

LILY LANGTRY LEAVES THE TURF

In Compliance With the Wishes of Hugo.

On the Whole Her Career in the Horse Li ne Has Been a Prosperous One.

London, Dec. 3.—Mrs. Lily Langtry, known in racing circles as "Mr. Jersey," under which name her horses are nominated in the English stakes, is about to dispose of her racing stable, and to wash her hands forever of the turf. She will do this at the expressed wish of her husband, Hugo Gerald de Bathe, who does not think it is a woman's province to own race horses. So it may be honestly said that Mrs. Langtry is giving up the amusement which she loves best of all amusements for the sake of her husband.

It was not until 1892 that Mrs. Langtry's colors, turquoise and fawn hooped and turquoise cap, were noticeable on English race courses. Her infatuation for the sport was encouraged by Abingdon, Bedford, better known as "Squire Abingdon," who died in this country in the early nineties, when touring with "Charley" Mitchell, the celebrated pugilist.

The story tells that Mr. Baird and Mrs. Langtry were dining in London when a friend of Mr. Baird made him an offer for the horse Milford. Several sums were named, and a forty thousand dollar offer made and refused.

"I like a good horse myself, sir," was Mr. Baird's reply to all offers.

After his friend left the dining-room, Mrs. Langtry intimated that she would like to own a race horse.

"I'll give you Milford," was Baird's immediate reply, and Milford became the nucleus of Mrs. Langtry's stable. Milford, however, did not prove the gold mine one might naturally expect, as he won few races, and finally developed into a rogue, and became very unreliable. But Mrs. Langtry was in the thoroughbred business for money as well as pleasure. She purchased and sold horses during the season of 1893, finally offering to release Milford for \$5,000, but his reputation was too well known to be sold for so small a sum. In 1894, in 1895 Mrs. Langtry's racing stable was known as Regal Lodge, Newmarket. Her trainer was "Sam" Pickering, and she employed two jockeys, Trundley and Feakes.

When not otherwise engaged Mrs. Langtry spent much of her time at Regal Lodge, paying all attention to her horses. She was in the morning she would be on the heath watching the morning gallops on the private track connected with the lodge. She then had it in training, including Milford, Nobleman, Garrick, Pride of the Sea, for which she paid a high price to Lord Calthorpe; Chillingham, which was knocked down to her for 50 guineas, and a dozen others of more or less note.

During that season Regal Lodge was credited with some big winnings, nearly every horse in the stable earning winning brackets in stakes and purses. The year 1896 was not so productive as the year before, and in 1897 "Fred" Webb was the trainer at Regal Lodge. It was he who fitted the Australian bred horse Merman for the Cesarewitch. It was on Carewiche day that Mrs. Langtry raised herself several notches in the estimation of English racegoers through the victory of Merman.

It was a great day in Mrs. Langtry's history. The crowd cheered, and she was the queen of the meeting. Cesarewitch day of 1897 was made more notable by the fact that the Prince of Wales escorted Mrs. Langtry into the enclosure and mixed with Jockey Club society.

On Merman's victory it is estimated that Mrs. Langtry won anywhere between \$100,000 and \$200,000. She sent Merman to the post a 100 to 7 choice, besides having won considerable money in the future books. It was in this race that "Tod" Sloan rode St. Cloud for James R. Keene. August Belmont's Keenan also started in the race, but St. Cloud, finished among the tailors.

Up to the fall of the present year "Mr. Jersey's" colors were not very prominent, the stable having, in racing parlance, "gone off," but she was the goddess of Goodwood, as the sterling horse Merman won the Goodwood stakes and the Goodwood cup. He was sent to Birmingham, where he took the Birmingham handicap. At Epsom Uniform carried Mrs. Langtry's colors in the handicap, and another horse from her stable, Muluma, won the Prince Edward handicap, at Windsor, worth \$10,000. Gazette also won two smaller stakes at Windsor.

All told Mrs. Langtry's career on the English turf has been prosperous. She

spent thousands to retain a good string of horses, and won many thousands. Fortune smiled and frowned at intervals, but the emites were more frequent.

The notable woman delights in superintending all affairs she is interested in and during her career on the turf changed trainers four times, substituting "Joe" Cannon for Picking, and following with Webb and W. T. Robinson. When at home she never missed a race meeting, and would parade the paddock before every race, chatting with Mrs. Langtry and getting the opinion of the Prince of Wales, and comparing her own notes with those of her trainer.

