OCEANS MADE

The Great Sahara Desert May Some Day Be an Inland Sea Again-

Engineering Feats That Would Alter the Surface Aspect of the Globe -No Great Obstacles.

[From the London Mail.] Few people realize how completely of late years the surface aspect of this weazened old globe of ours has been

altered and improved. The world of today, in fact, differs from the world of our ancestors, much as a society lady, in all the glory of fold and frill and furbelow, differs from her savage sister running wild in pestilential woods. As art has transformed the one, so has it the

Only the "Mme. Rachael" who has made the earth, if not exactly "beautiful forever," at least a pleasant and healthful place wherein to dwell, is no charlatan with a dray load of cosmetics and a glib tongue, but a civil en-gineer, owning nothing more harmless than a few mysterious looking instruments and a measuring tape.

And the marvel of all this is—that

what has been done is but an infinitesimal fraction of that which may, and doubtless will, be done. Who can doubt, for instance, that the great Sa-Desert-that mole upon world's face will one day be but a memory? It was an inland sea once. It would not be a very difficult matter to convert it into one again.

A canal sixty miles long, connecting with the Atlantic the vast depression which runs close up to the coast near-ly midway between the twentieth and thirtieth parallels of latitude, would do the business beautifully. The wa-ter would not, of course, cover the entire surface of the desert. Here and there are portions lying above the sea level. These would become the islands of the new Sahara Ocean.

What would be the results that would ensue upon the stupendous transformation? Some would be good and some bad. Among the latter may be mentioned the probable destruction the vineyards of southern Europe, which depend for their existence upon the warm, dry winds from the great

African desert. As some compensation for this, however, the mercantile marines of the na-tions affected would be enabled to gain immediate and easy access vast regions now given over to barbar-ism, and a series of more or less flourishing seaport towns would spring up all along the southern borders of Morocco and Algeria, where the western watershed of the Nile sinks into the desert, and on the northern frontier

of the Congo Free State. In a similar manner the greater portion of the central Australian desert, covering an area of fully a million square miles might be flooded. The Island continent would then be reconverted into a gigantic atoll, and would resemble, roughly, an oval dish, of which the depressed central portion would be covered with water and only the "rim" inhabited. In this connection it may be interesting to note that a company has actually been formed for submerging the Yuma Desert in two white men in the hospital, all the southern California. If the plan as at others being negroes, Hindus and present proposed is carried out a tract of absolutely uninhabitable territory, comprising nearly 13,000 square miles, and the greater portion of which lies between 500 and 1,000 feet below sea

level, will be submerged. A few Englishmen-known as "Little Englanders"-still blame the government for insisting upon the reconquest of the Sudan. "A useless acquisition,"

say they. Perhaps! But capable judges believe that it would have been little less than suicidal to have allowed these regions to have fallen into the hands of France, for the simple reason that her engin-eers, by diverting the course of the Nile at Abu Hamed of Berber—no very difficult task—could at any time turn all upper Egypt into a desert.

It has even been suggested that it might be possible—by turning its waters into one of the many lateral ravines which run at right angles to the present course of the river—to find a new outlet for it into the Red Sea, and to thereby transform, in process of time, that sheet of water into a great

fresh water lake.
To accomplish this it would, of course, be necessary to build a giant dam across the southern "neck," near Perim, and to regulate, or rather stop altogether, the inward flow of the Mediterranean through the Suez Canal-a big, task, but one not entirely impossible of accomplishment.

The above are examples of big schemes. There are many others that be mentioned, including, of course, the Panama and Nicaraguan Canals, and the French "war canal" between the mouths of the Loire and the Rhone, which, when completed, will enable their ironclads to dodge round behind Gibraltar when passing from the Atlantic to the Mediterranean, or vice versa. But it is the comparatively little en-

A BRAVE WOMAN. Now a Drunken Husband Was Made a

Sober Man by a Determined Wife. A PATHETIC LETTER.

