

AUCKLAND DINES THE U. S. TARS

Magnificent Reception Given the
Pacific Fleet by New Zealand
and's Capital.

Auckland, N. Z., Aug. 10.—The Government gave a banquet to Rear Admiral Sperry and the officers of the American battleship fleet now anchored in this harbor, at the drill hall to-night. There were 750 persons in attendance, and the affair was carried out on a magnificent scale. The Prime Minister of New Zealand, Sir Joseph George Ward, proposed a toast to King Edward and President Roosevelt, during the course of which he said: "Each is a born ruler, richly endowed with common sense and a great ardent lover of his country and people. Each is a peacemaker. The American navy is one of the greatest and most efficient forces in the world."

"We are proud of Admiral Sperry's visit, and no fleet save a British one is so welcome."

When Rear Admiral Sperry rose to reply to the Prime Minister's toast he received a tremendous ovation. He said he could safely say there was nothing nearer to the heart of President Roosevelt than the cordial welcome extended by New Zealanders to the fleet, and he was confident that it was also agreeable to the King. The illuminations in Auckland to-night were brilliant, the town and harbor being ablaze with lights. After the sun went down a fireworks display was held on shore in conjunction with the illuminations, and search-lights of the ships in the harbor.

A grand review of the New Zealand troops was held this afternoon.

JOINT ACTION AS TO BOUNDARY

United States and Canada to
Reserve Sixty Feet Each
Side of Line.

Ottawa, Aug. 10.—An order in council has been passed approving of the recommendation of the Minister of the Interior, the Canadian Government concur in the proposal made by the United States Government, for the reservation of a strip of land sixty feet wide on each side of the Canada-Alaska boundary not comprised in the water boundary. Along the 1,300 miles from the Straits of Georgia to the Lake of the Woods, except for a few points in British Columbia, there is already a reservation of 66 feet of land for the boundary. From the summit of the Rockies eastward the reservation is in the shape of a road allowance.

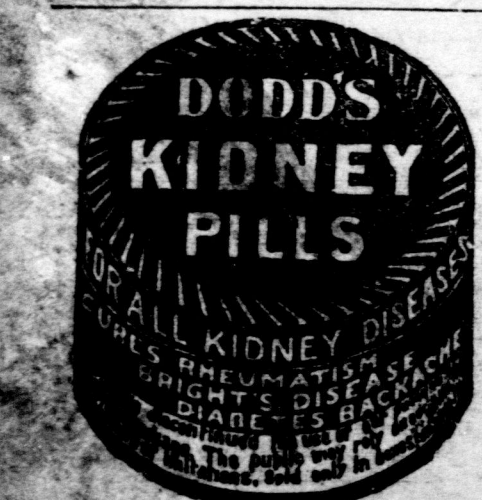
The British Columbia Government has reserved a similar strip of 66 feet for the 400 miles westward from the summit of the Rockies. It is now proposed to take joint international action to secure the permanence of these reservations.

The Minister of the Interior states that along the line from the St. Lawrence River to St. Croix the natural difficulty of enforcing the laws of the two countries along an extensive boundary line is enhanced by the fact that the property adjacent to the line on both sides has passed into private hands, and at many points there exist so-called "line-houses" which stand close to or upon the line, and which in many instances, as has been charged, have been used for smuggling or for the evasion of the law to a serious extent. While it may not be practical, by reason of the expense which it would involve, to apply the effective remedy of removing these houses altogether, it is a matter for consideration whether there are any steps which the two Governments could take to prevent the erection in future of further houses of this kind. The cabinet has concurred in the suggestion, and the British ambassador at Washington will lay the proposal before the United States Government.

MADE SIXTY ARRESTS.

Birmingham, Ala., Aug. 10.—More than sixty arrests have been made in connection with the shooting into a train of strikebreakers and soldiers near Boston yesterday in which three men were killed and 15 hurt. Many citizens of Birmingham are asking the governor to declare martial law in the mining district so that the strikers may be disarmed and so that leaders who are giving inflammatory advice may be deported or locked up. The men who were injured in the shooting are progressing nicely at St. Vincent's Hospital, except Robert Stinson, a laborer, who was wounded in the abdomen and probably will die.