She rarely let one of her horses run a race without giving it some support, and her winnings have been very large on several occasions. The actual amounts are her own secret, but a frequent remark among some of the turf members, after the races, was "The Jersey Lily crushed me today."

Mrs. Langtry's first idea of going into the thoroughbred business developed in 1889, when she bought a tract of six thousand acres in California, making an extensive ranch. She made many purchases of fine bred horses and mares. The venture did not make the success anticipated, and her project is almost abandoned. She also had a ranch in Nevada, close to Carson City, which, like the other, was unproductive.

Mrs. Langtry is not the first woman who has been prominent in English turf circles. There have been several, notably the Duchess of Montrose, who once owned the name of "Montrose." The duchess was a tall, gaunt woman, and dressed almost in uniform with the colors of her racing stable, all scarlet. Before Mrs. Langtry had tripped out of her teens, the Duchess of Montrose was a track notable, buying and selling horses like a man, an excellent judge, and a diplomat.

There were others, too—Miss Graham, Mrs. Langtry's friend, who was of whom spent thousands in thoroughbreds, but none of them was as successful as Mrs. Lily Langtry.

Musical and Dramatic.

James O'Neill contemplates going to Ireland next spring to play "Monte Cristo" and "The Three Musketeers."

Manager Frank Burt, of Toledo, has purchased a half-interest in Hal Reid's new play, "The Night Before Christmas."

Della Fox has just been informed of the death of her mother, who was away while the actress was herself near death's door.

"Ben Hur," which opened at the Broadway, New York, a week ago, has in four nights \$13,400 was taken in at the box office.

DeWolf Hopper and his imposing new bride, Nella Bergen, have achieved such popularity in London that they are thinking of staying there for a couple of more seasons.

F. Marion Crawford, the novelist, is writing a story that will first be published by the Macmillans as a serial, and then dramatized by Lorimer Stoddard for Viola Allen's use next season.

Julia Marlowe Tabor, the well known actress, is asking the courts of Burlington, Vt., to grant her a divorce from Robert S. Tabor, on the ground of intolerable severity, neglect and refusal to support.

Charles A. Stevenson, a member of Mrs. Carter's company and the husband of Kate Claxton, has filed a petition in bankruptcy. He has no assets whatever, and his liabilities are over \$18,000. Clothes, flowers and wine are a few of the things that helped break him.

Clement Scott, the erstwhile London critic, who recently transferred his talents to the New York Herald, has just caused to be published in London a work entitled "The Drama of Yesterday and Today," which is credited with being a brilliant record of plays and players since 1830.

Marie Burroughs, the actress, and Dr. Albert E. Sterne, of Indianapolis, were to have been married Wednesday, but the illness of the bride-elect has necessitated a postponement. Mrs. Burroughs is threatened with typhoid fever. Dr. Sterne has gone to New York and is assisting in the care of the patient.

The disappearance of Nellie McCall, Henry's husband, John Webster, who is supposed to have committed suicide at Niagara Falls, led to the disbanding of the "Green Room Fun" company at Flushing, N. Y., last Saturday night. Poor Nellie seems to have been swallowed up by the hard luck trust.

Maurice Grau's grand opera company gets back to the Metropolitan Opera House next Monday night. The subscription for the season in New York is the largest ever known. It amounts now to \$375,000—fully 100,000 more than

it was at this time last year. The impresario lost \$20,000 by his three weeks' stay in Chicago.

James A. Herne, the actor-author, always has real children and a real dinner in his plays. His latest play, "Sag Harbor," now on its seventh week in Boston, is no exception to the rule, and as a sort of celebration of his success, Mr. Herne achieved a combination of juveniles and virgins on Thanksgiving Day, when he gave a special entertainment and feast to nearly 2,000 poor children of the Hub. There was a special programme provided by Mr. Herne's players and volunteers from other companies playing in Boston. Mr. Herne made one of his genial, off-hand speeches to the children, who voted him the most generous actor in the world.

