

JOHN CATTO & SON

Specialty Invites Tourists and Travelers and Visitors from the United States—Particularly

To have a look through their far-famed LINEN DAMASK DEPARTMENT, in which will be found the purest and finest goods of the kind made in all the world, at prices well below the rates charged in other and foreign countries.

High-Class Linen Damask Table Cloths and Table Napkins Hand-Embroidered Linen Quilts Pillow Shams and Sheets Fine Hemstitched Huck and Diaper Towels Embroidered Linen 5 o'clock Tea Tray Cloths, Centres and Doyles.

Hand-Made, Lace-Trimmed Centres and Tray Cloths "Tartan" and "Rueda" lace edged linen, sideboard scarves, tea cloths, etc.

Embroidered Linen Lawn and Lace-Shaped Gowns. Real Duchess and Point Lace. Collars, Corsettes, etc., and by the yard in various widths.

Silk Hosiery Pure Linen Handkerchiefs (A new stock just in.) Hemmed, Hemstitched and Lace Trimmed. In the most abundant varieties ever exhibited.

JOHN CATTO & SON

Established—Opposite Postoffice, TORONTO.

NO MORE ALLAN LINERS. At Least Not for Present—A Rumor Denied.

Montreal, July 2.—(Special.)—Of course the Canadian Pacific removes its Empire steamships from the St. Lawrence to the Pacific service and replaces them by speedier vessels, which will naturally meet the competition by building larger and faster vessels than the Virginian and the other ships at present moment we have no intention of laying down any additional steamships built in Great Britain for our Atlantic service.

Such was the tenor of the remark made to-day by Hugh A. Allan of the Allan Line, who has just returned from Montreal from England. Mr. Allan added that not until he reached Quebec yesterday was he aware that a report was in circulation that the Allan Line was to build two new sailing vessels of a speedier type than the two turbines now being built, and making such a name for themselves on the St. Lawrence route.

The report is entirely without foundation, he said. My trip to Montreal was not a business one in any particular. Berle-Takera Buried Alive. Simla, India, July 1.—Buried alive is still a recognized form of execution in Afghanistan. Although the army boasts the civilization of the country under British influence, he has just ordered this barbarous punishment to be carried out after his departure.

Only Double Track New York Route. Fast service, leaving Toronto at 7.00 a.m. daily, connecting at F. Falls with Black Diamond Express via 5.00 p.m. for New York. Leaving at 5.00 p.m. with express to Buffalo and through Pullman to New York. Leaving at 6.10 p.m. with car for Buffalo, connecting with Pullman to Toronto and making reservations at Grand Trunk City Ticket Office, northwest corner King and Yonge-streets.

To Lake Umbagog and Georgian Bay. Two of the most delightful summer resorts in Highlands of Ontario. Excursions leaving Toronto at 11.30 a.m. for direct connection with the steamer for all lake ports and runs through to Parry Sound, with vestibule coaches, cafe parlor and parlor cars.

MADE FROM NATIVE ROOTS.

SAFE AND RELIABLE. That the roots of many native plants, growing wild in our American forests, possess remarkable properties for the cure of human maladies is well known to the untutored Indian but he learned the curative value of some of these and used them for the cure of his ailments. The Indian never liked war so he wanted his squaw to get well as soon as possible that for that was his great remedy for febrile ailments, especially for women. He put up for sale through druggists for women's peculiar ailments, contain large quantities of spirituous humors, which are very harmful to the system. The "Favorite Prescription" is a permanent cure for a reasonable length of time. The "Favorite Prescription" is a harmless agent, being prepared from native roots, without a drop of alcohol in its make up, whereas all other medicines, put up for sale through druggists, are composed of opium, morphine, and other deleterious drugs, especially for women who sit at the typewriter or sewing machine, or bear heavy household burdens, and for nursing mothers. The "Favorite Prescription" will give a priceless benefit, because of its health-restoring and strength-giving power.

