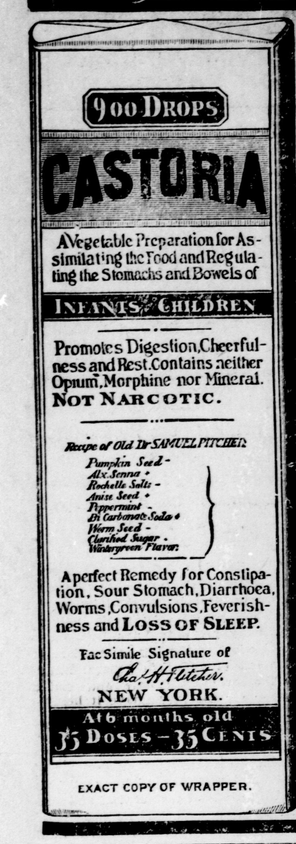

EXACT COPY OF WRAPPER.

CASTORIA

For Infants and Children.

The Kind You Have Always Bought

Bears the Signature of Chas. H. Fletcher.

In Use For Over Thirty Years

CASTORIA

THE CENTAUR COMPANY, NEW YORK CITY.

Township Councils.

EAST WILLIAMS.

Nairn, Aug. 17.—Council met here today, all the members being present. Minutes of the last meeting having been disposed of the following accounts were ordered paid:

Duncan McIntyre, gravel, $24; Dugald Fraser, gravel, $9 44; Hugh Anderson, cleaning ditch, 50c; Daniel Daniels, repairing bridge, 50c; David Sutherland, gravel, $4 24; W. G. McKenzie, grant on side road, $20; Neil Chisolm, half year's salary, $37 50; Alex. McLeish, opening pit, $2, overseeing pit, $6 50, right-of-way to pit, $8; Arch. McLeish, dumping gravel, etc., $9 50; James Pedden, team on grader, $2 25; John Pedden, driving grader, 45c; John ....ken, dumping gravel, $3; S. Armstrong, plank on bridge, $1 50; Dugald McEwen, township portion McArthur drain, $3 50; John D. Ross, overseeing pit, $2 50; J. H. Amos, township work as engineer, $84 50; H. Haskett, plank on bridge, $1; The Gazette-Review Printing Company, $15 50; T. Adair, tile, $2 19; Geo. Cruickshank, half cost grant on con. 2, $22 50; Arch. McDonald, plank, and tile, $2 50; S. Chimis, half cost cutting mud creek hill, $7 50; James Happer, gravel, 55c; James Elliott, closing up Water's bridge, 50c; G. M. Shipley, spikes, 65c; A. McIntosh, gravel and repairing bridge, 65c; James McKichan, building bridge at D. C. McIntyre's, and digging ditch, $13 50; Wm. Phillips, work on bridge, $1; Kate McDonald, county grant, $18 75; Robert McIntosh, opening McArthur's pit, $2.

It was voted to grant Dugald McEwen $3 50 in full settlement of township's portion of McArthur's ditch.

The township engineer will be instructed to have the big swamp drain cleaned out under the Ontario Drainage Act.

The reeve and treasurer were instructed to borrow $1,000 to meet current expenses.

It was voted that 3.1 mills be levied on the dollar for county purposes and 3.1 mills for township expenses.

Adjourned until the second Monday of September at 10 a. m.

D. A. STEWART, Clerk.

BACKACHE IS KIDNEY ACHE

Pains in the Small of the Back Warn You of Kidney Disease.

Hard work, stooping, reaching, twisting the body, exposure to cold and dampness or drafts are among the causes of kidney derangement and the most pronounced symptom is backache. The first touch of backache, weak or lame back, should be sufficient to lead you to immediately begin the use of Dr. Chase's Kidney-Liver Pills. There is no treatment so prompt to relieve and none which is so far-reaching and thorough in action. One pill a dose, 25 cents a box. 7

In an article on "The Age of the World" Sir Edward Fry, the famous English geologist, declares that 450,000,000 years must have elapsed since the existence of life on the globe.

