Command of the Waterways is the Key of the Situation.

A hundred years ago the Hudson's Bay Company selected Fort George as the strategic point for their trade with the interior of this 256,000,000 acre empire. The same reasons which influenced their decision are today operating to make it the second, if not the first, city of British Columbia.

Fort George is located at the geographical centre of British Columbia. It is the hub, where the great river systems radiate. The water systems are the only railway routes, for British Columbia is a land of mountains, plateau and river valley, and the railways must follow the rivers to have feasible grades. The Fort George Tribune of April 2nd, discussed the situation as follows:

Unequalled System of Waterways Centre at Fort George

A new country to be attractive to settlers must have two qualifications —land suitable for agricultural purposes and transportation facilities. Both these facilities are to be found here. It is out of the question to transport farm produce long distances by wagon, even were not the making of wagon roads expensive. But when a country is provided with natural transportation routes, the improvement of which would be inexpensive, that country has an advantage, and it is the advantage Central British Columbia has, with its millions of acres of farming lands. No interior part of the Pacific coast is so advantageously situated. Central British Columbia has more miles of navigable waterways than Washington, Oregon and California. The Columbia and Williamette gave the farmers of the Williamette valley a means of landing their produce at markets that were profitable. In California, the Sacramento and San Joaquin Rivers were the only means the pioneers of that state had for transporting goods to the mining camps in the interior of the state. Yet the total mileage of all these rivers, that played so important a part in the settlement of the great states, is not as great as the navigable mileage of rivers and lakes that find their centre at Fort George. Take the Fraser for instance, a river with less volume than the Columbia, but greater in length. Emptying into the Gulf of Georgia, a short distance below New Westminster, it is navigable for steamboats to Yale, a distance of 100 miles. From Yale north to Lillooet it is not navigable because of rapids. But from Lillooet to Tete Juane Cache, a distances of over 600 miles, it is no more difficult of navigation than were the Columbia and the Snake from Portland, Oregon, to Lewiston, Idaho, for nearly 30 years. There would be short portages, over which freight could be hauled by rail or by wagon, but from Soda Creek, 165 miles south of Fort George, to Goat River Rapids, 204 miles east of Fort George, a steamboat was run this fall without difficulty, and Captain Bonser claimed he could have gone through to Tete Juane Cache, which is 111 miles east of Goat River Rapids, had he started a week earlier. His boat (the Nechaco) was drawing over 20 inches. This year Captain Bonser will demonstrate the feasibility of navigating this stretch.

The Nechaco and Stuart Rivers may be taken together, as the latter joins the former at a point 57 miles west of Fort George. There are rapids in both rivers, but both have been navigated this year by the Nechaco and in former years by a steamboat built when Omenica district was attracting attention, and is today beached on Stuart Lake. From a point 17 miles above where it joins the Nechaco, Stuart River for 70 miles is a fine steamboat stream; it is deep, has little current, and there are no obstructions Stuart Lake, from which the river flows, is one of the finest lakes in the province. The Nechaco is difficult of navigation, because of rapids and rocks. These two rivers and the lakes from which they flow make close on to 300 miles of waterways on which steamboats have been run, west and northwest of Fort George.

The Transportation

of the products and of the supplies of this Inland Empire thus centres at Fort George.

Seven railways, building and projected, are coming into Fort George. Three steamboat lines are now operating, and additional boats are being rushed to completion.

The landseekers of a continent are thronging to develop the vast rich empire of Central British Columbia, and Fort George is becoming a city at a bound.

We are joint owners and general sales agents for Fort George Townsite.

Ask us for free maps, plans and official data. You must act quickly or you will be too late.

Natural Resources Security Co., Ltd.
WINCH BUILDING
VANCOUVER, B. C.

DR. ROSS SPEAKS OF TRUE LOYALTY

Canada Is Getting Too Old to Continue To Be "Spoon-fed."

CONVOCATION LAST NIGHT

Degrees and Medals Were Presented at the Western University—A Brilliant Function.