The industry of flint-making still thrives in Brandon, England. The flints are sent to Africa and other countries where the guns of 100 years ago are still in active service.



BIG CELEBRATION IS PLANNED

Continued from Page One.

Fairbank, the secretary, have done yeoman service, and there is no doubt their efforts will be rewarded by a demonstration that will be a signal success.

The Decorations.

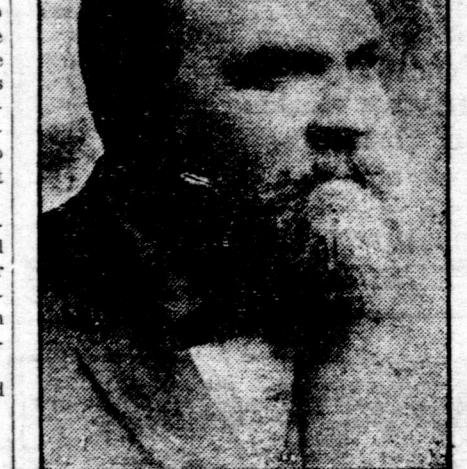
The town looks beautiful. The decorations are excellent, and reflect great credit on the committee. No expense has been spared, and the decorations bear eloquent testimony to this fact.

On Wednesday the reunion begins officially, and it is expected that a large number of the old boys will come home.

On this day there will be special trains from several points. London will send a large contingent, as well as eastern points, such as Toronto, Hamilton, and Ottawa.

Sarnia and the towns surrounding Petrolia will come in large numbers to join in the merry-making.

A very interesting sketch of Petrolia was made by Mr. J. H. Fairbank, ex-M.P., one of the real spirits behind the great development and prosperity of Petrolia. He was one of the days gone by, and the article in question is well worth repeating.



MR. CHARLES JENKINS,
President of the Petrolia Board of Trade.

lea has been prepared by Mr. J. H. Fairbank, ex-M.P., one of the real spirits behind the great development and prosperity of Petrolia. He was one of the days gone by, and the article in question is well worth repeating.

Petrolia's Early Days.

In the beginning, the township of Enniskillen contained 88,800 acres. By assessment roll of 1847 it had 296½ acres under cultivation, by 37 settlers, who owned 41 cows and 16 dogs.

Very near the centre of this once grand hunting ground, where, sheltered by the towering walnuts, oaks and elms, the wild deer roamed in freedom, and the wilder turkey reared its brood, the settlement of Petrolia was born. It was named in 1861 by the first postmaster, Patrick Barclay, and three others.

At this time oil had caught the attention of George L. Thayer and other Boston gentlemen, who acquired lands, sank curved wells (40 feet from the surface), to the rock where they found oil. They built a refinery. The oil found was heavy, an excellent lubricant, but not adapted to make lamp oil.

Among those early in the fight were S. J. Lancaster, Joseph Barrett, John Wattie, Oliver Chamberlain, Hugh Smiley and Henry Canoff. A mile upstream, Rear Creek ran a mill, where John Woodley ground food for the hungry.

During the years 1862, 1863, and 1864 the infant Petrolia slept, while Oil Springs budded, blossomed, bloomed and faded. Its "rock" poured forth rivers of oil, and the oil ran down the "river."

In those days there was no railway, no highway, no pipe line. From Wycoming, by Petrolia, to Oil Springs, was only one mudhole. It was twelve miles long, and of uncertain depth.

Oilmen met—met frequently—and passed resolutions. Andrew Elliot built a plank road.

The last half of the year 1865 arrived. Lee and Johnson had surrendered. The American civil war was ended. Crude oil had touched \$10. gold. The thing was inviting. Americans, ballasted with greenbacks, invaded Petrolia. Hotels were quickly built, and quickly filled; William Boyce, at the Great Western; Lombard & Simpson, at the United States; Fletcher & Boswell, at the American; also the Saginaw and New York, all in action. The "boom" was on.

