It Convincingly

—Appeals to the tastes of all
—lovers of a delicious cup of
—tea.

"SALADA"

CEYLON TEA

Is Pure, Rich, and Delicious.
Sealed lead packets only.

25c, 40c, 50c, 60c.

THE CLOUD THAT PASSED.

Leaving their plates of soup unfinished, the two fled out of the restaurant and along the platform, amid the ringing of bells, the shrieking of engines, and the angry shouts of guards. The Frenchman was watching for them, with the door of their compartment held open, and they had just time to sink panting into their seats, when "Pronti!" was roared out in a stentorian voice, and the train began to move.

"I fear that monsieur and madame did not find time enough to eat their meal," said the Frenchman in a friendly way, as the train emerged into the sunlight from the tunnel which it enters on leaving the station. Then he reached up to the rack, and took thence a parcel in clean, white paper. "I supplied myself in case of need," he said, as he unfolded the parcel, displaying a small roast chicken neatly carved into four pieces, two rolls, and a small packet of salt. "If monsieur will do me the honor to accept this, or to purchase it? It is at the service of monsieur."

George declined the offer as graciously as it was possible for him to do in his state of mind.

"But madame," said the Frenchman, looking toward Priscilla. "Perhaps madame will eat it?"

Poor Priscilla! The few mouthfuls of soup which she had eaten had only been sufficient to make her realize that she was hungry, and the food offered to her looked very tempting in its clean white cover; but one glance at her husband's face showed her the necessity of declining.

"We shall be able to get something at Pisa," George said to her, his amiability returning in reward for the consideration which she had shown for his wishes.

But Priscilla was not much inclined to be amiable. She had made the sacrifice of her own inclinations to her husbad's ill humor; but she could not help feeling that she should not have been called upon to make it. She gave a little sigh as she leaned back in her corner, and slowly ate the roll which she had brought with her from the restaurant. There are women who can humor their husbands as if they were fractious children without any loss of wifely esteem or affection; there are others who wish to admire where they love, to whom each instance of weak tyranny, each fit of childish ill-humor on the part of their husbands, is a wound in the heart. Priscilla belonged to the latter class. She would have been willing, for her husband's sake, to suffer almost any privation if it were not demanded of her, but it pained her deeply to find him ready to starve her in a mere fit of temper.

She made no reply to George's remark, but turned her face toward the window and watched the landscape flying past. But it had quite ceased to interest her as it had done in the morning. She was only conscious of the dusty glare of the afternoon sun, the weary sameness of the narrow strip of dry scorched plain through which the train was now passing, and the endless monotony of the chain of hills beyond on her left. The knowledge that these hills were the Apennines gave her no thrill such as the mere thought that she was looking on the Alps had given her in the morning. Even when, on a touch from George, she turned her head to look through the window on her right, and she knew that the blue sea on which her eyes fell was the Mediterranean, she felt no rapture, no enthusiasm. She was disappointed with herself that she should feel none, at the same time that she was disgusted with the extravagant enthusiasm of the two German ladies, who kept exclaiming in their hard voices at regular intervals, "Wunderschon, wonderschon!" between their attempts at making conversation in Italian with the only Italian in the compartment—a modest-looking young woman of the bourgeois class, who was evidently not much accustomed to travel, and seemed less at home than any of the foreigners.

With that somewhat mercenary spirit which appears to distinguish the German desire for knowledge, the two ladies had, from the moment she entered the compartment, set themselves to make use of this girl as a tutor, and it was evident from the furtive looks of gratification which they threw at each other from time to time that they considered that they were gaining great profit. Each produced from the small leather hand-bag that she carred a little card-board box containing a filigree brooch, presumably bought in Genoa. These they handed to the Italian girl for her inspection, telling her what they had paid for them, and fixing anxious eyes on her face while she examined them.

"Caro?" they asked eagerly: "Non caro!" and then they nodded and smiled delightfully as they carefully returned the treasures to their receptacles, and resumed their conversation in atrocious Italian.

Priscilla was glad when the next station was reached and the Italian girl alighted from the train. But her departure did not improve matters, for her place in the compartment was at once taken by a large German of the intellectual-machine type—one of those men (to be found only in the fatherland) who seem to be capable of doing daily twelve or fifteen hours' brain work without showing any signs of fatigue. The two ladies hailed their countryman with effusion, and then the three hard voices went to work with such energy that they seemed to exhaust the air in the compartment. The brooches were again brought out for inspection, and were gravely examined and commented on by the newcomer, maps were spread open, Baedeker was consulted, and all the time the ceaseless stream of talk went on.