WHY GO LIMPING and whining about your corns, when a 25 cent bottle of Holloway's Corn Cure will remove them? Give it a trial, and you will not regret it.

The oldest ship in the world, the mail schooner Vigilant, running into St. Croix, F. W. I., although now under the French flag, was built of Essex oak at Essex, Mass., in 1802.

Peculiar To Itself

In what it is and what it does—containing the best blood-purifying, alterative and tonic substances and effecting the most radical and permanent cures of all humors and all eruptions, relieving weak, tired, languid feelings, and building up the whole system—is true only of

Hood's Sarsaparilla

No other medicine acts like it; no other medicine has done so much real, substantial good, no other medicine has restored health and strength at so little cost.

"I was completely run down, troubled with headaches and dizziness and pains in my back. I could not sleep and had no appetite, and medicine did not do me any good until I took Hood's Sarsaparilla which gave great relief and in a short time entirely cured me." MRS. L. WINTERTON, Orangeville, Ontario.

Hood's Sarsaparilla promises to cure and keeps the promise.

NEAR-BY JOTTINGS

Though correspondents' names are not published, they should always sign their letters.

NILESTOWN.

Nilestown, Aug. 25.—Lawrence Shirley, of Frances street, London, has been rusticating at Mr. L. Barnard's during the greater share of his holidays.

Mr. and Mrs. Blakesley, of Chicago, relatives of Joseph O'Brien, were over here a while recently.

Clifford Reynolds, son of E. W. Reynolds, Detroit, has been here at his grandfather's, Mr. H. Reynolds, for some time. Mrs. Ed. Reynolds and younger child came on Saturday.

Miss Coral Jack, Hagersville, paid her friend Stella Edwards a visit lately.

Mr. and Mrs. Thomas O'Brien, of Chicago, are at Mr. J. O'Brien's, con 2, Westminster.

Mr. Charles Jackson and Richard Harris were among those taking in the excursion to Manitoba. They will stop there for a month and then go on to Dakota. Charlie has an uncle out there.

Miss O'Dell, Michigan, daughter of Ostrom O'Dell, formerly of Derwent, paid a visit to Mr. Swift's recently.

STRATHROY.

Strathroy, Aug. 24.—A 'buss load, consisting of Mr. and Mrs. D. Evans, of the Age office, Postmaster H. McCall, and daughter, Dr. and Mrs. Fothergill, Mr. and Mrs. John Berdan, Mrs. Esther Rosser, Miss Elsie Grigg, the Misses Florence, Flossie Tait, of Ekfrid, left town on Monday for two weeks' outing, having engaged a cottage.

Chas. Palmer, of Port Huron, has returned home, having spent a few days among friends in town.

MOUNT BRYDGES.

Mount Brydges, Aug. 24.—Mr. and Mrs. J. W. Whiting left on Saturday to visit their daughter, Mrs. Clapp, of Harriston.

Mrs. (Dr.) Woods has returned from spending a week with her parents, Mr. and Mrs. Anderson, of Hamilton.

Mrs. B. Lipsitt and Mrs. J. Lipsitt spent last week with friends in Hamilton.

Master Rodger Baxter, of Thorold, is visiting friends here.

Mrs. and Mrs. Payne, of Poplar Hill, spent a few days with friends in this vicinity last week.

Miss Maria Ball, of London, is visiting friends here.

Mr. George Robertson, of the Toronto University, is visiting relatives and friends here.

Mr. Auger has sold his barber business to Mr. C. McDougald. It is reported that Mr. Auger has bought the shoe store formerly owned by Mr. John Clark.

Mrs. McLellan returned today from spending a few days with friends in London.

Mrs. Payne is visiting her daughter, Mrs. Webb, of this place.

Mrs. Kinder and two children are visiting friends in Wingham.

Mr. Welch and his mother and sister have moved to our village from Komoka.

Mrs. E. Clark is recovering from her illness.

Miss Small killed in the garden last week a blowing adder snake that was over three feet long.

Plums are very plentiful around here this year.

Mrs. D. McAlpine, of Fingal, was visiting friends here last week.

WYTON.

