

The Ontario Government, at the last session, had subsidized over 700 miles of railroad, which was the most important factor in opening up any country. No matter what people said, or how the differed in politics, there was no gainsaying that the C. P. R. ad been a great factor in opening up ne country. There were miles of untry without a settler, and if the ople and the governments were not

Good Blood!

Does your heart send good or bad blood to your brain? If bad, impure blood, then your brain aches.
You are troubled with drowsiness, yet cannot sleep. You are as tired in the morning as at night. You have no nerve power. Your food does you but little good. Stimulants, tonics, headache powders cannot cure you; but



will. It removes all impurities from the blood. And it makes the blood the blood. And it makes the blood rich in its life-giving properties.

\$1.90 a bottle. All druggists.

Correct any tendency to constipation with laxative doses of Ayer's Pills each night. Price. 25c. a box.

Write to our Doctors.

Write freely all the particulars in your case. Address, Dr. J. C. AYER,
Lowell, Mass.

have been any settlers. In the district between Lake Superior and Lake of the Woods, there were 250 gold mines, the woods, there were 250 gold mines, and eight of these mines were paying handsome dividends. The ore is free milling. There was cheap fuel and plenty of water. The total milling capacity today is 400 stamps, and would, within a year, be increased to 1,000. Silver had been mined in the Port

Calumet and Heckla, on the south shore of Lake Superior, across from Port Arthur, had paid over \$60,000,000 in dividends, and is now capitalized at \$80,000,000, and was paying on that capitalization 7 or 8 per cent dividend. Some 16,000,000 tons of iron ore had been contracted for by American manufacturers this year. The shipments of minerals, timber, pulp, etc., through the Soo Canal was amazingly large. In a few months of the year large. In a few months of the year more tonnage passed through the Soo than through the Suez Canal, which

was open all the year round.

Speaking of the zinc mines, Mayor
Marks said that just west of Port
Arthur, at the time he came away. there was awaiting shipment to Beldistrict, where 1,500 men were employed, and if this mineral were refined at home there would be 5,000 men employed. The white pine district, near Rainy River, was the best in this or any other country, and the supply was unlimited. The Americans soon have to purchase this, as their stock would not last longer than ten years. Through Algoma district there were thousands of miles of timber woods, where the sound of the woodsman's axe had never been heard.

The agricultural lands might not be so concentrated as in this portion of Ontario, but there were blocks of the best land in the world, containing 15,000, 25,000 and 40,000 acres. There was one stretch-the Rainy delta-90 miles long and about 30 miles wide, and this is spoken of as unsurpassed. On the Rainy River Railroad 5,000 hands will be employed for two years in construction work. About 400 miles of railway had been subsi-dized to the extent of \$2,000,000, and more was to follow.

The present was the best time for a young man to go to New Ontario, and strike the iron while it was hot. The four towns of this section, Port Arthur, Fort William, Rat Portage and Keewatin, have 40 churches, 15 schools, 1 high school, 3 court houses, 4 jails, 3 hospitals, 100 stores, 30 hotels, electric light, waterworks, electric railways, sewers, docks by the mile, elevators to hold 7,000,000 bushels of grain, foundries and sawmills, cut-ting 75.000.000 feet of lumber. The country offered more advantages than any other part of the Dominion. In Fort William alone, 500 men were employed for seven months of the year handling freight. It was not a country for drones, and only those who knew how and were willing to work had any Any energetic man, with right there. health, could soon become independ-ent. The country, at first sight, in some sections, might make men shake their heads: but children or fools should never see unfinished work; and these same swamp-like, densely-wooded mineral lands would one day be the pride of the fair Dominion.

Mayor Marks spoke of Jenison's Canal. from Kaministiqua River into Port Arthur and Fort William, with one artificial lake four miles long and two miles wide, having a head of 300 feet and a capacity of 100,000 horse power. This will supply these towns with water, power and light, and will, in the near future, operate the largest flour mills in the world. He advised any, who had any idea of going west to mine, to be sure they understood the business, and not waste their

Ex-Mayor McKellor, of Fort Wil,liam, said this was one of the richest mining sections in the world. He had been through the country and knew whereof he spoke. Many people from Eastern Ontario had learned from experience that more cattle could be kept on an acre of land in the district surrounding Lake Superior than here. It took a little more hay in the winter, but then the hay crop was better. In 1867 he had brought samples of wheat from that district to Toronto, and the people there had refused to accept it as samples from that country. At the time the Sandfield Macdonald Government passed a mining bill taxing mining lands a ten per cent royalty there were no Americans who would invest one dollar in mining here. Today there was more American money than Canadian invested. The former seemed to be better posted than Canadians, and the only reason he could advance was that the good lands were too close to hand. The richest country, both in mineral and agricultural products in

the Dominion was to be found nearer

Lake Nipigon. Strawberries were usually a good crop, and of a very unusual size. Over 100 hushels per acre of coats had been threshed last fall, and the usual crop of potatoes was from 200 to 400 bushels. Any man who was a good axe-man could always get employment in the winter.