For constipation, the true, scientific cure is Dr. Pierce's Pleasant Pellets. Mild, harmless, yet sure.

ominous Silence Over Awful Salisbury Calamity

Graphic Description of the Steamship Express Which Crushed Out Lives of Twenty-Three Passengers—High Speed Undoubtedly Cause of Disaster.

Salisbury, Eng., July 2.—The scene of yesterday's disaster to the American Line special from Plymouth, having on board the passengers who were handed there from the steamer New York presents little evidence to-day of the horror wrought by the wreck of the express train, all the wreckage having been cleared away. The engineer-in-charge of the railroad company are still seeking an explanation for the immediate cause of the derailment, but thus far have been unable to do so, or are not ready to admit to what the catastrophe is attributed.

The inquest was opened this afternoon in the banquet chamber of the city hall. Representatives of the American Line, the South-Western Railway, the Amalgamated Society of Railway Servants, the Association of Engineers and Firemen were present. An American consul at Southampton, Albert W. Swalm, is looking after the interests of the Americans.

Immediately after the jury had been sworn they proceeded to the railroad station to view the bodies. Reporters were not allowed to accompany them. When the jury returned the coroner announced that only evidence regarding the identification of the bodies would be taken at the inquest, the next day then be adjourned for a fortnight. He expressed deep sympathy with the victims and their surviving relatives.

The mayor and representatives of the railroad, the American Line and the trades unions made similar sympathetic statements, and they all promised every assistance in facilitating the enquiry into the cause of the accident. No further deaths have been recorded, but Robert S. Mitchell of Chicago and Miss L. S. Griswold of Heath, near Epsom, passed a bad night. Miss Margaret Kusk of Norfolk-street, Park Lane, London, whose limbs have been amputated, and E. Sentell of Brooklyn are in a dangerous condition.

The bodies of the dead are still in the waiting-room of the railroad station. Where no relatives are available, the identification of the dead will be made by the doctor and pursuer of the New York. The bodies of the American victims are being embalmed for conveyance home.

Graphic Description. In reviewing yesterday's events, it is recalled that while all went well until the train reached Salisbury, some passengers at various points remarked on the very high rate of speed, one or two expressing some alarm, and those taking the train expressed some apprehension in avoiding spilling the contents of their plates and cups.

A short distance out of Salisbury beyond the curve of the road, which some times has been described as the most dangerous in the world, and which certainly possesses elements of danger. No only does the engine and boiler, but the station on a curve, but where it crosses Fisherton-street, the line takes a sharp curve, and the train is carried headway to the dipping roadway below. It was practically at this point that the engine jumped the rails and brought about a disaster.

At the scene of the catastrophe there are five lines of rails, two main lines, two others are devoted to local traffic, and the fifth is a siding. Of these five lines only two were occupied at the time of the accident. A milk train loaded with empty cans was leisurely entering the station in the opposite direction to the express, while at the entrance of the siding there is a solitary locomotive ready to furnish any service the milk train might require.

A Startling Sight. In the meantime the express, which was due to run thru with a simple guard on the right side of her, came pounding along, swaying heavily owing to the enormous speed. The inspector on the station platform, watch in hand, followed her course with his eyes.

He was horrified to see the train leave the rails, jump to the vacant line of the milk train. A crash like the roar of artillery awakened many inhabitants of Salisbury, a mile away. Within some 20 seconds the whole train became a chaotic mass of wreckage, the ponderous engine having smashed the guard and the milk train to atoms and killed a guard. Instantly all the carriages broke from their couplings.

The engine hurtled against the edge of the stone parapet which bounds the bridge over the roadway. Fortunately it struck the parapet almost end on, and so probably was saved from carrying away the parapet and projecting the train into the street below. However, the iron work of the parapet, ever, the iron work of the parapet, and portion of it was detached and fell with a crash to the pavement beneath.

Passengers Halted 30 Feet. The impact with the bridge was startling in its results. While the under parts of the railway carriage remained on the track, the roof of the carriage projected over the bridge and the street below was strewn with glass and splinters of wood. The engine twisted out of all shape, and a broken carriage 30 feet to the embankment and either killed and mangled by the fall or by the mass of wreckage that.