Among the arrivals were Col. Thompson, Dow Elwood, Col. Shoemaker, Frank Smith, Col. Parsons, Dr. Underwood, Horace Blackmore, Major Van Tuyl, H. W. Laney and Judge Avery.

There also came John D. Noble, John McMillan, J. H. Fairbank, Edwin D. Kerby, John Brake and many others.

Among the early builders were Walter Oliver, Robert Paul, John Sinclair, Malcolm Scott. A little later came John Crosbie (the hunter), J. & J. Kerr, Robert Jackson and others.

Of the early storekeepers were McCullen, Thompson, Bennett, McGarvey, McKenzie & Cary, Chris McKenzie, and Father Bishop, a little later.

In those days Petrolia "took its medicine" from Dr. Buchanan, supplied by Druggist W. H. Dale.

In the spring of 1866 there were four frame dwellings west of the bridge. Wheelwright, Col. Thompson, Bennett, Fairbank.

June 1, 1866, the fool Fenian raid occurred. It was a cooling-bath to Petrolia. Late in the year the King well was struck, and Petrolia had oil to burn, and a year later burned it.

On the 17th of December, 1866, the Great Western Railway branch, Wycoming to Petrolia, was opened. Eleven

years later came the Canada Southern Railway.

In September, 1866, came the first newspaper, the *Valuator and Petrolia Reporter*, T. Galbraith, editor. It died, mixed with the *Weekly News-Letter* and *Petrolia Advertiser* came on Sept. 30, 1870, J. B. Dale, proprietor and editor. July 5, 1872, R. Herring became proprietor of the *Petrolia Advertiser* and Sentinel, March 20, 1879, came the *Petrolia Topic*, Lowery Bros., proprietors and editors.

In 1867 came the first election for Legislative Assembly, T. B. Pardee and Robert Rae, candidates for Lambton.

There was something to an election in those days—one polling place in all Enniskillen—two days polling. Booths convenient to poll—"lashings" of refreshments perfectly free to all.

Here the "Free and Independent" opened, it recorded their choice.

John McDonald built stills for John McMillan. A year or so later William Stevenson and Arthur Kavanagh built Parson & Co's 2,000-barrel still.

By 1865, oil refineries were numerous here and elsewhere. At times they worked together, at times they did not. There was a surplus of crude. To aid export, a crude oil association was formed, David Bell, H. H. George, J. H. Fairbank, manager; John Brake, Alex. Craze, directors. Heavy sales for export only, at 60 cents, moved the surplus.

Among the many, who in these days pitched their tents in Petrolia, were James Lawson, Joseph McDougall, A. Townsend, Samuel and William Stokes, Melville Parker, Henry Fish, Henry Rosenberg, J. C. Hyde, Robert Egan, James Ward, M. Kennedy, William Lindsay, James Perkins (and here the Perkins boys grew), Hiram Cooley, W. H. Hammond, Patrick Gleeson, M. J. Woodward, Harry Kittling, James Peat, A. T. Gurd, John Walker, James McCort, W. G. Fraser, John Fraser, J. W. Ford, "Mon" Cryler (another hunter), John Tracey, King Houston, Al Moss, Adam Ishler, W. E. Reynolds, Lewis Lambert, Chas. H. Errington, C. A. Farr, John Carmichael, Wallace Bell, H. H. George, George Denham, John Watson, Henry Prince, James Joyce, James Harley, E. A. Archer, George Moncrieff, W. K. Gibson, O. Simmons, Fred Reid, Geo. Gimmer, Charles Righill, John Shields, Duncan Sinclair, Neil Sinclair, J. S. Loughhead, Thomas Cochran, R. S. Dunlop, John Rispin, Thomas Rutter, Donald Cameron, Marshall, and Goodrich, and many others. If not here just then, they were coming.