She writes:-"I had for a long time been

thinking of trying the Samaria Prescrip-tion treatment on my husband for his frinking habits, but I was afraid he would discover that I was giving him medicine, and the thought unnerved me. I hesitated for nearly a week, but one day when he came home very much intoxicated and his week's salary nearly all spent, I threw off all fear and determined to make an effort to save our home from the ruin I saw coming, at all hazards. I sent for your Samaria Prescription and put it in his coffee as directed next morning and watched and prayed for the result. At noon I gave him more and also at supp He never suspected a thing, and I th boldly kept right on giving it regularly I had discovered scheething that set ever nerve in my body tingling with hope an ss. and I could see a bright future spread out before me—a peaceful, happy aome, a share in the good things of life, a sttentive, loving husband, comforts, and everything else dear to a woman's heart. for my husband had told me that whisker was vile stuff and he was taking a disli to it. It was only too true, for before had given him the full course he had stop ped drinking altogether, but I kept givin the medicine till it was gone, and then sen for another lot to have on hand if he should relapse, as he had done from his promises before. He never has, and I am writing you this letter to tell you how thankful I am. I honestly believe it will cure the

pamphlet in plain, sealed envelope sent free, giving testimonials and full in-formation, with directions how to take or administer Samaria Prescription. Correspondence considered sacredly confidential Address The Samaria Remedy Co. Jordan street, Toronto, Ont

gineering feats which have slowly but surely altered in the past and will alter in the future the face of the earth. Even so small a matter, for instance, as the proposed seawall at Southend will certainly deepen the estuary of the Thames, and may conceivably do away with the Goodwin sands.

A scheme was recently mooted to cut a ship canal through the center of Ireland, beginning at Dublin and fin-ishing at Galway. It would be no very difficult feat to accomplish, for most of the country through which it would

pass is flat and boggy. But just consider the result. Ireland would no longer be an island, but two, and many of the best of Moore's melodies would have to be rewritten. To allude to "Erin's green isle" would be a palpable misnomer. Even this, however would be better than to have our our own "silver Thames" transformed into a hugh ditch, with "ocean greyhounds" and "tramp" cargo steamers belching smoke through Cliveden woods or over Cookham village.

Yet such an eventuality is by no means impossible, for it has already been bruited to construct a ship canal from Bristol to London by way of the Severn and the Thames.

WHERE BIGGEST ROSES BLOOM

On the Island of Trinidad Where the Sisters of Charity Live.

One of the most interesting and wonderfully conducted institutions in the world is the great leper hospital of the Island of Trinidad, where lepers from all the Windward Islands come for treatment. I went to this institution in company with the surgeongeneral of the colony, and it is mainly from him these facts are derived. He had studied leprosy in India and in half a dozen English colonies.

The hospital consists of some half dozen detached one-story stuccoed buildings, set in the form of a square about several acres of grass-covered, tree-shaded lawn. One building is reserved entirely for the sisters of charity, who form the nursing corps of the hospital, and this is backed by a garden which they work themselves and which is famous for its roses and blossoming vines.

The roses, more especially, are noted for their size, perfume and loveliness even in the tropics, where splendid orchids grow. The flowers are as big as peonies, and either pure white or blush color, and the bushes bloom so profusely and continuously that it is necessary now and then to take them, roots and all, out of the ground to prevent complete exhaustion of their

This garden and their musical instruments are their refuge and relax-ation, for the sights they daily witness are so distressing, so wearing to the nerves, that the superior frequently requires them to abandon their work for a few days and give themselves up to music and gardening until they recover their tone. Every few years they are sent away to some other duty for several months for the same reason. Many of the nurses have been more than ten years at work in the hospital, and there has never been the slightest sign of contagion in one of them. They observe the usual exquisite cleanliness demanded by their religious vows, and the superior takes care that their physical condition is carefully watched, but no other precautions are observed and they do not