The locomotive and tender, rebounding from the parapet, now hurled themselves against the station platform, and the engine, which became a shapeless wreck, its boiler exploding and so severely scalding both the driver and the fireman that the latter has since died.

A Ghastly Pile. The express engine finally turned turtle, broken back. Carriage was piled on carriage and express by giant hands, the engine tilted towards the station platform with the wreckage of one carriage on its top, and the engine and tender of the express almost locked into the stationary engine, everything being smashed and splintered with the exception of the guard van of the express, which, owing to the presence of mind of the guard who quickly applied the brakes, was not overturned.

The directions to engine drivers over this portion of the line is not to exceed a speed of 30 miles an hour, but it is alleged calculations based on the times at which different signal boxes were passed show that this speed was exceeded. Unfortunately both the engine driver and the stoker are dead, and therefore was difficult to obtain reliable evidence as to the speed the train was running when the accident occurred.

GLSEY HOUSE

29th St. & Broadway, N.Y. City. In the Heart of the Shopping and Theatre Districts. Ten minutes from all depots.

PER DAY, ACCORDING TO LOCATION: Single Room, Parlor, Bed Room and Bath, Special Rates to Families. American and European Plans.

Combination Breakfast, 50c. Luncheon, 40c. Dinner, 6 to 8.30, 75c. H. S. DUNCAN, Prop. 245 Gilsey House, 29th and Broadway.

SUMMER RESORTS.

FIERN COTTAGE. Lake Couchiching, beautifully situated. 100 guests; indoor swimming, fishing and bathing facilities; steamboat; motor launch; tennis court; illustrated prospectus on application. 10c per week. W. W. McEwan, Manager, Orillia, Ont., 246

PINELANDS. Lake Joseph, Muskoka, a popular family resort; sandy beach, boating and fishing, excellent fishing, daily mail, postoffice in the house; conveniences; excellent table, bowling, quoits and croquet. \$5 to \$8 a week. J. W. JONES, Prop. and Manager.

KING'S PARK HOUSE

Lake Rosseau, Muskoka. TERMS MODERATE. SPECIAL RATES TO FAMILIES. GOOD TABLE. AMUSEMENTS, CHAS. KING.

Georgian Bay Hotels

The Belvidere and the Sans Souci. Most popular on the Bay. Don't delay in getting rates.

JAMES K. PAISLEY, Parry Sound, Ont.

HOTEL BRANT

Burlington. Opens June 28th, under the Proprietorship of G. H. JOSEPH, of the famous Hotel Springs, Va. Picnic Pavilion at Beach now open. Cottages to let. 246

MERCHANTS FIRE INSURANCE COMPANY

Half-Yearly Dividend. Notice is hereby given that a dividend of three per cent. on the paid-up capital stock of this company has been declared for the current half-year, ending on the 30th day of June, 1906, at the rate of six per cent. per annum, and that the same will be payable on and after the 20th day of July, 1906, to the holders of the shares.

JOHN H. C. DURHAM, General Manager, Toronto, July 2nd, 1906.

TO GROW SILK IN WEST.

Japanese Government Said to Have Made a Decision. Winnipeg, July 2.—Silk culture in Canada is being fostered by the Japanese government, and the result of his labors will be a great increase in the price of silk goods.

THEY ALL FAILED.

Many have tried to devise a corn cure equal to Putnam's, but after fifty years nothing has come upon the market so readily and painlessly cures corns and warts. Don't experiment, use the best, and that's Putnam's.

\$40,000 for a University.

Five gentlemen have promised to contribute \$40,000 towards the foundation of a university at Bristol.

Mr. Henry Overton Willis of Kelston, near Bristol, a member of the well-known tobacco firm, Lord Winterstoke, and Mr. Joseph Storr Fry will give £10,000 each, and Sir Frederick Willis and Mr. Francis J. Fry, £5,000 each.