When George Primrose entered the Royal Academy, he registered as from London, Ont., and Lew Dockstader registered next, as from New London, Conn. Over 20 years ago George Primrose was a bell boy in the Tecumseh House, London. Another boy who used to run races with George in the hope of being the first to sell a guest of the house for a quarter, or any loose change he had, was Tom Winnett. Primrose quit the hotel business about 1867, drifted into minstrelsy, and has made money in large bunches. His partner in the old Tecumseh, bell stand stuck to the hotel business, and is now senior partner in the largest hotel firm in Toronto. Mr. Primrose will be his guest this week at the Queen's.—Hamilton Times.

BIG BATTLES OF THE CENTURY

Heavy Losses That Have Been Sustained in Former Wars.

(Detroit Free Press.)

The world was startled by the message of Gen. Methuen, which said that the battle at Modder River has been the bloodiest battle of the century. It had an awful sound and it was certainly a sweeping statement to make, for this century has seen not a little blood spilt. The Boers had some 5,000 men, and the British force is said to have numbered less than 7,000. The British made the attack, and it must be presumed, would suffer more heavily than the Boers, who were on the defensive, and this has been the case in all wars of the century, that Lord Methuen's statement referred to the proportion of killed and wounded to those engaged, but even in this regard the Boers did not have been much worse than some of those that the last hundred years have known. Some of the great battles of the century follow, together with the losses. The showing is frightful:

FIFTEEN THOUSAND IN FOUR HOURS.

The battle of Albuera was the most terrible of the Peninsular war. It occurred on 16th of May, 1811, when 20,000 French under Soult advanced on the heights held by the English and Spanish under Beresford. In the face of heavy artillery the French succeeded in carrying the heights occupied by the Spaniards. Then the English attempted to force them back, but were several times repulsed. The fusiliers however, came to the rescue, and by the day for the allied armies. In four hours of fighting 15,000 men were slain, 8,000 of the French and 7,000 of the allies.

ON NAPOLEON'S MARCH TO MOSCOW.

At Borodino, a small village in Russia, Napoleon fought one of the bloodiest battles in his march to Moscow, Sept. 7, 1812. The two opposing sides were nearly equally strong, the French having 123,000 and 500 cannon, while the Russians numbered 120,000 and had 640 pieces of artillery. The Russians had 15,000 men killed, 30,000 wounded. The French lost 12,000 killed and had 35,000 wounded, a total of 95,000 casualties.

Dresden was the scene of a frightful battle Aug. 26 and 27, 1813. The

French lost 10,000 men while the allied armies sustained a loss of 30,000 killed, wounded and taken prisoners. At Eylau, in Prussia, Feb. 8, 1807, the French had 30,000 and the Russians 75,000. The armies fought in an open field, close together, where artillery and rifle fire were frightfully disastrous. The total loss was 50,000 men. Each side sustaining an equal loss. Oct. 14, 17, and 18, 1813, were terrible days at Leipzig. The armies of Napoleon lost 60,000 men and those of the allies 50,000.

The losses at the siege of Sebastopol, although it lasted some time, were terrible. The English lost 20,000 men, the French 30,000, the Turks 2,000, the Sardinians 1,000, the Russians 80,000, a total of 133,000.

In the battle of Waterloo Napoleon lost 30,000 and the allies 17,000 men. Gravelotte, the decisive battle of the Franco-Prussian war, resulted in the loss of 30,000 men by the French and 20,000 to the Germans.

At Ligny, the French lost 8,000 and the Prussians 12,000.

On Oct. 14, 1806, resulted in the Prussians losing 10,000 men and the French 7,500.

At the battle of Sedan, Sept. 1, 1870, the Germans lost 8,900 killed and wounded, while the French losses were 17,000.

IN THE UNITED STATES CIVIL WAR.

Some of the battles of the American civil war were frightful in their results. At Shiloh the confederate loss was 10,000 and the union loss was 12,217 out of 32,000 men.

At Antietam, the union loss was 12,469 and the confederates lost 13,532. Murfreesboro resulted in a loss of one man in every four, the union forces suffering to the extent of 11,500 and the confederates losing 14,700. At Chancellorsville the union side lost 17,197 men and the confederates 13,019.

The battle of Gettysburg was one of the worst of the civil war. The union lost in the three days, 23,000, and the confederates 20,451.

The losses at Chickamauga were: Union, 14,338, out of 55,000; confederates, 20,500, out of 70,000.