Wyton, Aug. 24.—Miss Sarah Blight is holidaying at the Port to recruit her health.

Miss Jessie Johnson, of Glanworth, is visiting her grandparents.

Mr. Edwin Scatcherd's large barn is nearly completed.

Mr. McRoberts preached a very interesting and instructive sermon on Sunday.

Mrs. H. Pannell has returned home to Toronto, after spending a few days at her mothers.

Miss Mabel Stanton, of Listowel, is spending a few days with her aunt, Miss Bessie Angus.

Mr. Reynolds' children returned home to London, after spending a few days with their grandparents.

Mr. Newton Scatcherd has returned to Buffalo, after spending a short time at the mines.

HOWLETT.

Howlett, Aug. 25. — The Women's Missionary Society of Sharon held their annual quilting at Mrs. Joseph Howlett's last week, where a most enjoyable time was spent.

Mr. Alex. Bodkin left for the Northwest on Wednesday, where he intends spending the remainder of the summer.

Mrs. Wm. Bignell and Mrs. John Wonnacott spent Sunday with friends in Dorchester.

Miss Sabina Howlett is holidaying in Muskoka.

Miss Annie Legatte and sister Gertie spent last week with the Misses Adams.

Mr. R. E. Howlett sold his heavy draft team, 4-year-olds, to Mr. James McCartney, for $350. They weigh 3,100 pounds.

Mr. George Kilbourne left last week on a trip to the west.

Miss Minnie Bodkin, of Florence, has returned home after spending a month with Miss Addie Bodkin.

Mr. John Milne, of the London Fence Company, is spending his vacation at his old home, Delaware.

Mrs. R. Taylor and children, Strathroy, have returned home after spending a week with Mrs. Robert Howlett.

SIR RICHARD ON RAILWAY POLICY

Makes Strong Defense of the Grand Trunk Pacific.

LIBERAL POLICY VINDICATED

The Bargain With the Grand Trunk Will Prove an Excellent One for the Dominion.

Ottawa, Aug. 25. — The Liberal party were right in criticising the Canadian Pacific Railway in 1871, and they are right today in advocating the construction of the G. T. Pacific. So argued Sir Richard Cartwright in one of the most important speeches in the railway debate. Sir Richard, in that forceful parliamentary style for which he is noted, presented the claims of the Government's policy to a full house, amid the frequent cheers of the Liberal members. The present favorable situation in the west and the choice of the Mackenzie route west of Winnipeg Sir Richard regarded as a vindication of the Liberal policy of 32 years ago, and amid loud cheers he declared that if the Liberal policy and route had been adopted then the Northwest would have been as far ahead by 1885 as it is today. Answering the criticism that there was not enough information, Sir Richard said there was a thousand times more known of the route than was known of the route of the C. P. R. when it was projected. Sir Richard, apart from his rheumatic troubles, was in excellent form, and his keen logic and graceful diction flowed in a never-ceasing stream of sparkling language.

Mr. E. Gus Porter accused the Government followers of raising sectional cries in regard to the new railroad scheme. Why did not this "Business Government" evolve some mighty scheme that would relieve the manufacturing industries of the country and give them their rights, instead of undertaking railway schemes of such magnitude, coupled with doubtful advantage. The Government was playing to one individual interest as against the necessities of the nation, and when the time came he felt certain the country would condemn them. Mr. Porter figured that the ultimate cost of the project could not be less than $150,000,000.