the Dominion and Provincial Governments. A settiers' home is now being built at Port Arthur for the accommodation of incoming farmers who take up land. Guides are also being stationed at this point to show prospective settlers over the country.

Mayor Wilson, who came in just beployment in the winter.

Mr. D. F. Burk, of Port Arthur, told his hearers that as a boy in Bowman-

ville he well remembered the time when London seemed as far away from Bow-manville as New Ontario seemed from London, but the railways and the fast trains had overcome a multitude of difficulties and obstacles. He remembered the time when people near Bowmanville sold their farms for \$100 per acre, and came to London district and purchased as good for \$18 and \$20 per acre. People who owned fairly good lands in this district could dispose of them for sufficient to purchase a farm for each of the family in New Ontario. Twenty-five years ago, he said, Fort William was described as a Hudson's Bay Company post, on the Kaminis-tiqua River; inhabitants 25, mostly Indians. Today, Port Arthur and Fort William have good streets, common, separate, boarding and high schools, electric railway, churches of all denominations, foundries, saw and planning mills workshows, roundbousse and ing mills, workshops, roundhouses and elevators. In Manitoba they were growing the finest hard wheat in the world, and this belt was the same as that which stretched along back of Lake Superior, yet this good land was lying idle. He would not advise them to make a rush into farming, or mining either. There were millions of dollars wasted in mining year after year. The trouble was mismanagement. Men who would not be trusted with \$100 on their own responsibility were sent up there to superintend the expenditure of thousands. There 60,000,000 acres in the district, and of this 15,000,000 was available for farm lands. All of this might not grow wheat, but it could be utilized for dairy farms, or sheep runs, etc. Algoma had more native grasses than any other part of the Dominion, and what better country could dairymen wish for? Three thousand young men from the farms of Ontario were eking out nothing more than an existence in Toronto, who might be mak-

tons per acre; carrots, 647 bushels per acre; celery, 45½ tons per acre, the sticks being four or five feet long. All

hay. The farmers were away behind the market, and it would take them years to catch up. Potatoes sold at from 40 cents to \$1 a bushel. Mr. Sifton had promised to aid them by the publication of 100,000 pamphlets, and during the next ten years the immigration would doubtless be enormous. The day before the deputation went to Ottawa they had ascertained that Mani-toba had increased about 100,000 in practically to come from the Sudbury population since 1891. Mr. Sifton and the C. P. R. were largely responsible for this. The land around the eastern section of Old Ontario was becoming less fertile, and growing less valuable, on account of being cropped to death without the necessary fertilizers. Northern Ontario it was the other way. The iron industry of the country was not being work to anything like the extent it should be, and if Canada ever was to be a nation the iron industry must be developed. Pulp

was another great industry, and this was being shipped all over Europe. At the Soo, \$2,000,000 was expended in one mill, and more were to follow. Mr. Burk advocated an elaborate display of productions at the coming world's fair, in such quantities that sight-seers where that came from. What Northern Ontario wanted was men-good men and money. A man could not go there, spend his money at a saloon and get along. It required steady plodeing. William Logan had stated that the Nipigon section was one of the most promising mineral regions in Canada. A dairy farming station has been established by the Ontario Government on the line of the C. P. R., at Wabigoon. An illustration farm station has been established at Port Arthur, under the auspices of the district agricultural society, assisted by

A BURDEN LIFTED.

When a woman who has long suffered from female troubles, is again restored to health she feels that a tremendous burden has been lifted from her shoulders. Her figure rounds out again. Color comes to her cheeks, and sparkle to her eyes. She feels much the same as when a

girl, and if the neighbors wouldn't talk, the chances are she would go out and have a good romp, as (in the childhood's days. Doctor Pierce's Favorite Pre-scription lifts the

burden of disease from women. It allays inflammation and stops drains in the feminine organs. strengthens the fragile supports that hold the internal organs in place. It corrects irregularities. It drives away the "blues" and banishes nervousness. The ordeal of child-bearing is rendered an occasion of no danger and little pain. It is the best medicine that Dr. R. V. Pierce, the long experienced specialist in woman's diseases, ever made. The Doctor will give free, fatherly advice to all women who write him at Buffalo, N. Y. No fee

who write him at Buffalo, N. Y. No fee whatever is charged.