Last night's convocation at the Western University was the most successful in the history of the university. In point of numbers present, it far surpassed any similar occasion although necessarily somewhat lacking in the usual gayeties, as Chancellor Meredith explained, on account of the death of the King and one of the governors.

The degrees were conferred in the convocation assembly hall, where over three hundred gathered to witness the graduates receive their degrees.

Chancellor Meredith presided, and bestowed the insignia of honor upon the eight candidates, as they knelt before him, and were presented in the time-honored custom by the registrar, Dr. Tamblyn.

The annual valedictory was read by Mr. Elliott Ballantyne, referring to the pleasant associations at the university, and paying high tribute to the untiring efforts of the staff.

Presentation of Degrees.

The presentation of the degrees followed. The eight students upon whom the B. A. degree was conferred were: Miss Myrtle Lewis, V. D. Rowell, Miss Laura Woolverton, Miss Jean Thompson, Miss Myrtle Reynolds, N. L. Ward, E. M. Ballantyne, and Clarence Elliot, in absentia. Each of the young lady graduates received a bouquet, while Miss Reynolds, the gold medalist, was showered with flowers.

This medal has not yet arrived, the supply having run out. Dr. James presented Miss Reynolds with a document entitling her to the medal upon its arrival. This year's gold medalist achieved a most remarkable record, which has been but seldom attained in the annals of the college.

A new medal for honor mathematics in the second year was presented by Mr. U. A. Buchner. Two-thirds of the marks are required, Mr. Calvin Legg winning the honor with a very creditable standing.

Prof. Patterson made a short speech in connection with the presentation of this medal, referring to the importance of mathematics in the university curriculum.

Dr. Ross's Address.

Rev. Dr. Ross delivered the address of the evening, taking as his subject, "The Function of the Scholar in Society." Dr. Ross introduced a patriotic strain into his address, which was very acceptable, and showed him to have the brightest hopes for Canada's future.

"It is claimed by many," said Dr. Ross, "that there is great danger in too much loyalty and enthusiasm for the Canadian flag. They claim that it is the forerunner of independence and disloyalty to Britain.

"But there can be more loyalty in independence than in constant subjection to the mother country. When a man comes to 40 years of age it is no longer necessary for him to remain in his father's house without the power of leaving of his own volition. He should no longer be 'spoon-fed,' but should stand upon his own legs."

Lack Patriotism.

Dr. Ross did not advocate the vaunted spread-eagleism and patriotism which goes beyond all bounds, so prevalent across the lines, but thought that many Canadians lacked somewhat in true patriotism to the Canadian flag and Canadian institutions.

"It is my ideal," he continued, "to make the university free up to the arts course. The university should be within the reach of all."

Dr. Ross' concluding words were: "Be loyal to this university; there is great room for it. This is a fine position, and with its graduates advancing its interests with tongue and pen, its future is assured."

Associated with Chancellor Meredith on the platform were: President James, Dr. K. P. Neville, Bishop Williams, Rev. Dr. Ross, Rev. Dr. Sage, Prof. Patterson, Prof. Jeakins, Dr. D. A. Maxwell Rev. W. H. Snelgrove (of Windsor), and Dr. W. F. Tamblyn.

A Reception.

Following the convocation a reception was given by the Alumnae Association of the university. The decorations consisted of flowers arranged in the bay-windows and on the mantels and chandeliers. The tables and walls were decorated with the college colors, purple and black, with the alumnae's color, orange, added.

The officers of the Alumnae Association are: Mrs. Adam Beck, honorary president; Miss Jean Dearness, president; Mrs. R. M. Graham, first vice-president; Mrs. (Dr.) Tamblyn, second vice-president; committee, Mrs. (Senator) Coffey, Mrs. Talbot Macbeth, Mrs. (Dr.) Moorhouse, Mrs. George Robinson, Mrs. C. R. Somerville, Mrs. James Kerrigan and Miss Helen Gibbons.

The patronesses were: Mrs. M. C. James, Mrs. (Principal) Waller, Mrs. (Dr.) Eccles and Mrs. J. H. A. Beattie.