Sir Richard Cartwright was greeted with Government cheers on rising to reply. He wished to say a few words on the merits of the Liberal railway policy of the past as compared with that now presented to the people. It was almost to a day, thirty years, since this transcontinental railway problem was first presented to the country. As few public men today could remember that time, it was not strange that a good deal of ignorance was displayed on both sides of the House as to the policy then advocated by the Liberals. He did not think the Liberal party were at all to blame for the criticisms they had bestowed upon that project. For himself he had no apology or retraction to make for his condemnation of the course pursued by the Conservative Government on that occasion. The Liberal party was right then as now. In Mr. Borden's proposals, the hand was the hand of Esau, but the voice was the voice of Jacob. Sir Richard thought he could discern that Mr. Borden had been instructed by the ex-Minister of Railways. (Hear, hear.) The Conservative proposal would cost more than that made by the Government, and would not be nearly so useful. There were three objects which the Government had in view: To develop as early as possible the whole of the Northwest, to bind together as closely as possible all the different sections of the Dominion and to prevent division of traffic which was certain to ensue unless some such scheme as this was caried out. The great objection to the Government proposal seemed to be that it was too good a bargain and that the Grand Trunk would not be able to live up to it. He, however, believed that the proposed bargain would enable the Government to escape from a serious difficulty which it would incur by owning and operating the road. He had no hesitation in saying that with the present system of government in Canada, it would be prejudicial to the country's best interests for the country to own and operate a great system of railways.

It was at present worse than idle to discuss the commercial side of the road. The greatest difficulty in considering the interests of the various provinces of Canada was still the huge gap between the frontiers of Manitoba and Quebec. This ridge was only traveled by a single track railway. The west was rapidly filling up with settlers from the United States, who would naturally look south for their trade. This fact would justify the Government in expending a great deal of money in securing the best possible connections between the west and the older parts of Canada. The Grand Trunk would in any event reach into the west. Without Government aid they would have made connections through their Chicago terminus, which was only 700 miles from Winnipeg, and taken the trade to the United States. (Applause.)

Sir Richard declared that the Government knew a thousand times more about the route for the proposed road than was known when the C. P. R. was put through. The Government was taking all reasonable precautions in the matter, because the Grand Trunk would certainly see that the new road was well and cheaply built. They also undertook to pay interest on the cost of the road and this he regarded as good security. If the present scheme was carried out before five years, at the end of which he expected a large part of the road would be finished, the increase of commerce would more than compensate the country for the entire sum to be laid out in the work. (Prolonged cheers.)

Hon. J. I. Tarte followed. He declared that the trade of the Canadian west was tributary to Lake Superior. The marked feature in the disposal of the Northwest wheat crops was the condensation of the trade at Minneapolis and Duluth, while Chicago was always, of course, one of the great trade centers in wheat, grain and flour. The Canadian railways, however, were drawing a large and increasing proportion of trade from these points, and with proper improvements would continue to draw that work. Lake Superior, however, was the natural outlet for the Canadian western wheat crop, being the keynote of the St. Lawrence route. (Opposition applause.)

Mr. Clancey moved the adjournment of the debate.

The Senate spent the whole day over the railway commission bill, reaching the 195th clause at adjournment. The rights of municipalities were further safeguarded by some slight amendments made during the evening.

Sunlight Soap brightens and cleanses everything it washes. Quite as good for cleaning household utensils as washing clothes. 12B

FINDER OF MILLIONS

Who Returned Them Received $85 in Gifts.

Philadelphia, Pa., Aug. 26.—Isaac Banks, until pensioned off after 58 years of constant service as doorkeeper of the vaults of the Fidelity Trust Company, found and returned to the owners about $2,000,000. His largest find was $100,000, and for its return he got not a cent, while from the loser of a $60,000 roll he has never since received anything but studied discourtesy. All he got in his long faithfulness was, in cash, $30, and books, neckties, silk handkerchiefs, suspenders, slippers, gloves, pulse warmers, hats, writing paper, one watch guard and five shirts, having a total value of $85.

THIS JARRED THEM

The Colored Folk Ate and the U. S. Senators Didn't.

Atlanta, Ga., Aug. 26.—Booker Washington and a party of 40 negro men and women dined in the main dining-room of the restaurant at Hamlet, N. C., recently, while United States Senator A. O. Bacon, Representative Shackleford, of Clarke Country, Joel Hurt and other white men were invited to get what they could to eat in an improvised dining-room arranged in a side apartment. They declined.

The negroes were mostly Northern men and women returning home from the negro convention in Nashville.

The eating house at Hamlet has the reputation of being one of the best places along the lines of Southern railroads, and traveling men say they never before heard of negroes being served there.