In the Wilderness the union losses amounted to 15,387 men and the confederate losses to 11,400.

July 3, 1862, was the date of the great battle of Konigsberg, or, as it is often called, Sadova. The Prussians numbered 221,000, defeated the Austrians, who had a numerical strength of 205,000. The Prussians lost 10,000, while the Austrians suffered the terrible loss of 40,000.

MOLDER'S FORTUNE.

Geo. Barkley, of Hamilton, Finds a Cure for Rheumatism.

He Makes No Secret About It—Every Body Can Have the Benefit of His Experience—Dodd's Kidney Pills Are Within the Reach of All.

Hamilton, Dec. 8.—George Barkley, a moulder of this city, is satisfied he has found a sure cure for Rheumatism. At last, he, as is well known among his friends, has been searching for such a medicine for the last few years, and until recently quite vainly. He has since been cured of his own case and he reasonably infers that the remedy he has found will cure others.

Rheumatism is well known to be a disease resulting from disordered kidneys. That is nowadays an acknowledged fact. Uric acid, which should be filtered out of the blood by the kidneys, remains in the system when those organs are unhealthy, and lodges in the joints, causing rheumatism. The reasonable argument remains, therefore, to cure Rheumatism by curing the kidneys. This is exactly what Mr. Barkley did. He used Dodd's Kidney Pills—the best kidney medicine in the world—and is today entirely free from his old complaint. He writes as follows:

Dodd's Medicine Company: Gentlemen—I have been for three years troubled with Rheumatism. I have tried several remedies but to no purpose, and did not get any relief. I heard of Dodd's Kidney Pills and the wonderful cures they had made and decided to try them. I got one box and after I used one half of this box I found I was getting better. I have used six boxes and now I can walk without my cane. I consider I am cured. I remain, yours, etc., GEO. BARKLEY, Hamilton, Ont.

ROBERT BARR'S CAREER.

Robert Barr is a Canadian, although he was five years of age when his parents sailed from Glasgow for this country. He attended a country school in the township of Dunwich during the winter months of his boyhood years, and there Canada marked him for her own. No boy who has ever spent five

given out of the "fulness of the heart" in being snatched from the snare of so distressing an ailment as heart disease in any form.

If modern medical science has given to the world a remedy—a cure—that thousands have used and have tested the curative powers of after having suffered for years, and had been pronounced a hopeless case—if, as a last resort, even it has proved such a boon, what an amount of suffering would be spared if when the slightest uneasiness of the heart is experienced Dr. Agnew's Cure for the Heart were used! It has never failed to do what it promises. It gives relief in the most acute forms of the disease in less than 30 minutes. It not only stimulates a healthy heart action, but it heals the diseased organs, gives vitality, tones the whole system, and it's not claiming too much to say "IT MOST WORKS MIRACLES."

Dr. Agnew's Catarrh Powder relieves cold in the head in ten minutes—it will cure the most acute and disgusting forms of Catarrh, no matter how long standing.

Dr. Agnew's Ointment acts like magic on Itching, Irritating Skin Troubles, such as Eczema, Scald Head, Salt Rheum, and will cure Piles in from 3 to 5 nights—35 cents.

Dr. Agnew's little pills for Constipation, Sick Headache and Biliousness—20 cents for 40 doses.

Sold by C. McCallum & Co.



Taylor's Club Glycerine Soap for the Toilet. Manufactured by JOHN TAYLOR & CO. TORONTO.

years in a Canadian public school can ever be anything but a Canadian. It is not from our mothers and our fathers that we get our patriotism, but from our school teachers. If Canadians look in patriotism, it is because our schools are filled with teachers who have not been touched with a live coal from the national fire.

Like many another country lad Robert Barr went to school in the winter, and worked with his father in the summer. He learned to drive nails, to use a saw and plane, and was perhaps taught some of that constructive skill which he has since displayed in his novels. He was eventually clever enough to secure a teacher's certificate, and the rural scholar became the rural schoolmaster. By luck and merit, he rose to be head-master of the public school in the town of Windsor, and it was while occupying this position that he made his first contribution to the world's literature. He wrote a humorous account of a trip around the south shore of Lake Erie, which he and a companion had made in a sailboat. This was accepted by the Detroit Free Press, pleased the people, and paved the way for further contributions. Others, equally good, were forthcoming, and Barr was asked to vacate his schoolmastership and enter the ranks of journalism. The young man of 26 was not long in complying, nor was he slow to profit by the opportunity thus afforded him. He was a worker and knew what hard work could accomplish for the young man without friends or real estate. He had also a great well of humor, always bubbling up and running over, and "Luke Sharp," his pen-name, was soon known to those who read the Detroit and Toronto papers.—Canadian Magazine.