seclude themselves from the world. At the time of my visit there were but two white men in the hospital, all the Chinese. The women's pavilion was far more full, one patient being a victim to that horrible, grotesque form of the complaint known as elephantiasis, which made her like some nightmare, or delusion of fever, yet she seemed perfectly cheerful and happy, and talked quite gayiy to the sister, who was apparently a great favorite in

all the wards. Some leper children were in the same ward; most of them as yet so slightly affected that a casual observer would not see evidences of the disease till pointed out, but they were languid, solemn little creatures, as if the shade of their dreaded inheritance had alblotted out all the sunshine from their morning. The women who were least affected helped with the washing for all the wards, and this occupation seemed an eagerly sought pleasure, the worst of the disease being the long years of helpless inactivi-

ty it entails. A half-breed Hindu in one of the wards whose disease had disfigured him less than most, had evolved in his long leisure a most ingenious tower some five feet high, built of old cigar boxes, hulf-used pencils, cast-off bits of wire, nails, etc., a thousand odds and ends, including a broken clock case, some of which he had begged from visitors, more of which he rescued from the refuse tins. This contained some thirty little rooms and a winding stair, and was inhabited by a pet gray rat, who, at a signal from his master, would mount the stairs and visit every room, ringing a bell in one, turning a wheel in another, pulling a string which loosened a shower of water in a third, and displaying all the triumphs of ten years' patience and skill, to the infinite pride and delight of his afflicted owner. Most of the patients had no such re-

source, and sat in brooding indifference and silence, the hopeless prisoners of depair. The most terrible sight of all was the ward of the dying. Here, all was the ward of the dying. Here, after years of slow disintegration, were brought the wrecks of time; their bodies the "fifthy rags" of flesh once new and fair and clean. Faces here were indistinguishable blurs; features were rayed away as if by the bodies were razed away as if by fire, bodies bent and distorted, bones gnawed away. Their misfortunes were so overwhelming that there seemed no place for ordinary sorrow.

THE INDUSTRIAL RECOVERY OF

ITALY. There is no country in the world which, by reason of its mountainous slopes, its needs, its absolute lack of coal and its scarcity of other fuels, can be expected to profit more than Italy by the development of electric power stations for the utilization of the immense potential energy of its rivers and streams. If Italy had early attempted to substitute power derived from her own waterfalls for that imperfectly and expensively supplied by foreign coals, her present manufacturing and commercial inferiority would be so humiliating. Possessing, as she does, valuable deposits of iron ore and copper, yet nearly all of this is exported, while the manufactured articles are imported, some of them from the very countries which purchase the raw material from Italy. If, thereelectro-metallurgical processes be substituted for the older electro-metallurgical could methods, the current required could be developed from the numerous water powers. At present the metallic imports of Italy come from America, Sweden and England, but with a home article in the market, produced by Italian labor, the double freight charges on exported raw material and re-imported products would form a natural protective tariff for the home product.-Enrico Bignami, in The Engineering Magazine for August.

BRITAIN AND HER CHILDREN

W. H. Fitchett's Brilliant Letter on British Imperialism.

Why the Colonies Are Mere Imperialistic Than the Mother Country-The Colonial View of England.

W. H. Fitchett, of Sydney, N. S. W., in the second of his brilliant letters to the London Spectator, strikes a strong Imperialistic note. His letter is as follows:

To the Editor of the Spectator: Sir,—An Australian visitor to England, mixing freely with men of all shades of opinion, soon finds that he has undergone a curious change of political climate. He is parted by some subtle difference he can hardly define or analyze from even those with whom on most public topics, he is in sympathy. He becomes conscious that his political perspective, somehow, is unlike those about him; his sense of political values is different. He sees the political landscape from another point of view. It may be worth while to look at the politics of the empire, for a mo-

ment, through colonial eyes.

The typical colonial is certainly not a "jingo" in any foolish sense of that question-begging epithet. He is too much occupied with the rough work of a new land to have either energy or imagination to waste on idle military adventures. But the colonial is an imperialist of the most thorough type. The "Little Englander," with his frost-bitten imagination, his fatal want of perspective, his mistrust of the national destiny, is to the colonial an unlovely and unintelligible human oddity. The colonial, in a word, finds that he thinks more proudly of England, and dreams more nobly for her, than does even the average Englishman. What explains that strain of warmer-blooded imperialism in the colonial mind?