The decorating committee was composed of Misses Eva Macpherson, Florence Mitchell, Myrtle Reynolds, Mabel Reynolds, Claris Sage, Ila Heaman, Agnes Vrooman, Robena Clarke, and the resident students.

The Alumnae Association is indebted to Sheriff Cameron and Mount St. Joseph for lilacs, and to the following for donations: Howden Hardware Company, Hobbs Hardware Company, Purdom Hardware Company, Cowan Hardware Company, Robinson-Little & Co., McMahen & Granger, the Imperial Bank, city council, Huron and Erie Loan Company, and the county council donated black and purple drapings.

John D. Rockefeller would go broke if he should spend his entire income trying to prepare a better medicine than Chamberlain's Colic, Cholera, and Diarrhoea Remedy for diarrhoea, dysentery or bowel complaints. It is simply impossible, and so says everyone that has used it. Sold by all dealers.

Summer Tourist Rates to the Pacific Coast.

Via Chicago and North Western Railway.

Special low rate, round trip tickets on sale from all points in Canada to Los Angeles, San Francisco, Portland and numerous other Pacific coast points during June and July. Excellent train service. For full particulars address B. H. Bennett, general agent, 46 Yonge street, Toronto, Ont. 911

CERTIFIED MILK SUPPLY FOR LONDON

Board of Health Appointed a Committee to Look Into the Matter.

A QUESTION OF MONEY

City Bacteriologist Is Favored, But There Are No Funds To Pay Him and Look After Expenses of His Office.

A committee consisting of Dr. E. R. Williams, Dr. Stevenson, Harry Clarke, and John Graham, was named by the board of health last night to confer with the Milk Association of the city and work out a plan for bringing certified milk to London.

A committee of medical men from the association were present, and laid their scheme before the board of health.

Dr. H. A McCallum was the first speaker, and he made a strong plea for a wholesome milk supply. He pointed out that from 1,500 to 2,000 children die annually from preventible diseases in Toronto. Last year 42 children died in London from preventible diseases more particularly cholera infantum. For this death rate, there must have been 400 cases in the city. A large number of these diseases were undoubtedly due to a bad milk supply.

City Bacteriologist.

"We should have a city bacteriologist," said Dr. McCallum. "Such a man is necessary, and we should have him. That is the first requisite for certified milk. He would take samples of milk and analyze them. He would have plenty to do for a time, and later he could be utilized in making analyses of water, meat and the like.

"Pasteurizing the milk is not satisfactory. It is changing an aquarium into a cemetery, that is all. Certified milk means that the bacteria count will be reduced from two or three million bacteria in sixteen drops to 400 or less.

"In England there were 700 analysts, while in Ontario there was but one man who devoted himself entirely to public health work."

Impurities in Milk.

Dr. Arnott gave a very startling account of the impurities in milk, and insisted that a certified milk supply in Toronto had resulted in untold good. He declared that 30 per cent of the cattle in the country were tubercular, and consequently this disease was communicated to human beings in many cases. He outlined the operation of law regarding certified milk supplies. Its first requisite was healthy cattle.

Then the barns and stables must be hygienic, and the milk properly attended to. Dr. Arnott thought that a beginning could be made on $1,000 for equipment, with a salary of $500 per annum for the bacteriologist to commence with

Dr. McCallum's Promise.

"There are four dairies ready to come in," said Dr. McCallum. "The result will be beneficial from every standpoint. All dairymen will keep their milk supply more pure, and will improve conditions generally."

Dr. Tillmann showed that a large part of the infection of typhoid fever, tuberculosis, diarrhetic diseases of children, and scarlet fever came from the milk supply.

Dr. Stevenson pointed out that the board of health was in hearty sympathy with the objects of the milk commission. The difficulties presenting themselves was that the board had no power and no money.

"We are certain that the milk supply will be greatly bettered by the reforms you advocate," said Dr. Stevenson. "However, the municipal act must be amended to give us power to deal with this question. We need more power. Incidentally we have no money. This has come up too late to furnish funds this year."

Mayor Beattie declared that a lack of money was apparent. However, a beginning had been made, and in all probability something would be done next year.