"I was a great sufferer for four years from displacement and ulceration," writes Mrs. Mary Pickering, of Ollie, Keokuk County, Iowa. "At the time I began using Dr. Pierce's Favorite Prescription I was not able to sit up in bed. I took eight bottles and got to be a stout woman. I also gave Dr. Pierce's Golden Medical Discovery to my little daughter for quinsy and enlarged tonsils and it completely cured her. Any doubting this can write to me, enclosing a stamp, and I will answer."

Honest dealers will not urge substitutes for Dr. Pierce's medicines. There are no other medicines in the world "just as good," although avaricious druggists will sometimes say so for the sake of the greater profit to be made upon the inferior articles.

tive settlers over the country.

Mayor Wilson, who came in just before the close of the meeting, made a brief address, as did also ex-Mayor George Taylor. Votes of thanks to the speakers and chairman were unant-

mously passed.

At the end of the platform was a table of mineral samples and literature bearing on the same, which proved

STILL TALKING

to Business.

Still on the Yukon-Mr. Borden and Mr. Fraser Cross Swords.

Ottawa, April 6.—Yesterday's proceedings in the house were somewhat tame after the great speech by Hon. Mr. Sifton Tuesday. Several bills were introduced, and others received second readings after recess. The remainder of the time was eccupied by Mr. Bor. of the time was occupied by Mr. Borden (Halifax). He maintained that Mr. Sifton had sent the Yukon staff up to the north with stocks, and that the minister justified this action by saying that a previous government had permitted the same thing, an extraordinary position for the government to take. He charged the government with delay in inaugurating an investi-gation into the charges against the officials, which was an injustice to the officials and to the country. The com-missioner who had been appointed could not properly investigate the charges, say, against Mr. F. C. Wade, for Mr. Wade was an intimate friend of Mr. Sifton and the investigator was pacity today is 400 stand, within a year, be increased to live.

Silver had been mined in the Port Arthur district for about 35 years, and a few years ago, a mine that had turned out \$4,000,000 of ore had been deserted because of ignorance and improper for \$1 per ton. This will open up and methods of mining. They had, he said, samples of silver ore with them that would average from \$5,000 to \$15,000 per ton of silver.

The modern method of mining had worked a great revolution in the mineral world. Years ago, mines which produced no more than they do now produced no more than they do now broduced no more than they do now produced no more than they do now broduced no more than they do now produced no more than the produced no an employe of that minister. He sumterested in the waterfront lease; in-sanitary conditions had prevailed in Dawson, and the mail accommodation had been defective. He said that Messrs. Allen and Semple, of the Klondike Nugget, were brought to him by Mr. Prior, M. P. for Victoria City, in order that they might make a state-ment to him as a lawyer, and these centlemen said among other things

MR. FRASER IN REPLY.

Mr. Fraser (Liberal, Guysboro) replied. In his estimation the charges brought by the Conservatives against the Yukon administration were vague and indefinite, and were remarkable for opposition seemed to be proceeding upon the idea that if they threw mud enough some of it was sure to stick, a proceeding that was neither fair nor dignified. He denied that there had been any delay in starting gation, because it was only five days after the receipt of the Dawson miners' protest that a commission was forwarded to Mr. Ogilvie empowering him

to hold an investigation. As to Mr. Sifton's speech, not only was it a complete vindication of the government's policy in regard to the Yukon, but would in future be regarded as the basis of true history of that district. The opposition were discussing Yukon affairs as if the events had occurred at Ottawa, while the fact was the conditions were altogether new and unheard of, so that the government, Canada's minerals and agricultural acting as they did, simply did the best they could under exceptional circumstances. He denounced the charges could not doubt that there was more against Major Walsh as calumnious, and expressed his satisfaction with the investigation of Mr. Ogilvie. Such speeches as the opposition were delivering had been a drug on the intellectual and commercial market.

Mr. Fraser announced himself as an out and out free trader, but was satisfied with the government's slow progress towards that goal. The present tariff was not the full measure of what the country expected, and would ultimately get, but the government was to be praised for its doings so far as tariff changes had gone.