Is it because the colonist is a more imaginative and romantic creature, less roughly chastened by experience, and less familiar with the hard facts of the world, than the average Englishman? No one will say so. The typical colonist, on the whole, is a rougher fibred and more practical man than the average Englishman. The chief explanation of the difference of political mood between the two men lies in the fact that the colonist sees the empire, more or less, from the outside; the Englishman sees it chiefly from the inside. So the colonist, better even than the Englishman himself, can measure the part England plays in the great affairs of the world, and assess the political ideals of which she is the representative amongst the nations.

THE HOUSE OF COMMONS is to the empire what its engine-room to a great liner. It is the center of its energy. The force that drives the ship is generated there. But the engine-room, after all, is not the place from which to get the best conception of the course the ship is steering, or the port it is likely to make. The stokers and firemen discharge a very useful, if distressful, office; they live in an atmosphere of great heat, are surrounded by much smoke, and are always in a state of active physical exertion. And of the whole ship's comny the stokers and firemen are about the last to be visited by any glimpse of the stately aspect the great ship, which they are driving on its steadfast course across the sea, wears to onlookers. Much of the political life of England suggests the heat and energy -to say nothing of the smoke-of the engine-room. It is most necessary and useful, but it has its disabilities and limitations. It is an affair of stokers, with the horizon of an engine-room. Would that all English politicians had a vision of the great ship of state, and of the destiny to which it is pressing, as seen from the outside.

What contribution does England make to the world's life? What ideals does she represent? For what causes does she stand in

THE ARENA OF HISTORY?

Let her be judged by her relation to inferior races. She holds in trust, for example—to take a concrete case-some three millions of brown-skinned Cingalese. What is her office to these? She does not fill her pockets at their cost., She does not wring tribute from them. She exacts no unpaid toil. Amongst that picturesque; chattering, quick-witted, but shallow-natured race, she has the of-fice of a schoolmaster; of a nurse. She is the patient drudge and teacher of civilization. The Englishman as he stands in such a community is a prosaic figure, quite unconscious of any heroic office. He is content, like the ancient Roman, to make roads, and enforce order, and clear the jungle. But he stands for higher ideals than the Roman knew. He is the representative of justice; he organizes pity; he makes patient war on ignorance; he is the guardian and warden of freedom. He slowly creates for the races he governs new moral ideas; he lifts them up to new moral levels. It is true the Englishman does not announce to the world, or even admit to himself, that he is seeking any such ends in a community like Ceylon. He goes to plant coffee and make a fortune. But he takes all these ideals with him. enforce them as a part of his daily work.

What would happen if the Englishman and all he represents were suddenly withdrawn from a community like Ceylon? The jungle would re-emerge. Order would vanish. A whole race would instantly relapse into a savagery in which man's life and woman's honor would be at the caprice of some native chief. Would the men of any other nation do the work better than Englishmen? Has the Belgian done it better in Africa, or the French in Tonquin, or the Dutch in Java? The continentals delight to paint the Englishman abroad as the most grasping of human beings, the universal appropriator, a mere bit of selfishness on two legs. And with that odd joy in self-depreciation in which English pride not seldom disguises itself, the Englishman repeats and accepts this misdescription of himself. But let the plain facts be looked in the face. Eng-