Committee Named.

Dr. Williams supported the attitude of the physicians present, and moved that a committee be named to confer with the commission as to the best methods of dealing with the question. Mayor Beattie seconded the motion, and it carried. Chairman Graham appointed Dr. Williams, Dr. Stevenson and Harry Clarke on the committee. The chairman was added by vote of the board.

Dr. Hutchinson and Dr. Tamlin spoke on the benefits to be derived from a certified milk supply, and gave a report of their recent visit to Toronto in connection with the matter.

Those present at the meeting were Drs. Bateson, McCallum, Tillmann, D. H. Arnott, Meek, Beal, Stevenson, E. R. Williams, John Graham chairman, J. H. McMechan, Harry Clarke, R. A. Carrothers, and Mayor Beattie.

KING MANUEL'S PERIL

Portugal's Young Monarch in Imminent Danger of Assassination.

Madrid, May 28. — Secret warnings have been sent to the Government officials at Lisbon that an attempt on the life of King Manuel is likely to be made upon his return from London. The Spanish police in tracing the details of the widespread anarchistic plot for a campaign of terror, find not only King Manuel and King Alfonso marked for death, but members of their governments as well. It is believed that the conspiracy extends no farther than the Iberian Peninsula, but secret officials of other governments are co-operating in the work of ferreting out the conspiracy. It is reported that several have been secretly arrested here, and there are even hints that the conspiracy extends to army circles.

General Uprising.

The scheme embraces a general uprising on the Iberian Peninsula, without regard of national boundaries, according to the facts already learned.

Only England's position as a political refuge prevented attempts on Alfonso and Manuel in London during the obsequies over King Edward.

It was on advices sent from here, however, that the Paris police, upon the arrival of Manuel there yesterday, took extraordinary precautions to guard the Portuguese monarch.

While no specific statement has yet been made as to the connection of Taisczelli, the victim of Monday's bomb outrage here, with the plot, it is considered certain that he was one of the important figures in what is regarded as the most systematic plan arranged by the anarchists in years.

Knowledge of the imminence of an outbreak is said to have been responsible for the fear displayed by King Manuel while in London.

PATERSON'S Cambridge Wafers

A toothsome new biscuit made from cream of wheat. Neatly packed in tins—always fresh and crisp. Just the thing for dessert, afternoon teas, social functions, etc. We've made the flavor so delicious that we know you'll want more. Sold by all good grocers.
Made by Paterson of Brantford 20

STREET CARS CRASH MANY HURT IN PANIC

A Telescope Accident Follows Failure of Brake to Work in Detroit.

Detroit, May 28—Panic-stricken passengers on two Fourteenth line cars fought and scrambled their way out, when one car crashed headon into the other at Grand River avenue and Bagg street, about 2 o'clock yesterday afternoon.

Five persons were injured and several others were slightly bruised. The airbrakes on car No, 1318 apparently refused to work, as it bowled along Bagg street towards Grand River avenue. At the corner car No. 373 was standing, taking on two women passengers.

Tried to Pull Them Apart.

With a crash that practically telescoped both cars, the uncontrollable vehicle collided with the rear end of No. 373. Instantly the passengers fought for exit. When the last one was out, the bleeding form of Joseph Spannard, 817 Eighteenth street, was found, pinned between the two cars.

Three score men and women driven to desperation by the sight of the injured man held fast in the wreckage, pushed, pulled and tugged furiously at the car in the rear. Finally another Fourteenth car buckled to No. 1819, and dragged it backwards.

Spannard's limp body fell to the ground. He was lifted into Creedon's ambulance, and removed to Harper Hospital. He will recover.

BUSINESS WITH CANADA GROWING

Exports From U. S. Greater Than That of Any Other Country for the Fiscal Year.

Washington, D. C., May 28—Exports from the United States to Canada show a larger growth in the current fiscal year than those to any other of the important countries of the world. For the ten months ending with April, for which the bureau of statistics has just prepared a detailed record of the commercial movements, the exports to Canada amount to $174,500,000, against $129,000,000 in the corresponding months of last year and for the month of April alone, $22,000,000, against $15,000,000 in April of last year.