The Germans had it all their own way; the Frenchman, since the arrival of the latest comer, had retired behind a newspaper with a scowl on his brow, and George Lamont, whose face was gradually becoming more and more drawn and haggard looking, was chiefly occupied in drawing up the window, as the train entered one of the innumerable tunnels on this part of the line, and in letting it down again.

III.

When Pisa appeared in sight, Priscilla was scarcely capable of feeling even the most languid interest as her eyes rested on the celebrated leaning tower and the great round dome of the cathedral, while her husband, whose whole mind was concentrated on the problem how to secure food for his wife and himself in the five minutes' stop allowed at the station, saw absolutely nothing.

When the station was reached, even before the train came to a halt, George was leaning out of the window, beckoning eagerly, his face looking white and tense with excitement and resolution. He had caught a glimpse of one or two men carrying on their head large flat open baskets containing food of some sort, and he was anxious to attract the attention of one of them. But his signals were unfortunately misunderstood; first there was a rush of porters toward his compartment, thinking he wished to alight; and then, when, after many unintelligible explanations and despairing gesticulations, he had at length got rid of them, he was attacked by a woman selling a wax model of the leaning tower, who would not be shaken off. It was not until "Pronti!" had been roared out in a deep voice of command, and the train was already in motion, that he was able to sink back in his seat gasping and panting, but triumphant, in his hands two rolls, containing meat, and a small flask of native wine.

His triumph, however, was short-lived; after a glance at the contents of the roll which he had handed to her, Priscilla sank backwards with a look of sickness and disgust in her face, from which the glow and flush of the morning had departed. George examined the sandwich which he held in his hand, and then laid it down on the seat beside him with a hopeless sigh; hungry though he was, his national prejudices would not allow him to eat raw bacon and sausage redolent with garlic!

An animated discussion, in which Priscilla caught the words Schinken and Wurst, now took place between the two German ladies; and one of them leaned across the carriage towards Priscilla, and offered, in a mixture of English and German, to buy the sandwiches. No, no, they would not take them for nothing—they would pay elnen billigen preis; and she insisted on counting out some coppers into Priscilla's palm.

Then they proceeded to discuss the rejected dainties with evident satisfaction; and, as if fortified thereby, their voices went on louder, more eager, more continuous than ever, while the train rattled along through the endless succession of tunnels through which this part of the line passes.

When the sun had dipped behind the Apennines, and, over in the east, a faint gray haze was beginning to rise, all the three Germans rushed excitedly to the right-hand window, and pointing to a long blue line of distant low hills, with a background of hazy sky, cried out with one voice, "Elba! Elba!" Even Priscilla opened her languid eyes and looked; but the Frenchman turned his face toward the opposite window.

By and by, however, he appeared to somewhat recover the amiability which had deserted him since the entrance of th Germans. Reaching up for the white paper parcel in the rack above him, he began to make his evening meal with a cheerful air of enjoyment.

"Let me counse you," he said, with good-humored politeness, "to buy only in this country of barbarians, the fowl and the eggs of the fowl. That is all they have of good."

"—— the fellow!" George Lamont muttered to himself, as he turned his face to the window, unable to endure the sight of the other's enjoyment, which he chose to consider malicious and insulting. For a mild, scholarly man such as he, it was astonishing how often in the course of the day he had felt compelled to relieve his feelings by the use of strong language.

Meantime the gray of evening was creeping over the landscape, and a little chill breeze began to steal in at the window. George and Priscilla, sunk in their corners, were rapidly settling down into a state of listless semi-consciousness due to ten hours of continuous traveling and want of food; and they did not notice the rush of passengers towards the front of the train which began to take place at every station at which they stopped. At length, at one stoppage, the chance remark of some Englishman hurrying past the compartment aroused George.

(To be continued.)

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In the Land . . .

Norwood Ceylon Tea.

Nothing Like It.

Ordinary price in large cities,
$5.00 per lb.

We offer a special lot at
75c per lb.
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Fitzgerald,
Scandrett & Co.,
169 DUNDAS STREET.

Worth $10 a Bottle.

Any person who has used Nerviline, the great pain cure, would not be without it if it cost $10 a bottle. A good thing is worth its weight in gold, and Nerviline is the best remedy for all kinds of pain. It cures neuralgia in five minutes; toothache in one minute, lame back at one application; headache in a few minutes, and all pains just as rapidly.