Hamlet is the regular station where the Seafoard Air Line trains stop for dinner. Just before the train reached Hamlet a man went through the coaches and received the orders.

Senator Bacon and others ordered their meal and when the station was reached walked leisurely to the dining-room, which, they found to their astonishment, was occupied exclusively by Booker Washington and his friends. The Senator and others were invited to be seated in a little reading room which had been temporarily cleared.

During the meal a number of the local negroes of Hamlet gathered around the windows and watched with delight the movements of Washington and his friends as they ate. When they had finished the negroes walked out, seated themselves, lighted cigars and cigarettes and waited for the train to depart.

ANDREW STILL AT IT

Carnegie Talks of U. S. Relations to Canada.

London, Tuesday, Aug. 26.—Andrew Carnegie, who has been occasionally taking part in the controversy over Mr. Chamberlain's fiscal proposals, writes to the Times saying that an unpopular tax upon tea roused the Boston people to action which imperiled the total traffic of Boston as a seaport for a long time. Nevertheless, the tea was thrown into the bay, and Mr. Carnegie declares that he would not be surprised if Canadian preferential products in Boston harbor aroused a similar demonstration. "Nobody believes," he added, "that discrimination against American products would not be highly unpopular in Boston or anywhere else throughout the length and breadth of the Union." Mr. Carnegie regards the withdrawal of the bonding privilege from Canada as the easiest counter-stroke at hand because it would cease the same day the preferential tax by Great Britain against American products came into operation. Should Congress be in session at the time, however, it might prefer to meet the British attack by a surcharge upon British products entering America, prefererce for preference, as bounty-fed sugar was met.

"Not If It Costs $10

a bottle would I be without Polson's Nerviline," writes Mr. J. A. Ruth, a farmer living near Trenton, Ont. "It is the best household liniment I know. We use it for all manner of stomach troubles, indigestion, headache and summer complaint. I have derived wonderful results from Nerviline in sudden cases of sickness in the family, and know of nothing better to take in hot water to break up a cold, or to rub on for rheumatism and neuralgia. Every farmer should keep a few bottles of Nerviline handy, and have smaller doctor bills." Price, 25c, at all dealers.

CARTER'S LITTLE LIVER PILLS.

CURE

Sick Headache and relieve all the troubles incident to a bilious state of the system, such as Dizziness, Nausea, Drowsiness, Distress after eating, Pain in the Side, &c. While their remarkable success has been shown in curing

SICK

Headache, yet Carter's Little Liver Pills are equally valuable in Constipation, curing and preventing this annoying complaint, while they also correct all disorders of the stomach, stimulate the liver and regulate the bowels. Even if they only cured

HEAD

Ache they would be almost priceless to those who suffer from this distressing complaint; but fortunately their goodness does not end here, and those who once try them will find these little pills valuable in so many ways that they will not be willing to do without them. But after all sick head

ACHE

Is the bane of so many lives that here is where we make our great boast. Our pills cure it while others do not.

Carter's Little Liver Pills are very small and very easy to take. One or two pills make a dose. They are strictly vegetable and do not gripe or purge, but by their gentle action please all who use them. In vials at 25 cents; five for $1. Sold by druggists everywhere, or sent by mail.

CARTER MEDICINE CO., New York.

Small Pill. Small Dose. Small Price.

THE WEATHER TODAY—Fair and comparativeiy cool.

From Teneriffe and Japan.

Interesting Linen Values.

We are showing on our linen counters for the first time, two more shipments new Handworked Linens, including doilies, center pieces, tray and carving cloths, tea cloths, sideboard and dresser scarfs, pillow shams; etc. We are well aware that even those of moderate income are interested in fine linens, and these two lots will be found marked at prices within the reach of those who heretofore have thought they couldn't afford handsome handwork linens. The few we mention should interest every housekeeper.