The churches kept step with the procession. Three of them built on England avenue, East End: Methodist—Rev. G. W. Frazee, first minister. Presbyterian—Rev. J. W. Chestnut, first minister. Catholic—Rev. Henry Japes, first priest.

In the "trek" westward the Methodists and Presbyterians camped for a time on the flats. Here, too, the Baptists (Rev. T. S. Johnston, first minister), first built. Rev. John McRobie came in 1874—he is here yet.

The Church of England first held service in Fletcher & Boswell's bar, room. Congregation seated with backs to the curtained bar, listened to Rev. William Brookman, the sailor preacher.

In the spring of 1869 came Charles Jenkins. Some years later, he with John D. Noble, R. D. Noble and others organized, built and operated the P. C. O. and T. Company, with its tanks, pipe lines and warehouse receipts.

Also later in the year 1869 came L. B. Vaughan and opened a banking office. It is open yet. Shot bags of silver were the currency in these days. Some years later came A. C. Edward; Geo. Denham came, when he got ready, and sold drugs; also as newspaper correspondent gave spicy items from



MR. J. C. WADDELL,
President of the Western Ontario Bowling Association.

"Quality Hill." George also built a brand ball. Hardly on schedule time arrived J. L. Engelhart and Harrison Corey, out after they came they "stuck to their job."

On the 30th of November, 1871, the bagpipes announced the birth of Petrolia's St. Andrew. As a child it was healthy, as a youth it was strong, in its manhood irresistible.

The last crude oil association, "The Financier," was formed in 1886. Its prime object was to improve quality of Canadian burning oil. It did it. Fairbank, Smith, McMillan (James), Woodward & Bradley, directors. Woodward & Bradley (James), and The Imperial Oil Company did good work in this regard.

Among the prominent public men, who have visited Petrolia, are Prince Arthur, Governor-general; Earl Dufferin and Lord Stanley. Dominion premiers: Hon. Sir John A. Macdonald, Hon. Alexander MacKenzie, Hon. Sir John Thompson, Hon. Sir Mackenzie Bowell, Hon. Sir Charles Tupper, and Hon. Sir Wilfrid Laurier. Hon. Sir Henri and Lady Joly also several days here, guests of John and Mrs. Fraser.

On the 8th of December, 1893, came Finance Minister Fielding, and Minister of Customs Patterson, two members of the tariff commission. They fully inspected the oil wells, how they were built and worked. When they left they understood the oil question as they could not have done without a personal inspection. This was a good day's work for Petrolia. Not a word

was said concerning tariff. That was done later on at Ottawa.

The early municipal record of Petrolia is: Incorporated as a village, Dec. 21, 1868.

1867, first reeve and council—Moncrieff, Hunt, Barclay, Chamberlain; J. G. Bolt, clerk, and H. Smiley, treasurer.

1868-69-70, reeve and council—Fairbank, Barclay, Taylor and Woodley.

1869, first hook and ladder company—Chamberlain, chief; Smiley, captain.

1871-72—Joseph McDougall, reeve; G. Jackson, treasurer; Dr. Mearns, physician; William Lindsay, tax collector.

Incorporated as a town, Jan. 1, 1874. First mayor—George Moncrieff. Council—Perkins, Dunlop, Cooley, Garner, Coryell, Chamberlain, Draper, McKenna, McDonald, Mearns, Noble.

1874 to 1887—J. H. Fairbanks fire warden; W. G. Fraser, assisting during the last years, and succeeded him. T. G. Jackson, chief engineer steam fire engine.

1875—W. H. McGarvey, mayor. T. G. Jackson, chief of police.

1879—G. S. McPherson, for years reeve of Enniskillen, appointed town clerk.

The fire brigade has always been a marked feature of Petrolia—it had much experience.

Greenwood Driving Park, Petrolia's playground, was opened in 1882.