There are unlimited opportunities for a man who is determined to make a fool of himself.

They Suit Me Exactly.

"I have had dyspepsia and stomach troubles for the past two years," says Miss Elfen Whalen, Niagara Falls, and took various remedies in search for a cure. None of them suited my case like Laxa-Liver Pills. They suited me exactly, and removed the troubles promptly and effectually. I willingly recommend them to all who suffer as I did."

Life at the Antipodes.

A London Boy Writes of Australian Characteristics.

Canada the Chief Model for the Proposed Federation.

The Australian Colonies Now Separated by Customs Barriers — Recovering From the Financial Crash — Sydney and Melbourne Described.

New South Wales is the oldest of the Australian colonies, and the greatest sheep region in the world. The squatter kings are said to own as many as fifty million sheep. Sydney, the capital, is the largest city in Australia, and is built upon the most beautiful harbor in the world, with the possible exception of Rio Janeiro. The traveler passes from the Pacific Ocean into the harbor through "the heads," bold perpendicular rocks rising on each side to a height of two hundred feet. Many fine suburbs are built on the bays formed by the arms of the harbor.

Victoria, the smallest, yet wealthiest and most populous of the colonies, adjoins New South Wales, and there is great competition between them. The former stands for protection, and the latter for free trade. Between Melbourne, the capital of Victoria, and Sydney, there is great jealousy, and the visitor does well to tread softly in making comparisons. The first question in Sydney is, "What do you think of our harbor?" while a Melbourne citizen asks, "What do you think of our broad streets?" The pride in both cases is pardonable, for, while Sydney's harbor is unmatched, the streets are narrow and poorly laid out. The long, wide and regularly laid out streets of Melbourne show off the fine stores and immense granite buildings to perfection. While there is plenty of evidence of wealth to be seen in the number of immense solid stone buildings and the richly and elegantly furnished stores, hotels and homes, there are also many signs of want and poverty. In the financial crash which came a few years ago, during which thirteen banks in Sydney closed their doors in as many days, industries were paralyzed, thousands thrown out of employment, and people living in luxury reduced to want. The whole country felt the shock, and will take some years to recover from it. Melbourne lost thousands of her population, chiefly able-bodied men, who have gone to Western Australia, South Africa, and elsewhere, to seek a living, and there are thousands more in all the larger cities here out of employment, and constantly appealing to the governments for aid. In order to relieve the distress, unnecessary railways are being built, and other public works projected.

There are many things in the colonies that strike a Canadian oddly. He has to make change in pounds, shillings and pence, and not speak of dollars and cents. He gets into a railway "carriage," and his ticket is collected by a "guard." The "carriages" are built on the English plan, with cross-sections, and afford more privacy than the long Canadian cars. The street cars are called "trams," and buggies are "traps." In scores of ways the terms by which things are known and the modes of expressing thought are very different. If you hint that the method is English, you will be promptly informed that it is Australian. There is a peculiar inflection in the speech that is most noticeable in the use of vowels. "A" is generally pronounced long, as in "father." Of course, this is quite English, but in many words it is given the sound of "ay." For instance, the peculiar twist enters into such words as "change" and "baby." Withal, there is a pleasantly musical quality to the speech which makes the language attractive, and is in many respects purer English than we are accustomed to hear in Canada.

Churches are never heated, and it gives one a sensation of chill to see the breath issuing from a score of mouths in the choir while they are singing. The only heating apparatus in the houses is an open grate, in which a fire is lighted occasionally on dull days. There is no trade in stoves, except for cooking purposes. The most inconvenience from lack of heat is found in the cars, where it is necessary to dress warmly in such raw weather as we are experiencing just now, and wrap the legs in a traveling rug. Upon application to the "guard," a foot-warmer may be secured. This absence of the necessity of such heat as we are accustomed to in the northern hemisphere is a kindly provision of nature, for coal is not found in abundance in many places, and wood is scarce and very dear. The temperature seldom falls below 40 on a winter's day, and a few flakes of snow falling through the air is causing great excitement today, for it is the first some people have ever seen.