When Col. Prior rose to move the adjournment of the debate there were loud cries of "go on" from the ministerial benches, and Sir Richard Cartwright, who was leading the house, intimated that the debate on the address having been somewhat protracted, it would be desirable for the opposition to intimate in the course of the next sitting how long they proposed to occupy, to which Col. Prior replied he would consult the opposition leader of Sir Richard then moved the adjournment of the house and the house rose

at 11 o'clock. NÈW BILLS. Among the petitions presented to-day was one by Mr. Gibson (Lincoln

and Niagara), from the Canada Life Company, asking for an act to amend the act of incorporation. Among the bills introduced were the following:

Respecting the Atlas Loan Company To amend the charter of the Huron and Erie Savings and Loan Society-Mr. Beattie. To amend the winding-up act, R. S.

C., Cap. 129-Mr. Fortin. To amend the act respecting the sale of railway passenger tickets-Mr. Beattie.

Hon Mr. Sifton laid on the table the return containing the papers in connection with the Nelson-Donnelly case, also copy of papers relating to the negotiations for the lease of the waterfront at Dawson City.

DORCHESTER FIRE.

Porchester, April 6.-T. B. Millar, marager of the Thames Dairy Company, wishes to express his thanks to the people of Dorchester who so kindly gave assistance at the recent fire which took place at the Dorchester cheese and butter factory. Through their timely aid the dwelling-house and curing-from were saved. A new fac-tory will be erected as quickly as possible. In the meantime the patrons of the above factory are requested to de-liver the milk at the Thames factory, near Nilestown.

A company to operate 100 to 200 automobiles on the streets of Chicago has been incorporated with \$2,000,000 capital.

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Our Lines for Spring and Summer in Novelties and Staple Styles in _____

BOYS' AND CLOTHING

Are Right in Style and Price.



Boys' Three-Piece Suits, \$2 50, \$3, \$3 50, \$4, \$4 50, \$5

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BAT AND BALL GIVEN FREE WITH EVERY SUIT.

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Kootenay (Single second-class fare, \$38.80 Points, Return first-class fare, \$76.55 British Columbia Single second-class fare, \$41.30 Oregon and Washington Return first-Class fare, \$76.55

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For further information call at City Ticket Office, 395 Richmond street. JOHN PAUL, City Passenger Agent.

O. W. RUGGLES, Gen. Pass. and Tkt. Agt.

Reduced Rates to Kootenay and Pacific Coast Points, London to Victoria, B.C..... New Westminster, B.C. \$76.55 Vancouver, B.O.....

Second-class One way, Seattle, Wash Tacoma, Wash..... \$41.30 Portland, Oregon.....

San Francisco, Cal..... \$49.50 Nelson, B.C.... Second-class. Return First-Single. class fare. Rossland, B.C.. \$38.80

Proportionate rates from all stations in Canada. Round trip tickets good going April 4 and 18 and May 2 and 16 (15 days allowed on going journey), and tickets must be executed for return passage at destination on Tuesdays or Fridays, not later than 21 days from date of sale and are good for continuous passage from sale, and are good for continuous passage from date executed back to starting point. Tickets at second-class single rates may any day. C. E. McPHERSON, A. G. P. A., 1 King

street east, Toronto.
Thos. R. Parker, city passenger agent, 161
Dundas street, corner of Richmond.

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Proportionate rates from other stations. For further information apply to agents G. T. Railway System.

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The direct Route between the West and all points on the Lower St. Lawrence and bale des Chaleur, Province of Quebec; also for New Bruns. wick, Nova Scotia, Prince Edward and Cape Breton Islands, Newtoundland and St. Pierre.

Express trains leave Montreal and Halifax daily (Sunday excepted) and run through without change between these points.

The through express train cars of the Intercolonial Railwa; are brilliantly lighted by electricity, and heated by steam from the locomotive, thus greatly increasing the comfort and safety of travelers.

Comfortable and elegant buffet, sleeping and day cars are run on all through express trains day cars are run on all through express trains. The popular summer see bathing and fishing resorts of Canada are all along the Intercolonial, or are reached by that route.

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Passengers for Great Britain and the Continent can leave Montreal Tuesday morning and join outward Mail Steamers at St. John on Wednesday, or they can leave Montreal on Wednesday morning and join outward Mail Steamers at Halifax on Thursday.

The attention of shippers is directed to the superior facilities offered by this route for the transport of flour and general merchandise intended for the Eastern Provinces. Newfoundland and the West Indies; also for shipments of grain and produce intended for the European markets, either by way of St. John or Halifax.

Tickets may be obtained and an information about the route, also freight and passenger rates, on application to

rates, en application to
A. H. HARRIS,
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Board of Trade Building, Montreal D. POTTINGER, General Manager. Railway Office, Moncton, N B., May 21, 1897

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