The train was regarded as having been light for high speed, but it is notorious that trains always sway and shake going at any speed over the curve. Much criticism is likely to be evoked by the fact that latterly there has been a rapid speed competition between the London, South-Western and Great Western lines, which are rivals for the traffic between London and Plymouth. Usually the latter curve steam is shut off and the brakes applied.

No such serious accident has occurred since 1899, when the New Haven boat train and the Brighton express collided at Wivelsfield, killing six passengers.

Strict Investigation Demanded. The London morning papers this morning editorially, deeply sympathize with the relatives of the victims of the Salisbury railway disaster, especially deploring the fact that such a terrible disaster should have overtaken visitors.

The newspapers demand the strictest investigation into the causes of the

INLAND NAVIGATION.

NIAGARA RIVER LINE

Buffalo, Niagara Falls, New York

STEAMER TIMETABLE. In effect June 11th, daily (except Sunday) by Toronto, foot Yonge-street, 7.30, 9.11 a.m., 2.35, 5.15 p.m. Arr. Toronto, foot Yonge-street, 10.30 a.m., 1.15, 3.45, 8.30, 10 p.m.

5 Trips Daily. MODJESKA AND MACASSA. Burlington Beach and Hamilton. Leave Toronto 7.30 and 11 a.m., 2.05, 5.15, Hamilton at 7.45 and 10.45 a.m., 2.05, 5.15 and 8.15 p.m.

STR. "TURBINA". Toronto-Hamilton Fast Water Route. Leave Toronto 7.10 a.m., 8.00 p.m., 6.35 p.m. Leave Hamilton 9.40 a.m., 4.15 p.m., 8.45 p.m.

Single fare 75c; return, 1.25. For further information apply to F. WEBSTER, Cor. King and Yonge Sts., or to W. F. COYNE, City Wharf, Toronto. Phone Main 1468.

DOMINION LINE STEAMSHIPS

Sailing every Saturday. Montreal to Liverpool in Summer. Portland to Liverpool in Winter.

Popular Moderate Rate Service. S.S. "CANADA," First Class, \$75.00. S.S. "DOMINION," First Class, \$70.00.

To Europe in Comfort. \$42.50 and \$48.00 to Liverpool. \$24.00 and \$27.00 to London.

On steamers carrying only one class of cabin passengers (second class), so when it is desired to accommodate some first class passengers, apply to local agent.

C. A. PIPON, Passenger Agent, 2 King St. East, Toronto.

PACIFIC MAIL STEAMSHIP CO.

Occidental and Oriental Steamship Co. and Toyo Kisen Kaisha Co. Hawaii, Japan, China, Philippines, Islands, Straits Settlements, India and Australia.

SAILINGS FROM SAN FRANCISCO. For rates of passage and full particulars apply to local agent.

Ramburg-American.

Plain Screw Passenger Service. PLYMOUTH—OBERBORG—HAMBURG. America, July 5, Deutchland, July 26, etc.

For special freight and excursion rates, apply to Local Agent, 60 Yonge Street.

THE NORTHERN NAVIGATION CO.

FOR GEORGIAN BAY, 800 MACKINAC ISLAND AND PETOSKEY THROUGH THE 30,000 ISLANDS.

Steamers leave Collingwood, Mondays, Tuesdays, Thursdays and Saturdays, at 1.30 p.m.; Oves Sound 11 p.m. (Monday, Thursday and Saturday sailings via Parry Sound, Hyng Inlet and the Penech); Monday steamer only goes to Saint Ste. Marie, Penetang and Parry Sound Route.

For 800, Fort Arthur, Fort Williams and Duluth. Steamers sail from Sarnia 5.30 p.m., Monday, Wednesday and Friday; at 1.30 p.m., Tuesday, Thursday and Saturday; at 7 a.m., south-bound.

Next Home-seekers' Excursion to Northwest July 4th. ATTRACTIVE TOURIST RATES. Tickets and information from all Railway Agents.