THE SWIFTEST SHIP

Is the "Viper," the New British Torpedo Boat Destroyer.

[New York Sun.] Our dispatches this morning tell us that the Viper, a British torpedo boat destroyer, driven by one of the new turbine engines made by the Hon. Charles A. Parsons, has attained a speed of 37 knots an hour. The contract was that she should go 35 knots ahead and half as fast astern, the turbine presenting difficulties in obtaining speed in the reverse direction. The most interesting thing about her is that ahead she has gone faster. Thirty-seven knots is nearly 43 miles.

The Viper has been watched with great attention during her development, and a few expectations of failure. The Turbinia, Mr. Parsons' first craft, 30 feet on the water line, reached a speed of 34 knots by means of revolving shafts, each with three propellers, more than two thousand times a minute. The Viper is 210 feet long, and to drive a boat of her size, new experiments, leading to other propellers and different velocities of revolution, have been required. Success has come at last, and we have to record anew the appearance of the "fastest boat in the world."

We print in another column a report of Mr. Parson's offer to build a boat to run 44 knots, or something over 50 miles an hour. The Viper's speed proves the comparative ease of reaching a rate even much higher. At some undetermined point, we believe, which possibly the Viper has already passed, increase of speed instead of requiring a vastly disproportionate increase of power, follows the power directly.

We don't advise people to refrain from crossing the Atlantic until they can go in a thirty-knot steamer, but a thirty-knotter, or one certainly faster than anything built or building, is sure to be seen on the Atlantic before long.

And the Navy Department's attention also is called to this turbine destroyer.

HOW IRVING CAME TO BE KNIGHTED.

"The glorious part of Henry Irving's career," said Stuart Robson one day, "is that as he has advanced himself he has brought the profession right up with him. Here in America people don't realize what prejudices theatrical folk of England had to contend with, but now the actor stands with the best of them. He has his place in society, just the same as any other artist, and Henry Irving has done most of the work that has brought this about."

For several years it was known that the Queen was ready to recognize the great talent of the first of English-speaking actors, and to express the sense of gratitude the nation felt to him for what he had done for theatrical production by conferring on him the title. Irving's friends in the literary and social world were anxious that he should be knighted, but he frequently expressed in conversation his opinion, which, of course, reached what are ambiguously called the royal ears, that he did not desire the honor. It was not until the members of his own profession, headed by Charles Wyndham, went and told him that they desired to see him knighted, that he consented.

"You must be Irving, for the good of the cause," Wyndham is reported to have said: "You have carried your profession up to the point where one of its members is considered worthy of knighthood. Your own work in this direction will not be completed until you have accepted this honor, which is an honor to us all." The year after this, among the birthday announcements, was Henry Broderick Irving, Ainslie's Magazine for December.

Admiral Dewey's salary amounts to \$37,500 a day; President McKinley's is equal to \$151 a day; cabinet officers, the vice-president and the speaker of the house get \$22,220 a day; senators and congressmen, \$13,900, and the chief justices of the supreme court \$29 a day.

SHIRT COLLARS IRONED STRAIGHT so as not to hurt the neck. Stand up collars ironed without being broken in the wings. Two cloths to look like new. Give us a call. We are not suited to pay. Washing returns in 24 hours. All hand work. Best in the city. Parole called for and delivered.

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JOHN PAULI, City Passenger Agent. O. W. RUGGLES, General Passenger Agent, 101 Dundas Street, corner of Richmond.

CANADIAN PACIFIC

EXCURSIONS TO PACIFIC COAST AND KOOTENAY POINTS.