6-inch Teneriffe Doilies (all wheels this time.) Per dozen $1 35, or each 12½c
6-inch Teneriffe Doilies, drawn linen centers. Very special at each only 15c
A number of other beautiful styles, at each only ..... 35c, 45c and 50c
6-inch Pure Linen Hemstitched Doilies, drawn centers. Special at each 10c
9-inch Pure Linen Hemstitched Doilies, drawn centers. Each only ..... 18c, 20c and 30c
15-inch Pure Linen Hemstitched Center Pieces, drawn centers. Each only 40c
Larger sizes, all pure linen and very handsome, at each ..... 50c, 75c and 85c
2 dozen only, Hemstitched Tray Cloths, 18x27, pure linen, handsomely drawn, at each only ..... 90c and $1 10
1 dozen very choice Center Pieces, 22x22. This small lot will go at each $1 35
1 dozen only, Hemstitched Tea Cloths, all linen, three rows of elegant drawn work bordering. Those posted in linen values would consider these cheap at $4 each. Our low price only $2 75
Plain Linen Spokestitched Pillow Shams, at per pair only $1 35
Plain Linen Spokestitched and Drawn Pillow Shams. Per pair ..... $2, $2 50, $2 70 and $3 00

In the Lot Are Four of Those Large Drawn Work Cloths.

The reason we sell so many of these is on account of our buying direct and our reasonable way of marking the prices after we get them at a bargain. If you want a cloth with a rare piece of handwork, see these.

In two sizes, 2x2½, and 2½x3 yards, at each only ..... $13 50, $15 50 and $23 50

Those Preparing for Weddings Should Require Only a Hint.

English and American Apron Ginghams.

English Apron Ginghams, plain ground with fancy border, 38 inches wide, fast colors. Special value at per yard 12½c
Blue and White Check Apron Ginghams, with border, English make, 40 inches wide. Great value at per yard only 12½c
Plain Blue and White Check Apron Ginghams, English make, of extra quality, 39 inches wide, warranted fast colors. Per yard only 15c
American Apron Checks, in blue and white, green and white, and red and white; sure to wash. Per yard only 10c

SMALLMAN & INGRAM

149, 151 and 153 DUNDAS STREET.

We Bind Books

Any class of books bound in first-class style. Blank books made to order. Repairing of all kinds.

H. P. BOCK,
436½ Richmond St.

The test of a heating system is the warmth of the halls in the early morning. A hot water system will keep a comfortable, even temperature all over the house day and night. Getting-up time finds perfect comfort all over the house. The

Oxford Hot Water Heater

is the highest development of hot water heating. Other makers come as near as they can or dare to the Oxford idea. That is the standard they try to reach. If you prefer the Oxford idea, insist that you get it in the original not the imitation. This illustration shows the utility of the grate construction. The ash base front is easily removed, repairs made to grate and returned to its place, without the assistance of a specialist.

Our booklets on home heating will interest you—they are free—write us.

The Gurney Foundry Co., Limited
Toronto Canada

Montreal
Winnipeg
Vancouver

RAILWAYS AND NAVIGATION.

SAVE TIME

and Take the New Route to

Murray Bay

—BY—

INTERCOLONIAL RAILWAY

To St. Denis Wharf via Riviere Ouelle and Steamer "ADMIRAL" across the St. Lawrence.

Write for particulars to

Toronto Ticket Office

10 King Street West.

ON ACCOUNT OF

LABOR DAY

THE

MICHIGAN CENTRAL

"The Niagara Falls Route."

will issue round trip tickets at

SINGLE FARE

On Sept. 5, 6 and 7, good for return until Sept. 8, 1903, to all stations in Canada, Buffalo, Niagara Falls and Detroit.

Rates and tickets at City Office, 395 Richmond street, or 'phone 205.

O. W. RUGGLES, G. P. and T. A. JOHN PAUL, City Pass. Agt.

The Banner Route

There is nothing more assuring to the traveler than his knowledge of the fact that he is traveling on a firm roadbed, upon which is laid the heaviest of steel rails, made true in all their curves, and that the train which carries him is of the highest standard of excellence known to railroads, and is being guided to its destination by experienced minds. These are the conditions which become apparent to the frequent travelers on

The Wabash Line

and which have made that line justly famous.