The uppermost question just now is that of federation, and delegates from the different colonies are assembling at Sydney, to discuss the commonwealth bills passed by the various parliaments, to see if some common basis of union can be established. The constitution of the Dominion and of the United States have figured largely in the discussions, and in New South Wales, at any rate, the former has been the model which has been followed most closely. There the word "Dominion" has been substituted for the word "commonwealth" in the bill. The original drafts contained no recognition of God, and the Christian people rose in such might and exerted such pressure through press, pulpit and platform, that each of the bills now declares in its preambles that the proposed union is to be brought about "in reliance upon the blessing of Almighty God," or words to that effect. The present condition of affairs is that each colony has practically home rule. There is a customs barrier between each of the colonies; each has its own means of securing revenue, including different postage stamps, and each its own gauge of railway, varying from 3 feet 6 inches to 5 feet 8 inches. Imagine the inconvenience and demoralization to trade if such a state of affairs existed between the provinces in Canada today! The colonies of New South Wales, Victoria, South Australia and Tasmania have passed statutes agreed upon by the premiers, and have elected delegates to the federal convention. The colony of West Australia has passed a statute which authorizes its Parliament to elect and to send delegates to the convention without the sanction of a popular election; the colony of Queensland negatived the federation enabling bill, but such agitation has been carried on there that it is thought a postponement of action for a year or two would bring Queensland into line. The colony of New Zealand has never been asked by its government to consider the question, but will be represented at the convention by its premier. The present connection with England is the appointment by the Queen of a governor for each colony, and the right of appeal to the Privy Council. England furnishes a standing army of 15,000.

The new constitution will provide that the powers, privileges and territory of the various colonies are to remain intact. They have prospered so amazingly under separate colonial parliaments that they will not consent to anything less than the very strongest safeguarding of state rights in any federal constitution. The exclusive power of imposing the collective customs and excise duties, and military and naval control is to be vested in the Federal Parliament, which will consist of a Senate and House of Representatives. The executive will consist of a governor-general, appointed by the Queen, and the supreme federal court, which is also to be the high court of appeal of the colonies. Trade intercourse between the federated colonies is to be absolutely free.

The conditions of Australia are unlike those of Canada, owing to the great diversity of the climate, situation, fiscal policies, and history of the colonies proposing to unite. It has sometimes been said that inasmuch as there is no external pressure compelling them to federate, that the question is purely a sentimental one. This is a great mistake. There is growing external pressure in the advances of France and Germany in the islands lying to the north of Australia. But the question is also an economic one—a matter of profit and loss, which effects every industry and every home.

WM. H. SALLMON.

CASTORIA

for Infants and Children.

The Fac-simile Signature of

Chas. H. Fletcher.

Appears on Every Wrapper.

THE CENTAUR COMPANY, 77 MURRAY STREET, NEW YORK CITY.

Still Improving.

The Business Outlook in Canada

As Reported by R. G. Dun & Co.'s Commercial Agency.

Toronto, Ont., Oct. 22.—R. G. Dun & Co.'s weekly statement of trade in Canada says:

The trade distribution at Montreal, taken as a whole, is of a very fair, seasonable character, with most houses, the volume of trade being a good deal ahead of last year. In general dry-goods and kindred lines, business may be called good. The cities complain that retail business is suffering somewhat from the continued open weather, but country sorting orders, both from travelers and by mail, are coming in in goodly number.

In pig iron and other heavy metals, there is no great activity, but for general hardware, oils, paints, glass, etc., a steady demand is reported and the general tendency is toward a strengthening in value.

Cements are moving freely, and prices are firmer, owing to advance in Europe and the scarcity of freight space, so that some shortness of supply is anticipated.

Boot and shoe manufacturers have completed the bulk of fall shipments, and will be shortly preparing for the usual stock-taking, so that no very heavy buying of leather is reported. Values in this latter line, however, keep very firm, and there is steady export of sole to Britain. Some tanners of bulk leather are also shipping most of their output to the same quarter, claiming they can do better there, and there is some spot scarcity of these latter goods.

Wholesale grocers report satisfactory business. For dried fruits, especially, there is a brisk inquiry, and in most staples there is a steady movement.

Cheese and butter values show some slight weakening, but the outward movement from this port continues brisk, cheese shipments alone exceeding 100,000 boxes last week. The general report regarding remittances is that the shipment noted of late is 7,000.

The money market is a shade firmer, and the few banks who were quoting 3½ per cent for call funds have now made the rate 4 per cent, in conformity with the majority. The discount rate remains at 6 to 7 per cent.

General wholesale trade at Toronto is fairly satisfactory. When weather conditions are taken into consideration the movement is most encouraging. The steady demand on wholesalers for nearly all lines of merchandise is evidence of the comparatively light stock held at country points and of returning confidence.