DOES NOT PICK THE POCKETS of her dependencies to fill her own. She impose no taxes; she suffers them, rather, at the hands of her own colonies. In continental politics a depend-ency is always a mere sponge to be squeezed. But in the policy of England towards her colonies and dependencies today we have an example of magnanimous unselfishness as cannot be paralleled in history. Now the accident of his geography enables the colonist to see the contribution which, in spite of many blunders, England makes to the world's order and peace and happiness. And so he is kindled to a pride in his race and empire the home-born Englishman does not always feel. Do Englishmen. again, quite realize

how necessary the empire is to the colonies? It is usually the other side of this problem which is considered. The empire needs colonies, and the farstretching commerce which goes with colonies. But the colonies need the shelter of the empire, and they listen with keen anxiety to catch the imperial note in British statesmanship. If it note in British statesmanship. If it grows faint, the outlook for the colonies darkens. Take the case of Australia I am sure, says a writer in the Pall

for example. Let your readers imagine a population a little less than that of London scattered over a continent almost equal to the whole of Europe. It is a continent of sunny skies, and soft airs, and clear landscapes; a land of only half-known mineral wealth, of wool, and wine, and wheat, and fruit, and of innumerable flocks and herds. It will grow anything. It offers such a field for the growth of a new nation as the world nowhere else possesses. There is space for nearly three Italies in New South Wales. More than three countries like Austria could be packed into West Australia, three Spains into Queensland, and more than three Frances into South Australia. And this whole continent is held in fee by a handful of the English-speaking race.
We could not hold it for a day but for

THE SHELTER OF THE BRITISH FLAG! Th "Little Englanders" are fond of prophesying that if England were at war the colonies, out of prudent regard for their own safety, would "cut the painter," and so disentangle them-selves from the dispute. So far, however, the colonies persist in showing an almost absurdly eager anxiety to share in whatever war may be going on anywhere in the empire. But the colonies are not so bankrupt of sense as not to know that, if they ceased to be a part of the empire, their national existence would be instantly exposed to perils new, near and most menacing. They would have to buy a doubtful safety at the cost of creating fleets and raising armies of their own. So we have the keenest interest in the imperial side of British politics. We are directly concerned that the fleets of England should be strong and her statesmen resolute. A "Little Englander" regime would in a single generation

COST ENGLAND HER COLONIES. That circumstance would be for England a misfortune; for the colonies it would be a tragedy!

The colonist is, for many reasons, less interested in history, and perhaps less influenced by it, than the average Englishman. For one thing, he has no history of his own as yet; he is busy making it. He is himself making a new nation, so his imagination runs forward with keen and questioning vision. It has no temptation to run backward. In this way the colonist is more impressed by the future of the empire than the history-burdened Englishman. And invariably the colonist cherishes a proud, expectant, delighted faith in the English empire of tomorrow. The hap-piest political incident of this generation is, perhaps, the new friendship into which the relations betwixt England and the United States have suddenly crystallized. There is no formal treaty betwixt these two branches of the English-speaking race; there needs to be no treaty; but their friendship is a root of exhaustless strength to both powers. It makes secure certain great political causes to which both are

Yet the POLITICS OF THE UNITED STATES are a quicksand. Moods of national feeling change there quickly, and change often for what seem absurdly inadequate reasons. But England has in her colonies of today half a dozen potential Americas! Some who read these lines will live to see Australia with a population of twenty millions, the Cape with one of twenty millions. Canada, perhaps, with one of forty millions. Before the twentieth century, now at our finger-tips, is half spent the British empire will be a planetgirdling zone of great dominions, linked by ties of pride and affection and of material interest to the motherland. the island seat of the race. That will give to the empire more than the closest alliance with the United States could give it today. It will make triumphant all the great political ideals

for which the empire stands. The cynic may say that all this is but an idle dream. Yet the dream, if idle, is noble. It certainly fills the chambers of the colonist's brain. And if the dream has no other office, it at least serves to flush his politics with warmer tints of hope than he is always able to discover in the politics of his English friends. I am, sir, etc., W. H. FITCHETT.

TALE OF THE CAMP

"It's no use talking," said Jack Henderson, sitting down on the end of a log, "this baking bread in a frying pan not the thing." "What benefit can a fellow get out

who was packing his pipe, preparatory to an after-supper smoke. "You might as well eat wet clay," said Jack, in the greatest disgust. "Well, there's lots of clay," said his

chum, laughing.
"Stuff like that bread we had tonight. for instance. It wasn't bread, it was a crust with a lump of dough in the middle.