The increase in exports for the ten months in question is thus $45,000,000, while the total increase in exports to all parts of the world during the same period is but $55,000,000, the figures in each case relating to exports of domestic merchandise. To France the export figures show for the period in question an increase of $9,000,000, to Germany $11,000,000, to Argentina $5,500,000, to Mexico $6,500,000, to Australia $2,000,000, and to Canada, as above indicated, $45,000,000.

Manufactured Articles Lead.

This increase in exports to Canada occurs largely in manufactures. Coal shows an increase of about $2,000,000; cotton about $2,000,000; wheat about $1,500,000; horses about $500,000, and furs and fur skins about $500,000; but aside from these the bulk of the increase occurs in manufactured articles. Agricultural implements show an increase from $1,500,000 to $2,500,000; automobiles from $1,000,000 to $3,000,000; cotton manufactures from $1,500,000 to $2,250,000, and lumber from $2,500,000 to nearly $4,000,000. During the same period scientific instruments increased $1,000,000; wire over $500,000; builders' hardware $500,000, and books, maps and engravings about $500,000, while many other manufactures show smaller increases, although in many cases the percentage of gain is large. Meats show but slight increase and in some cases a decline in quantity. Mineral oils show in most cases a decline, although lubricating and heavy paraffin oils show a slight increase.

CARTER CASE DISMISSED

Actress and Son Believed To Have Become Legally Estranged.

Chicago, May 28.—The suit of Leslie Dudley Carter, the will of whose father, the late Leslie Carter, deprived him of participation in the estate while he lived with his mother, Mrs. Leslie Carter, the actress, was dismissed in the circuit court today.

The estate is valued at $75,000. Young Carter was not represented in court, dismissal of the suit being requested by Attorney J. J. Loesch, representing the estate.

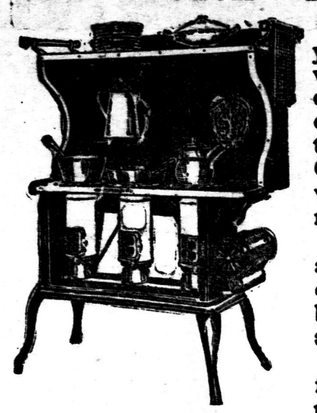
It is believed that a compromise has been reached whereby an estrangement sufficient to satisfy legal requirements will allow the son to receive a portion of the estate.

THE QUEEN'S

Toronto, the Queen City of Canada, has much of the beautiful. It is found in the many handsome churches, artistic public buildings, imposing offices, public drives, parks and gardens. Its Government buildings are fine. Of hotels there are many; none, however, approaching the Queen's for perfect service, quiet comfort, and homelike surroundings, and the peculiar excellence of its cuisine. Its fame is far-reaching, and many remember with pleasure the hours spent within its hospitable walls. The charges are based on the American and European plan, and are as follows:

Rooms without bath (American Plan), $3 per day up; rooms with bath (American Plan), $3 50 per day up; rooms (European Plan), $1 50 per day up.

Cool Kitchen—Perfect Cooking



The housewife with years of experience—the woman who knows how to cook—finds, after practical tests and hard trials, the New Perfection Oil Cook-Stove is her idea of what a good cook-stove really ought to be.

She finds it requires less attention, costs less to operate, and cooks all food better than any other stove she has ever tried.

She finds the New Perfection oven bakes and roasts perfectly. The

New Perfection WICK BLUE FLAME Oil Cook-stove

has a Cabinet Top with a shelf for keeping plates and food hot. There are drop shelves for coffee pot or saucepans, and nickeled towel racks. It has long turquoise-blue enamel chimneys. The nickel finish, with the bright blue of the chimneys, makes the stove ornamental and attractive. Made with 1, 2 and 3 burners; the 2 and 3-burner stoves can be had with or without Cabinet.