H. C. HAMMOND, H. H. GILDEREY, Presidents. C. A. MACDONALD, C. H. NICHOLSON, Managers. Collingwood, Ont.

EXECUTORS' NOTICE TO CREDITORS.

Notice is hereby given pursuant to the Revised Statutes of Ontario, 1897, Chapter 129, Section 88, and amending acts, that all creditors and other persons having claims against the estate of the said Elizabeth Dunn, who died at the Old Parker Home, Toronto, on or about the 19th day of June, A.D. 1906, are required to send by post, prepaid, or to deliver to Messrs. De Vries, Jones, Ross & Ardagh, solicitors for the executor of the said estate, at their office, in the City of Toronto, on or before Saturday, the 11th day of August, A.D. 1906, their names and addresses, and a full statement and particulars of their claims, and the nature of the securities, if any, held by them, duly certified and proven.

And further take notice that after the said 11th day of August, A.D. 1906, the executor will proceed to distribute the assets of the deceased among the parties entitled thereto, having regard only to the claims which have been so certified and proven, and that the said executor will not be liable for the assets so distributed, or any part thereof, to any person or persons whose claims notice shall not have been received at the time of such distribution.

D. H. HOKIN, Solicitor for Executors, Messrs. BOSS & ARDAGH, Solicitors for the Executors, Rooms 312-313, Temple Building, Toronto. Dated 3rd July, 1906.

As a Man Sows. New York, July 2.—Henry Alfred Short, wealthy clubman and man of letters, son of former professor of languages in Columbia University and brother of Edward Lyman Short, the poet, was arrested yesterday morning on the complaint of two girls, 14 years old. He is declared by the police to be one of the many rich bo-

PASSENGER TRAFFIC.

AMERICAN LINE.

Plymouth-Oberboug—Southampton. Philadelphia July 7. New York, July 28. St. Paul, July 14. St. Louis, Aug. 4. Philadelphia-Queenstown—Liverpool. Philadelphia, July 21. Merion, July 25. Westernland, July 21. Noordland, Aug. 4.

ATLANTIC TRANSPORT LINE. Montreal-Liverpool—Short Sea. Montreal, July 14. Southampton, July 28. Dominion, July 14. Canada, July 28.

LEYLAND LINE. Cestrian, July. Canada, July 25. Bohemian, July 18. Cestrian, Aug. 8. RED STAR LINE. N.Y.—Dover—Antwerp—London—Paris—Bremen—London—New York. Romanic, July 7. Vaderland, July 28. Zealand, July 14. Finland, Aug. 4.

WHITE STAR LINE. New York-Queenstown-Liverpool. Baltic, July 4. Oceanic, July 18. Majestic, July 11. Teutonic, July 27. Celtic, July 13. Cedric, July 27.

Boston-Queenstown-Liverpool. Atlantic, July 5. Cymric, July 19. Republic, July 12. Arabie, Aug. 2.

TO MEDITERRANEAN VIA THE. From New York. Cretic-Aug. 4, 10 a.m.; Sept. 23. From London. Cretic-Aug. 11, 11 a.m.; Sept. 15. Canopic-Aug. 11, 3.30 p.m.; Oct. 6, Nov. 17.

Full particulars on application to CHARLES A. PIPON, Passenger Agent, 2 King St. East, Toronto.

QUEBEC STEAMSHIP CO., LIMITED.

RIVER AND GULF OF ST. LAWRENCE. Summer Cruises in Cool Latitudes. The well and favorably known Campania, 1700 tons, lighted by electricity, and with all modern comforts, sails from Montreal as follows: Monday, June 26th, 10th and 24th September; for Pictou, N.S., sailing at Quebec, Gaspe, Matane, P.E.I., and Charlottetown, P.E.I.

BERMUDA. Summer cruises, etc., by the new twin-screw steamer BERMOUDA, 3500 tons. Sailings from New York fortnightly, from 6th June to 21st November. Temperature, cooled by sea breezes, seldom rises above 80 degrees.