Manufacturers are busy, and in many cases mills are running overtime. Prices continue very firm, with an upward tendency. Colder weather would stimulate the demand for heavy dry-goods, but the sorting-up trade is reported good.

Business is active in hardware and metals, the demand being good for seasonable lines, and prices are firm.

Groceries in fair demand, with prospects bright.

The tone of the leather and hide market is firmer.

Large quantities of wheat have gone for export of late, and prices rule steady around 80 cents at Ontario points. Coarse grains, however, are inclined to be heavy.

Hogs are lower, while cured hams, which are in limited supply, are firm.

Money markets unchanged, with prime commercial paper discounted at 6 per cent, and call loans 4 per cent. Speculation is fairly active on the stock exchange, and values continue to rule firm. The Bank of England discount rate is unchanged at 3 per cent.

Failures for the week are 36, against 54 for the same week of last year.

If The Label Reads "Abbey's Effervescent Salt," what's in the bottle is health-giving, refreshing and bracing. If the label reads otherwise what's in the bottle acts otherwise. No other preparation in the world is "just as good" as

"Abbey's."

TINTYPE POISONED HIM

A Boy Put a Photograph in His Mouth and Erysipelas Ensued.

A remarkable case of erysipelas poisoning has been reported to the New York board of health. The victim is 2-year-old Walter Walters, the child of Mr. and Mrs. John Walters, of Sixteenth street. He died a few days ago after an illness of just one week.

According to the certificate of death, the little one died from erysipelas and exhaustion. The attending physician, however, is positive that the erysipelas was due to poisoning by cyanide of potassium, absorbed into the system from licking a tintype photograph.

Together with Walter and his baby brother, Mrs. Walters on Sept. 15 visited a friend in South Brooklyn. While there Walter got hold of a tintype and put it in his mouth. He sucked it for ten or fifteen minutes before it was seen what he was doing.

The next day he became very ill. He had always been troubled with an eruption of the face and mouth. These sores became larger and more painful.

Dr. L. K. Irish was at once consulted. He diagnosed the case as metallic poisoning, and Mrs. Walters' story of the tintype confirmed his belief, as tintypes are, it is said, developed in a solution of mercury and cyanide of potassium. He treated the boy accordingly, but the little fellow grew worse. Erysipelas set in and the boy died.

Dr. Irish said that the boy's illness was most remarkable, and that it was the only case of the kind that had ever come under his observation. He was positive that the erysipelas was caused by the boy licking the tintype.—New York Herald.

COULD HARDLY WORK.

He Was Ill—But Now is Well.

Mr. T. Sarchet, the well-known tailor, Court House Ave., Brockville, Ont., got a box of Doan's Kidney Pills sometime ago. He did this because he had been seriously troubled for over a year with pains in his

back across the kidneys, together with headache, dizziness, tired feeling and a general sensation of weariness and lack of ambition.

Referring to the result of the use of these pills, Mr. Sarchet says, "I can tell you that the pains in my back while sitting at work, made it almost impossible for me to keep on. I took a great many remedies, but they did me little or no good.

"When I started taking Doan's Kidney Pills I had but little faith in them. Now I have the greatest faith in them, because I believe them to be the greatest specific in existence for all kidney and back troubles.

"I say this because they have completely cured me, and I say it out of gratitude, and so that others who suffer in a similar manner may derive like benefit from a knowledge of the virtues of these pills.

"I can recommend them highly to any sufferer from kidney or back troubles, and feel that if they are given a fair trial no case, however severe, can resist their medicinal effects. 292

Laxa-Liver Pills Cure Biliousness and Sick Headache.

Navigation and Railways

WHITE STAR LINE

New York to Liverpool via Queenstown

S.S. BRITANNIC, Oct. 20
S.S. MAJESTIC, Oct. 27
S.S. GERMANIC, Nov. 3
S.S. TEUTONIC, Nov. 10 } 12 noon
S.S. BRITANNIC, Nov. 17
S.S. MAJESTIC, Nov. 24

Rates as low as by any first-class line.

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

208, 210, 210½ and 212 RUNIANS & BUTLER. DUNDAS STREET.

London's Greatest Store.

Special Millinery And Mantle Display At the Big Departmental For Saturday and Monday.

Autumn Millinery was never more beautiful. Paris never evolved styles with more subtlety and charm, and the choicest bits come to the Big Store, as by natural selection. The styles of headwear that come to us from foreign fashion centers must be distinctively meritorious. We lead the Millinery trade in London, and you can multiply your ideas of Millinery perfection by visiting the Big Store, where fresh novelties are seen daily.