CAUTIONARY NOTE: Be sure you get this stove—see that the name-plate reads "NEW PERFECTION." Every dealer everywhere; if not at yours, write for Descriptive Circular to the nearest agency of the

The Queen City Oil Company, Limited, Toronto.

NEW PERFECTION OIL COOK STOVES Are Sold By J. A. BROWNLEE, 385-387 TALBOT ST.

$25.00 REWARD

We will pay the above reward for the best Catch Phrase or Rhyme to be used in advertising

"WONDER-SHINE"

For Cleaning Silver and Gold, Without Rubbing.
Competition closes June 30. Send your answer, name and address to

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Board of Trade Building, Toronto.

P. S.—You can get a Package of "Wonder-Shine" for 25c from your dealer, or direct from us, if you want to know more about it. 79g-t

Queen Quality SHOE
Always Original

"Queen Quality" designs are never ordinary or ridiculous. They appeal to discriminating tastes and economical pocketbooks. Big variety.

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"The Good Shoe Store"
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Fast Turbine Steamers

The "Victorian" and "Virginian" are fitted with Turbine Engines, Triple Screws and Long Distance Marconi Telegraph. The appointments are luxurious and include Lounge, Cafe, Ladies' Boudoir, Library, etc. Vibration reduced to a minimum. Full information as to rates, sailings, etc., on application to F. B. Clarke, W. Fulton, R. E. Ruse, local agents, London, Ont. THE ALLAN LINE, 77 Yonge street, Toronto.

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RED STAR LINE.
New York—Dover—Antwerp.
WHITE STAR LINE.
N. Y.—Queenstown—Holyhead—Liverpool.
N. Y.—Plymouth—Cherbourg—S'hampton.
Boston—Queenstown—Liverpool.
New York and Boston—Mediterranean.
WHITE STAR—DOMINION LINE.
Montreal—Quebec—Liverpool.
H. DE LA HOOKE, W. FULTON, F. B. CLARKE OR R. RUSE, AGENTS.

THE FUN OF IT.

Mrs. Smith—Of course, you play bridge whist only for fun?

Mrs. Swift—Of course. But it isn't any fun unless you are playing for money.

THE
ATLANTIC ROYALS

The new twin ships of the Canadian Northern Steamships, Limited—

ROYAL EDWARD AND ROYAL GEORGE

Are the fastest and best equipped steamers in the Canadian-European service between Montreal, Quebec, and Bristol. Next sailing from Montreal, Royal Edward, May 26. For rates, reservations, etc., apply local ticket agent, or H. C. Bourlier, General Agent, Toronto. ywt

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WEEKLY SAILINGS.

R.M.S. Laurentic, 14,892 tons, triple screw.
R.M.S. Megantic, 14,878 tons, twin screw.

Largest and most modern steamers on the St. Lawrence route. Latest production of the ship builders' art; passenger elevator serving four decks. Every detail of comfort and luxury of present-day travel will be found on these steamers, including orchestra. They proved very attractive last St. Lawrence season, owing to their superb accommodation for first, second and third-class passengers.

Moderate Rate Service—R.M.S. Canada, R.M.S. Dominion, one-class cabin steamers (called second class). On these steamers passengers receive the best the steamer affords at a very moderate rate; they are very largly patronized by those making a trip to the Old Country, who wish to secure comfort at a moderate expenditure.

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Third Class rates to and from London and Liverpool, $30 via "Empress," and $28.75 via "Lake" steamers.

To book, or for further information, apply to any railway or steamship agent, or to I. E. Suckling, south-east corner King and Yonge streets, Toronto.

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HOURLY SERVICE TO PORT STANLEY EVERY DAY. South-bound cars leave London and St. Thomas on the even hour. North-bound cars leave Port Stanley on the even hour, and St. Thomas 40 minutes after the hour.

TRAVELERS' GUIDE

GRAND TRUNK RAILWAY.

SARNIA TUNNEL TO SUSPENSION BRIDGE AND TORONTO.

Arrive from the east—*3:45 a.m. 10.50 a.m., *11:12 a.m., *11:28 a.m., 6:30 p.m., *8:00 p.m., 10:10 p.m.