For full particulars apply to A. F. Webster, corner King and Yonge-streets, Toronto; Arthur Abern, Secretary, Quebec.

FOR THE WINTER GO TO BERMUDA.

From unknown malaria impossible. From this steamer BERMOUDA, 3500 tons. Sailing every ten days. FOR WINTER CRUISES GO TO WEST INDIES.

30 days' trip. About 20 days in tropics. St. Thomas, St. Croix, St. Kitts, Antigua, Grenadines, Barbados, Martinique, St. Lucia, Barbados and Demerara.

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ANCHOR LINE GLASGOW AND LONDONDIRECT.

Sailing from New York every Saturday. "CALLEDONIA" and "COLUMBIA." Average passage, 7 1/2 days. And Favorite Steamships. "ABDOLAH" and "PUNJAB." For rates of mail, second cabin or third class passage, Book of Tours and further particulars apply to HENDRICKSON, 5500 tons. Sailing every ten days.

ATLANTIC STEAMSHIPS OF THE CANADIAN PACIFIC RY.

ROYAL MAIL SERVICE—FINEST AND FASTEST—"EMPRESS" FROM MONTREAL AND QUEBEC TO LIVERPOOL.

"Lake Champlain".....June 26, Aug. 4, Sept. 19. "Lake Erie".....July 14, Aug. 29, Sept. 13. "Empress Ireland".....July 12, Aug. 27, Sept. 10. "Empress Britain".....July 26, Aug. 31, Sept. 15. Cabin 50c; second cabin 35c; third class 25c. Apply at 400-402 St. James St., Montreal, or at 100-102 St. James St., Toronto.

FROM MONTREAL TO LONDON DIRECT. Lake Michigan.....June 25, 2d class only, \$16.50. Montreal.....July 8, 2d class only, \$16.50. Apply for complete sailings.

E. J. SHARP, Western Passenger Agent, 80 Yonge St., Toronto. Phone Main 2939.

A TRIP TO MEXICO AND RETURN FOR LESS THAN \$3 PER DAY.

We offer the above trip by any of our vessels leaving Montreal for Cuba and Mexico, commencing with the steamer "DAROMEY" about July 20th, and each month thereafter from 25 to 30 days. Think of it: a trip lasting from 25 to 40 days, in which time you visit Nassau, Cuba and Mexico, for less than \$3 per day. For this amount you are provided with first class passage, meals, etc., and when you arrive at Vera Cruz we also provide for you the fare to Mexico City and return to Vera Cruz free.

Write for our illustrated booklet, entitled "Tour to the Bahamas, Cuba and Mexico," which gives full information.

SOUTH AFRICAN SERVICE.

The S.S. "MELVILLE" sailing about 20th of June for Cape Town, Port Elizabeth, East London and Durban, with a limited amount of accommodation for passengers. First-class. For particulars of rates of passage, for both Mexico and South Africa, apply to E. J. SHARP, 80 Yonge St., Toronto.

Mr. Carnegie's donation. Andrew Carnegie was, on the occasion of the freedom of the city, the recipient of the freedom of the city, which he presented to the city. This is the sixth honor of the kind conferred on Mr. Carnegie within a week.

CANADIAN PACIFIC

Single Fare PLUS 25c FOR INDEPENDENCE DAY

TO MANY STATES BORDER POINTS. Tickets good to go Tuesday and Wednesday, July 3 and 4, returning until and on Thursday, July 5.

BUFFALO, N.Y. \$3.40. NIAGARA FALLS, N.Y. 2.85. DETROIT.....6.65

Further rates and information at C.P.R. City Offices, corner King and Yonge Streets.

GRAND TRUNK RAILWAY SYSTEM

To Georgian Bay Resorts. GOING DAILY. Penetang.....\$4.75. Collingwood.....4.75. Gaspe.....7.25. Miramichi.....7.25. PARRY SOUND.....8.25. French River.....13.75. Point Aux Barils.....11.00

For tickets and full information call at City Ticket Office, northwest corner King and Yonge Streets.

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