Great fire at King Wells, 3rd August, 1887; burning of 2,000-barrel still, 30th July, 1872. (The writer is indebted to Mrs. J. D. Noble for these two dates).

The first really permanent business building was The Vaughn Block, 1879. Lancy Block was built in 1881; town hall was built in 1887; Masonic Temple built in 1887; Iroquois Hotel built by John Kerr in 1896; 1896; Walker, James McCort, W. G. Fraser, Petrolia waterworks was built in 1896; Methodist Church was built in 1898.

Petrolia has always been an orderly, law-abiding, Sunday-observing, church-going place. It has representatives in every land who look back with pride and pleasure to the "Old Town."

At home and abroad, its men have been many men, its women, women, its children, its babies, perfectly lovely, and numerous, and almost on a stem. The baby carriage always has the right of way in Petrolia.

The "Old Town" looks with glad expectation to August, 1908, the coming of the Old Boys and Girls.

BIG FORTUNE MADE BY DOG DENTISTRY

Large Incomes Made Each Year by
Furnishing Canines With False
Teeth.

London, Aug. 9.—An observing reporter of a local daily, on over-hearing two ladies discuss the relative merits of their pet dogs' teeth, was led to the conclusion that the other day, started upon a series of investigation among fashionable west end dentists and made the important discovery that several well-known dental surgeons made a simple income by attending to the teeth of their clients' pet dogs.

Said one: "I frequently attend to the teeth of pet dogs belonging to my clients, and that practice is common in our profession. Scrapping dogs' teeth is a simple enough and almost painless operation, and have on several occasions cleaned a dog's hollow tooth and filled it. Only once have I taken a wax impression and supplied false teeth, and the dog soon got rid of the instruments. The instruments are the same that we use for human beings."

"Show dogs are brought to me for their teeth to be scraped or stopped, as a decayed tooth means loss of price in competition. My scale of prices is: 'Scrapping' a set and cleaning, £1 1s.; retelling and cleaning one tooth, 6s.; making a bicuspid or incisor, 17s 6d.; making a canine and grinder, £1 1s. I have never supplied a full set of teeth for a dog, and could not give a fancy estimate, but the work could not be done properly under 25 guineas."

The dentist then called a dog to him and, taking a seat, the animal jumped on his knee. He gently parted its forehead with his left hand and with his right hand placed a vulcanite gag in its mouth. "There, you see how quiet he is," he added. There was just a tinge of fear in the dog's eyes as the operator showed how the forceps would be used and the operations of scraping and spraying carried out, but it did not struggle.

"CLARK'S OX TONGUE"

Has that perfect blending of flavor, juiciness and palatability that makes it the choice of all prepared tongues.

It is noted that while the French colonies are fast becoming an outlet for the overpopulation of other nations they are constantly growing more French.

In 1906-7 Burma produced 137,654,000 gallons of petroleum and exported 55,796,000 gallons, all of it going to Indian ports.

A new lease of Underwear Comfort will begin the day you don **PEN-ANGLE** in the Pen-ANGLE Line it's easy to find.

A size to fit you perfectly.
A fabric to agree with your skin.
A weight to suit the season.
A price you are willing to pay.

Your money refunded on any garment marked with the Pen-Angle in red that is defective in material or making.

FARM LABORERS WANTED

MANITOBA, ALBERTA, SASKATCHEWAN
Work Harvesting for 25,000 Men. Good Wages.

EXCURSION TO WINNIPEG
GOING TRIP \$10.00 SECOND CLASS

Free tickets from Winnipeg to points where farm laborers are needed within certain limits. Return for additional \$18 at least 30 days' work.

Excursions Leave
Aug. 18 and 19 Sept. 1 and 9

From all stations Toronto to Farnia line and south thereof in Canada. IMPORTANT

Ask C. P. R. Agent for time of special trains. W. Fulton, C. P. and T. A., 161 Dundas street, corner Richmond street, London.
C. B. FOSTER, District Pass. Agent, C. P. R., Toronto

GRAND TRUNK RAILWAY SYSTEM
\$10.00
FARM LABORERS' EXCURSIONS
TO MANITOBA, ALBERTA AND SASKATCHEWAN

From all stations in Ontario via Chicago and St. Paul, Minneapolis or Duluth.