LONDON TO

Nelson, B.C. \$71.55
Vancouver, B.C. \$71.55
Kaslo, B.C. \$71.55
Sandown, B.C. \$71.55
Victoria, B.C. \$76.55
New Westminster, B.C. \$76.55
Seattle, Wash. \$76.55
Tacoma, Wash. \$76.55
Portland, Ore. \$76.55

Proportionate rates from other stations. Tickets are round trip and second-class, good going Dec. 5 and 19, 15 days allowed on going journey, commencing on date of sale, and must be executed for return passage at destination not later than 21 days from date of sale, and for continuous passage from date executed back to starting point. Choice of route. All rail via Port Arthur, (2) Via Seattle, (3) Via St. Paul, Minneapolis or Duluth, and direct lines, to Via Detroit and direct lines from stations west of North Bay.

A. H. NOTMAN, A.G.P.A., 1 King Street East, Toronto.

THOS. R. PARKER, City Pass. Agent, 161 Dundas Street, corner of Richmond.

GRAND TRUNK RAILWAY SYSTEM

HOMESSEKERS' ROUND-TRIP SECOND CLASS EXCURSIONS.

December 5 and 19, 1899.

LONDON TO

New Westminster, B.C. \$76.55
Victoria, B.C. \$76.55
Vancouver, B.C. \$76.55
Seattle, Wash. \$76.55
Tacoma, Wash. \$76.55
Portland, Ore. \$76.55

Nelson, B.C. \$71.55
Robson, B.C. \$71.55
Kaslo, B.C. \$71.55
Sandown, B.C. \$71.55

Limited to fifteen days on going journey, stopover allowed within that limit. Good to return, leaving date of sale, within twenty-one days from date of sale. Tickets will be issued via Chicago or North Bay. Tickets and all information at "Clock" corner, B. De la Hooke, C. P. and T. A., or write M. C. Dickson, District Passenger Agent, Toronto.

INTERCOLONIAL RAILWAY

On and after Sunday, Oct. 13, 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 Benaventure Depot, Montreal, as follows:

The Maritime Express will leave Montreal daily except on Saturday, at 7:30 p.m., for Halifax, N. S., St. John, N. B., and points in the Maritime Provinces.

The Maritime Express from Halifax, St. John and other points east, will arrive at Montreal daily, except on Monday, at 10:30 a.m.

The Local Express will leave Montreal daily, except Sunday, at 7:30 a.m., due to arrive at Riviere du Loup at 10:30 a.m., due to arrive at Montreal at 10:30 p.m.

Through sleeping and dining cars on the Maritime Express. Buffet cars on Local Express.

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

THE LAND OF BIG GAME. The Intercolonial Railway is the direct route to the great game regions of Eastern Quebec, New Brunswick and Nova Scotia. In this area are the finest hunting grounds for moose, deer, caribou and other big game, as well as unlimited opportunities for shooting wild geese, ducks, brant and other fowl common to this part of the continent. For information as to game in New Brunswick, send for a copy of "Hunt and Gun."

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, 93 York Street, Joseph House Block, Toronto. H. A. Price, District Passenger Agent, 143 St. James Street, Montreal.

Reduced Fares. New York to Liverpool via Queenstown.

S.S. GERMANIC, Dec. 6 Noon
S.S. COENIC, Dec. 13 Noon
(Christmas Day)
S.S. TEUTONIC, Dec. 27 Noon

Excellent Second Cabin accommodation on these steamers.

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.

ALLAN LINE.

Royal Mail Steamships. For Liverpool, Callings, etc. From

Nunuidian, Dec. 13, 1899, to Halifax
Californian, Dec. 16, 1899, to Dec. 17
Laurentian, Dec. 21, 1899, to Liverpool direct
Parisian, Dec. 24, 1899, to Jan. 6
Carries first-class passengers only.
From New York to Glasgow—State of Nebraska, Dec. 21

RATES OF PASSAGE.

First cabin, \$30 and upwards. Second cabin \$25. Steerage, \$22.50 and \$23.50. New York to Glasgow. First cabin, \$40 and upwards. Second cabin, \$35. Steerage, \$22.50. Reduction on first and second cabin return tickets. London agents—E. De La Hooke, 143 St. James Street, F. B. Clarke.

Most Miraculous Heart Cures.

Mr. Thomas Cooke, of Kingston, After Suffering Intense Pain and Distress of the Heart for Seven Years—Is Cured Almost Miraculously