"You ate it, just the same," said his

chum. "What benefit can a fellow get out of his holidays subsisting on stuff like that?" continued Henderson. "Here we come out on this canoe trip miles away from civilization to build up and put on muscle. We want to go back town feeling brand new. This is the way we do it. Live on wet dough and fried fish (generally burnt), with boiled tea half the time to wash it down. It'll take three weeks of mother's cooking to build me up after we get through with this."

"I'll just bet you I'm over five pounds heavier since we started this trip," said his chum.
"You get more nourishment out of the grub than I do, then," said Hen-

'Good reason why.'

"Why?" "I take a Dodd's Dyspepsia Tablet after every meal." "What's that do?" "It digests the dough just as well as

if I was eating bread at twelve cents a loaf at home." "The deuce you say," said Hender-son; "you'd better divide up those Dodd's Dyspepsia Tablets before we go

a step farther." Dodd's Dyspepsia Tablets are for sale at all druggists at fifty cents a box, six boxes \$2 50; or will be sent, on receipt of price, by the Dodd's Medicine Co., Limited, Toronto.

HOPE.

Did it ever occur to you wnat a world word "hope?" Its very pronunciation makes every bosom bound and burn. It is music to the ear of the young, health to the sick, and life rejuvenated to the old. Poetry makes hope a formation, grief makes it a solace, and desolation makes it the brightest flower that adorns earthly creation, while even disappointment and delusion whisper darkness out of the sky of today into sunshine of tomorrow.—Dr. Armtage.

31. 1899.

Every passenger will be given a certificate which must be deposited with agent immediately on arrival at station where passenger finally leaves the train. On surrender of this certificate on or before November 15, return tickeds will be issued for \$18.

Special train leaves Toronto at 1:39 p.m., August 22 and 24, via North Bay. Through Colonist Sleepers will be given a certificate which must be deposited with agent immediately on arrival at station where passenger finally leaves the train. On surrender of this certificate on or before November 15, return tickeds will be issued for \$18.

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HOUSEKEEPER

The Queen's Kitchens and Their Management.

Mall Magazine, very many of my readers will be glad to hear that, notwithstanding the enormous amount of business with which she has to deal, the Queen is to a large extent her own housekeeper. The first thing every morning a paper of suggestions is placed before her, from which in her own hand she orders the menus of the day, both for herself and such of her grandchildren as may be with her. These menus are at once sent to the kitchens, gardens and other departments concerned, to obtain the viands required; and their contents duly entered, together with the quantities of matrials used, in the books which are kept in the royal kitchen. The Queen's chef receives a salary of £500 per annum, and has as satellites four master cooks, two yeomen of the kitchen, two assistant cooks, two roasting cooks, six apprentices and six kitchen maids, besides pantrymen and other lesser lights. In addition to the great kitchen at Windsor there are the greenroom for vegetables, and the confec-tionery and pastry kitchen. This last is a most important department, controlled by a confectioner with six assistants, and fitted in the most complete manner. All her majesty's favorite cakes, biscuits, pastry, etc., are made here and sent by special messengers several times a week to whichever of her residences the court may be staying at. All stores at Windsor are under proper supervision, no materials being served out without proper requi-sition signed by the head of the department concerned. Not a bag of dogbiscuits can even be ordered for the kennels unless on the proper printed form. In fact, the whole vast establishment is practically as methodically conducted as any great London business. This method, which was evolved by her majesty and the late Prince Consort, out of the chaos which descended from the days of George IV., entirely does away with waste, extravagance and the abominable perquisite system, and moreover enables her majesty to exercise that wise control over her finances which enables her to keep the grandest establishment on relatively the smallest royal income in Europe.