AUG. 18, SEPT. 1
From Toronto, North Bay and intermediate stations, and all stations west thereof in Ontario.

AUG. 20 to 27, SEPT. 2 to 14
From Toronto and east and east of Orillia in Ontario.

Fare of \$10 is to Winnipeg, where free tickets will be given to Kamsack, Sask.; Swan River, Sask., and intermediate points on Canadian Northern Railway. One cent per mile beyond those points to Edmonton, inclusive. The Grand Trunk is the only double-track route to the west. Through St. Clair Tunnel by electricity. No smoke or dirt.

GRAND TRUNK RAILWAY SYSTEM
\$10.00
FARM LABORERS' EXCURSIONS
TO MANITOBA, ALBERTA AND SASKATCHEWAN

From all stations in Ontario via Chicago and St. Paul, Minneapolis or Duluth.

AUG. 18, SEPT. 1
From Toronto, North Bay and intermediate stations, and all stations west thereof in Ontario.

AUG. 20 to 27, SEPT. 2 to 14
From Toronto and east and east of Orillia in Ontario.

Fare of \$10 is to Winnipeg, where free tickets will be given to Kamsack, Sask.; Swan River, Sask., and intermediate points on Canadian Northern Railway. One cent per mile beyond those points to Edmonton, inclusive. The Grand Trunk is the only double-track route to the west. Through St. Clair Tunnel by electricity. No smoke or dirt.

DR. CHASE'S OINTMENT.
See testimonials in the press and ask your neighbors about it. You can use it and see for yourself. It is not sold at all dealers or EDMANSON, BATES & CO., Toronto.

**FOLLOWED HER
MOTHER'S EXAMPLE.**
AND KEPT DR. FOWLER'S EXTRACT OF WILD STRAWBERRY IN THE HOUSE.

Mrs. W. J. Wilson, Tessier, Sask., tells of her experience in the following words: "I wish to tell you of the good I have found in Dr. FOWLER'S EXTRACT OF WILD STRAWBERRY. Last summer my little girl, aged two years, was taken ill with Summer Complaint, and as my mother always kept Dr. FOWLER'S in the house, when I was a child, I seemed to follow her example, as I always have it. I at once gave it to my baby as directed and she was at once relieved, and after a couple of doses were taken was completely cured."

Dr. FOWLER'S EXTRACT OF WILD STRAWBERRY imparts a healthy tone to all mucous surfaces, corrects and heals all forms of canker and counteracts all tendency to pain and inflammation, while it gives tone to the debilitated system when weakened by exhaustive discharges and fluxes of whatever nature, thus making it the best and safest remedy for Diarrhoea, Dysentery, Colic, Cramps, Pain in the Stomach, Sea Sickness, Cholera Infantum, Cholera Morbus and Summer Complaint.

Price 35 cents. Manufactured by The T. Millburn Co., Toronto, Ont.

**G. P. R.
Atlantic Lines**

To Liverpool. From.
Aug. 7...Empress of Britain.....
Aug. 15...Lake Manitoba.....
Aug. 21...Empress of Ireland.....
Aug. 29...Lake Champlain.....
RATES, ACCORDING TO STEAMER:
First class, \$72 50 up; second, \$48 50 up; third, \$27 50 and \$23 50. Steamer Lake Champlain carries only one cabin passenger. Book early and secure good localities. For rates and berth reservations apply to S. J. SHARP, 71 Yonge street, Toronto. ywt

MICHIGAN CENTRAL
"The Niagara Falls Route."
Have now on sale low one-way first and second-class tickets

VIA CHICAGO AND ST. PAUL TO WINNIPEG
MANITOBA

and other points in Manitoba, Saskatchewan and Alberta, through fast service, two days to Winnipeg.