Arrive from the west—*12:00 am., *3:35 a.m., *11:30 a.m., 1:10 p.m., *4:10 p.m., 6:25 p.m.

Depart for the east—*12:14 a.m., *3:45 a.m., 7:30 a.m., 9:00 a.m., *11:40 a.m., 2:05 p.m., *4:25 p.m., *6:53 p.m.

Depart for the west—*3:55 a.m., 7:40 a.m., *11:15 a.m., *11:43 a.m., 1:40 p.m., 5:18 p.m.

LONDON AND WINDSOR.

Arrive—10:25 a.m., *4:00 p.m., 6:50 p.m., 11:05 p.m.

Depart—6:35 a.m., *11:35 a.m., 2:05 p.m., *8:10 p.m.

STRATFORD BRANCH.

Arrive—*6:25 a.m, 11:15 a.m., 1:33 p.m., 6:45 p.m., 11:25 p.m.

Depart—6:00 a.m., 10:20 a.m., 2:45 p.m., 4:55 p.m.

LONDON, HURON AND BRUCE

Arrive—10:00 a.m., 6:10 p.m.

Depart—8:30 a.m., 4:50 p.m.

Trains market * run daily. Those not marked daily, except Sunday.

CANADIAN PACIFIC RAILWAY.

Arrive from the east—*11:25 a.m., †6:30 p.m., ‡7:02 p.m., *10:52 p.m.

Arrive from the west—4:45 a.m., †12:30 p.m., *5:35 p.m.

Depart for the east—*4:55 a.m., †7:45 a.m., ‡12:45 p.m., *5:42 p.m.

Depart for the west—*11:33 a.m., †7:10 p.m., *11:00 p.m.

*Daily. †Daily, except Sunday.

MICHIGAN CENTRAL RAILWAY.

Arrive—8:55 a.m., 11:10 a.m., 5:10 p.m., 9:35 p.m.

Depart—7:20 a.m., 2:20 p.m., 5:35 p.m., 10:25 p.m.

PERE MARQUETTE RAILWAY.

Depart—5:05 a.m., †7:10 a.m., 9:40 a.m., 2:30 p.m., ‡3:40 p.m., *7:15 p.m.

Arrive—8:45 a.m., ‡12:20 p.m., 1:50 p.m., 4:40 p.m., ‡9:20 p.m.

*To St. Thomas only. †To Walkerville Trains not starred to and from Port Stanley. ‡From Walkerville.

UPPER LAKE SERVICE
LEAVE LONDON 7:45 A. M.

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MONDAY S.S. ATHABASCA
TUESDAY S.S. KEEWATIN
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For Soo, Port Arthur, Fort William, direct connection for Winnipeg, Western Canada, Pacific Coast.

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May 31, June 14 and 28. Cheap return tickets to Winnipeg and Northwest points. Write or call for pamphlet, giving full information.

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WABASH

From June 1 to Sept. 30 the Wabash will have on sale daily Round Trip Summer Tourist Tickets at a very low rate, to California, Oregon, Washington, British Columbia and other Pacific Coast points. Tickets good to return until Oct. 31, with stop-over privileges.

Special 90-day tickets at a much lower rate will be sold on different dates.

Tickets should read over the Wabash, the short and true route to all Pacific Coast points.

For full particulars see your nearest Wabash agent, or address J. A. RICHARDSON, district passenger agent, No 63 Yonge street, Toronto, and St. Thomas, Ont.

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Round Trip Summer Tourist Tickets at Low Rates. June 1 to Sept. 30, to

Portland and Astoria, Ore., Seattle, Tacoma, Everett and Bellingham, Wash., Victoria, Vancouver and New Westminster, B.C., San Francisco, Los Angeles and San Diego, Cal. Return limit, Oct. 31, 1910.

Homeseekers' Excursions to Western Canada

Via Chicago, May 31 and June 14. Via Sarnia and Northern Navigation company—steamer leaves Sarnia 3.30 p.m., May 30 and June 15.

Secure tickets and full information from E. DE LA HOOKE, city agent; E. RUSE, depot agent.

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