LIFE SAVED.-Mr. James Bryson Cameron writes: "I was confined to my bed with inflammation of the lungs and was given up by physicians. A neighbor advised me to try Dr. Thomas' Eclectric Oil, stating that his wife had used it for a throat trouble with the best results. Acting on this advice I procured the medicine, and less than half a bottle cured me; I certainly believe it saved my life. It was with reluctance that I consented to a trial, as I was reduced to such a state that I doubted the power of any remedy to do me good.

Twelve years ago one sailor out of every 106, on an average, lost his life by accident. Now the proportion has been reduced to one in 256.

Comfortable Shoes. This amount invested in FOOT ELM will make bad-fitting shoes comfortable. It allays all in-flammation, preserves the leather and stops sweating and chafing. 25c at drug stores or postage paid from D. A. Stott & Jury, Bowman-ville, Ont.

Railways and Navigation

CANADIAN RY. Harvesters Wanted

In Manitoba and Canadian Northwest. Farm laborers' excursions will be run from stations in Ontario, Toronto and west, AUG. 22; east of Toronto, AUG. 24, to Winnipeg, and all stations northwest, west and southwest to Moosejaw, Estevan, Binscarth, Dauphin, for \$10.

Every passenger will be given a certificate, which must be deposited with agent immediately on arrival at station where passenger finally leaves the train. Providing conditions of certificate are complied with, and on surrender of same properly filled out and signed and payment of \$18, the original holder will receive a ticket back to starting point. East-bound journey must be commenced on or before Nov. 22, 1889.

Choice of routes—All rail, via North Bay; or lake and rail, via Owen Sound.

lake and rail, via Owen Sound. Stop-over will be allowed at Winnipeg and points beyond, Special train leaves Toronto at 1:30 p.m. Aug. 22 and 24, via North Bay. Through colonist sleepers will be run Teronto to Winnipes.

Ask your rearest agent for pamphlet giving particulars. A. H. NOTMAN, A.G.P.A., Toronto. THOS. R. PARKER, City Passenger Agent, 61 Dundas street, corner of Richmond.

REDUCED FARES.

*S.S. MAJESTIC, Aug. 23..... Noon *S.S. FR TANNIC, Aug. 30..... Noon

S.S. TEUTONIC, Sept. 6......Noon S.S. GERMANIC, Sept. 13..... Noon S.S. CYMRIC, Sept. 19........5 p.m. *S.S. MAJESTIC, Sept. 20..... Noon *Excellent Second Cabin accommodation

on these steamers. Rates as low as by any first-class line Berths secured by wire if desired.

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

CRAND TRUNK RAILWAY Farm Laborers' Excursions

WINNIPEG winniped and other points in Manitoba and Assiniboia, MOOSEJAW STEVAN YORKTON COWAN

Good going from stations in Ontario, west of Toronto. August 22, 1899. East of Toronto, August 24, 1899. Stop-over allowed Winnipeg and west. But tickets must be used to destination by August

TWO LADIES TESTIFY.

Speak in the highest terms of Laxa-Liver Pills.

Everywhere the ladies are discarding the old-fashioned harsh laxatives and

cathartics for Laxa-Liver Pills. These little fellows are so easy to take, act so gently, without any griping, weakening or sickening, and are so adapted to the constitution of the most delicate, that they have in truth become the "ladies' favorite medicine."

Miss Alina Goquin, Cape Bald, N.B., says: "I had an attack of liver trouble and indigestion last spring and decided to buy Laxa-Liver Pills. They had a more lasting effect than any remedy I ever took, and I believe them to be the best medicine for liver trouble that is to be found." Miss Ellen Whalen, Niagara Falls, Ont.,

says: "I had dyspepsia for two years, and took various remedies, but none of them suited my case like Laxa-Liver Pills. They cured me promptly and effectually." Laxa-Liver Pills always cure biliousness, sick headache, dyspepsia, constipation, heartburn, water brash, catarrh of the

stomach, coated tongue, bad breath, sallow and muddy complexion, etc.

As an "after dinner" pill they are most valuable, removing that full or bloated feeling and preventing indigestion.

Railways and Navigation

MICHIGAN CENTRAL "The Niagara Falls Route."