On Saturday morning we will place on the Millinery Tables 50 elegantly trimmed Hats at $3 each. Exact copies of French patterns sold at $10 to $15, reproduced in our own workrooms. Come early and get first choice.

One More for Saturday and Monday

Three hundred Trimmed Felt Fedora Hats, all colors, newest styles and worth $1 50 to $1 75, will be sold at 45c each. This is the biggest bargain of the season.

New Jackets and Capes---Special.

The excellence of our Mantle Stock shows itself in the constant arrival of the latest Parisian and Berlin Novelties. The latest shipment (just passed customs) contains many rich garments of exceptional beauty and rare style.

One case of "New Norfolk Jackets," stands out in bold relief from all others, and should be seen before they are all gone. They are very stylish garments, and the economical interest is established in their moderate price, viz.: $6 50 and $8 50, well worth $8 50 and $10 50.

We sell the NEW IDEA PATTERNS, Only 10 Cents. Always the Best.

Runians & Butler
IMPORTERS.

Navigation and Railways.

GRAND TRUNK RAILWAY SYSTEM

Hunters' Excursions

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Muskoka Lakes, Bala, Beaumaris, Hamil's Point, Foote's Bay, Blackstone, Moon River District, Redwood, Port Cockburn, Maganetawan River, Rosseau, Penetang, Midland, Argyle to Coboconk, Cameron to Haliburton, Severn to North Bay, Points on C. P. R., Mattawa to Nipigon and Spanish River via North Bay inclusive.

From Brockville and West in Canada

—AT—

Single First-Class Fare,

Going Oct. 26, 27, 28, 29, 30 and Nov. 1, 1897, valid for return until Dec. 14, 1897.

Full particulars at "Clock" corner Richmond and Dundas streets and G. T. R. depot.

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EVERY FRIDAY AT 12:55 P. M. (NOON),
A Fully-Equipped Tourist Car Leaves Toronto and Runs Through to Seattle, Wash., Without Change. Also From North Bay at
10:15 P. M. EVERY THURSDAY,
Accommodating Passengers for Revelstoke, Ashcroft, Vancouver, Victoria, Portland and all Pacific Coast Points.

Ask any Canadian Pacific Railway Agent for pamphlet "To the Pacific Coast Without Change," or write C. E. McPherson, Toronto.

THOS. R. PARKER, city passenger agent, 161 Dundas street, corner Richmond. City office open 7 a.m.

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Boston, New York, And the East.

Chicago And the West.

Nashville, Tenn., At Low Rates.

All particulars at the city office, 395 Richmond street. Phone 205.

JOHN PAUL, City Agent.
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BOCK & FYSH,

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436½ RICHMOND STREET

Navigation and Railways

Intercolonial Railway OF CANADA

The direct Route between the West and all points on the Lower St. Lawrence and Baie des Chaleur, Province of Quebec; also for New Brunswick, Nova Scotia, Prince Edward and Cape Breton Islands, Newfoundland 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 Railway 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.

The popular summer sea bathing and fishing resorts of Canada are all along the Intercolonial, or are reached by that route.

Canadian-European Mail and Passenger Route.

Passengers for Great Britain or the Continent leaving Montreal Sunday morning will join outward mail steamers at Rimouski the same evening.

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 all information about the route, also freight and passenger rates, on application to

N. WEATHERSTON,
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93 Rossin House Block, York street, Toronto.
D. POTTINGER,
General Manager.

Railway Office, Moncton, N. B.,
21st May, 1897.

ALLAN LINE

Royal Mail Steamships, Liverpool, Calling at Moville.

	From Montreal.	Quebec.
California	Oct. 16	Oct. 17
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Parisian	Oct. 30	Oct. 31
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Carthaginian	Nov. 13	Nov. 13
California	Nov. 20	Nov. 21

RATES OF PASSAGE.

First cabin Derry and Liverpool, $52 50 and upwards; return $105 and upwards. Second cabin, Liverpool, Derry, London, $34. Steerage, Liverpool, Derry, Belfast, Glasgow, London, everything found, $22 50 and $23 50.

Glasgow-New York service — From New York: Mongolian, Oct. 15. Cabin, $45 to $65; return $90 to $123 50; second cabin, $35; return, $64 15; steerage, $23 50.

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Montreal to Bristol (Avonmouth) Direct
S.S. Merrimac.....Thursday, Oct. 21
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Cold Storage Accommodation provided on Bristol steamers.

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