The Wabash has its own rails direct to the World's Fair Grounds in St. Louis. All Wabash through trains stop at World's Fair Stations (Forsyth), in order to give passengers an opportunity to view from the trains the World's Fair Buildings.

J. A. RICHARDSON, district passenger agent, corner King and Yonge, Toronto.

ALLAN LINE

ROYAL MAIL STEAMSHIPS.

From Montreal and Quebec every Saturday, to Liverpool, via Moville.

First cabin, $65 and upwards; second cabin, $37 50 and $40; and third class, to Liverpool, Derry, Belfast, Glasgow and London, $25 and $26. Through tickets to South Africa.

London Agents—E. De La Hooks, W. Fulton, F. B. Clarke.

RAILWAYS AND NAVIGATION.

CANADIAN PACIFIC

For Dominion..... Industrial Exhibition

TORONTO, Aug. 27 to Sept. 12, 1903

will issue return tickets

$3 40 London to Toronto, Aug. 29 to Sept. 11,
$2 55 London to Toronto, Sept. 1, 3, 5, 8 and 10,

All tickets good for return until Sept. 15 1903.

See the Manitoba and Northwest Exhibit in the Canadian Pacific Exhibit Hall, near Grand Stand. Ask for copy of Official Programme.

W. FULTON, City Pass. Agt., London; A. H. NOTMAN, Asst. Gen. Pass. Agt., TORONTO.

WHITE STAR LINE

United States and Royal Mail Steamers.

New York, Queenstown and Liverpool

CYMRIC.....AUG. 28, 9:30 A.M.
TEUTONIC.....SEPT. 2, NOON.
ARABIC.....SEPT. 4, 4 P.M.
ARMENIAN.....SEPT. 8, 7 A.M.
GERMANIC.....SEPT. 9, NOON.
CEDRIC.....SEPT. 11, 8 A.M.
MAJESTIC.....SEPT. 16, NOON

Saloon rates from $45 up. Second saloon from $45 up, according to steamer and accommodation. Third class rates to Liverpool, London, Glasgow and Derry, $28 and $29 50.

Accommodations for all classes of passengers unexcelled.

E. DE LA HOOKE, CLOCK CORNER, Sole Agent for London.

RICHELIEU & ONTARIO NAV. CO.

E. de La Hooke, G. T. R. Ticket Office.
W. Fulton, C. P. R. Ticket Office.

Hamilton, Toronto & Montreal Line.

Steamers leave Hamilton 1 p.m., Toronto 7 p.m., Tuesdays, Thursday and Saturdays, for Bay of Quinte points, Thousand Islands, Brockville, Prescott, Montreal and intermediate ports.

Toronto and Montreal Line.

Steamers leave Toronto 4 p.m. daily, except Sunday, for Rochester, Thousand Islands, Rapids to Montreal, Quebec and Saguenay River.

H. FOSTER CHAFFEE, Western Passenger Agent, Toronto.

GRAND TRUNK RAILWAY SYSTEM

DOMINION INDUSTRIAL EXHIBITION — TORONTO — Aug. 27th to Sept 12th.

$3.40

London to Toronto and return, good going Aug. 29 to Sept. 11 inclusive.

$2.55

good going Sept. 1, 3, 5, 8 and 10; all tickets valid to return on or before Sept. 15.

Fast and convenient service for side trip from Toronto to Muskoka Lakes, Lake of Bays or Georgian Bay.

Labor Day, MONDAY, SEPT. 7th, 1903

Single Fare for Round Trip,

Good going Sept. 5, 6 and 7, valid for return until Sept. 8, between all stations in Canada on Grand Trunk Railway, also to and from Detroit and Port Huron, Mich., Suspension Bridge and Buffalo, N. Y.

For tickets and all information call on E. DE LA HOOKE, C. P. and T. A., city ticket office, or C. E. HORNING, depot ticket office.

Storm in Indiana.

Indianapolis, Aug. 26. — A severe storm visited Central Indiana last night. Crops were seriously damaged throughout the central portion of the state and in the vicinity of Kokomo, Tipton and Indianapolis a number of buildings were destroyed. Two men were killed by lightning near Millersville.