CIVIC HOLIDAY

Single Fare Excursions.

To all local stations in Canada, Detroit, Mich. Suspension Bridge, Niagara Falls, Black Rock and Buffalo, N. Y.

Tickets will be good going on p.m. trains Aug. 19th and all trains 21st, limited to return not later them August 22nd.

later than August 22nd. For further information call at City Ticket Office 395 Richmond street, JOHN PAUL, City Passenger Agent. O. W. RUGGLES, General Passenger and Ticket Agent.

CANADIAN PACIFIC

CIVIC HOLIDAY.

Return \$1.50.

Tickets good going 11:25 a.m. train Aug. 21, tickets good to return up to and including 22nd.
A. H. Notman, A.G.P.A., Toronto. Thos. R. Parker, city passenger agent, Dundas street, corner of Richmond.

p+o+o+o

CIVIC HOLIDAY EXCURSION, Monday, August 21, to

Port Stanley.

Fare 30 cents, round trip from London.

Trains leave 10:25 a.m., 1, 2:30, 5:15 and 6:50

On and after Monday, June 19, 1899, the trains leaving Union Station, Toronto (via Grand Trunk Railway) at 9 a.m. and 9:30 p.m., make close con nection with Maritime Express and Local Express at Bonaventure Depot, Montreal, as follows:

The Maritime Express will leave Montreal daily except on Saturday, at 7:30 p.m., for Halifax, St. John, N. B., and points in the Maritime Provinces. It will run on Saturday to Levis only, stopping at St. Hyacinthe and other regists.

points.
The Maritime Express from Halifax, St. John and other points east, will arrive at Montreal daily, except Monday, at 5:39 p.m. The Monday train will be from Levis and in-The local express will leave Montreal daily, except Sunday, at 7:40 a.m., due to arrive at Riviere du Loup at 5:05 p.m., and Little Metis

The Local Express will leave Little Metis daily, except Saturday, at 4:25 p.m., and Levis daily, at 11:45 p.m., due to arrive at Montreal at 6:30 a.m.

Through sleeping and dining cars on the Maritime Express. Sleeping cars on Local Ex-

VESTIBULE TRAINS. The Intercolonial Railway gives the finest train service between Montreal and the magnificent tourist country in Eastern Quebee and the Maritime Provinces. In this route are included Quebec City, Riviere du Loup, Cacouna, Metis, the Metapedia, Restigouche and other great fishing rivers, the Baie de Chaleur. Prince Edward Island, Cape Breton, and many

Prince Edward Island, cape Breton other desirable places for a summer outing at a moderate cost. The vestibule trains are new and are equipped with every convenience for the comfort of the traveler. The elegant sleeping, dining and first-class cars make travel a luxury within the reach of all.

Tickets for sale at all offices of the Grand

Trunk system, at Union Station, Toronto, and at the office of the General Traveling Agent. William Robinson, General Traveling Agent. William Robinson, General Traveling Agent, 39 York street, Rossin House Blook, Toronto H. A. Price, District Passenger Agent, 134 t. James street, Montreal.

ALLAN LINE.

Royal Mail Steamships, For Liverpool, Calling at Moville, From Montreal
 Tainui
 Aug. 24, 9 a.m.

 Parisian
 Aug. 31, 9 a.m.

 Bavarian (new)
 Sept. 7, 9 a.m.

 Californian
 Sept. 11, 9 a.m.

 Tainui
 Sept. 12 a.m.
 Tainui Sept. 21, 9 a.m. From New York to Glasgow-Numidian,

From New York to Glasgow—Numidian, Sept. 2; Nebraska, Sept. 9.
RATES OF PASSAGE.
First cabin, \$50 and upwards. Second cabin \$35. Steerage, \$22 50 and \$22 50. New York to Glasgow. First cabin, \$47 50 and upwards. Second cabin, \$30. Steerage, \$23 50. Reduction on first and socond cabin return tickets.
London agents—E. De la Hooke, T. R. Parker, F. B. Clarke.