Call on Michigan Central agents or write S. H. Palmer, D. P. A., St. Thomas, W. J. Lynch, P. T. M., Chicago; O. W. Ruggles, G. P. A., Chicago.

Return tickets will be issued as follows:—TO—

Charlottetown, P. E. I. \$29 45
Halifax, N. S. 28 65
St. John's, N. B. 28 65
Moncton, N. B. 28 65
St. John's, N. B. 28 65
Old Orchard, Me. 18 00
Kennebunkport, Me. 18 00
Murray Bay, Que. 22 00
New Sydney, N. S. 32 00

Proportionate rates from all stations in Ontario.

Tickets also will be sold to Cacouna, P. E. I., Little Metis, St. James, Rimouski, River du Loup, Mulgrave, P. E. I., Shediac, N. S., Summerside, P. E. I., Sydney, Parrabro, Pictou, N. S., Campbellton, N. B., Dalhousie, N. B.

Good goods say that their greatest help on baking day, is BRAVER FLOUR. Try it.

Desires—write for prices on all kinds of Flour—Grains and Cereals. E. H. Taylor Co., Limited, Chatham, Ont. 63

TRAVELERS' GUIDE

GRAND TRUNK RAILWAY.
SARNIA TUNNEL TO SUSQUEHONNA
BRIDGE AND TORONTO.

Arrive from the east—*3:27
10:56 a.m., *11:12 a.m., *11:23 a.m.
*6:30 p.m., *8:00 p.m., 10 p.m.
Arrive from the west—*12:09 a.m.
*3:25 a.m., *11:25 a.m., 1:10 p.m.
*4:10 p.m., 6:25 p.m.
Depart for the east—*12:14 a.m.
*3:40 a.m., 7:30 a.m., 9 a.m., *11:38 a.m., 2:06 p.m., *4:25 p.m., *6:53 p.m. (Eastern Flyer).

The trains leaving at 7:30 a.m. and 2:05 p.m. stop at all stations.
Depart for the west—*4:00 a.m., 7:40 a.m., *11:18 a.m., *11:35 a.m., 1:40 p.m., *3:18 p.m., 5:10 p.m.
The 7:40 a.m. and the 1:40 p.m. trains stop at all stations.

LONDON AND WINDSOR.
Arrive—10:00 a.m., *4 p.m., *6:50 p.m. (Eastern Flyer), 11 p.m.
Depart—6:35 a.m., *11:27 a.m., 2:20 p.m., *8:10 p.m. International Limited.

STRATFORD BRANCH.
Arrive—*3:25 a.m., 11:15 a.m., 1:33 p.m., 6:45 p.m., 11:25 p.m.
Depart—6:10 a.m., 10:20 a.m., 2:45 p.m., 4:55 p.m.

LONDON, HURON AND BRUCE.
Arrive—10:10 a.m., 6:10 p.m.
Depart—8:30 a.m., 4:50 p.m.
Trains marked thus * run daily. Those not so marked run daily except Sunday.

PERE MARQUETTE RAILWAY.
Depart—5:40 a.m., *7:10 a.m., 9:45 a.m., 1:20 p.m., 2:30 p.m., *3:30 p.m., 5:05 p.m., 7 p.m., 8 p.m.
On Saturdays a train will leave London at 10:40 p.m. for Port Stanley.

Arrive—8:45 a.m., *12:15 p.m., 1:40 p.m., 4:05 p.m., 6 p.m., 7:40 p.m., 9:20 p.m., 9:45 p.m., 11:45 p.m.
*To and from Walkerville, without change. Trains not *starred* to Port Stanley.

CANADIAN PACIFIC RAILWAY.
Arrive—From the east *11:30 a.m., 8 p.m., *10:52 p.m. From the west—*4:30 a.m., *8:29 a.m., *3:30 p.m., 10 p.m., 11:30 p.m.
Depart—For the east—*4:40 a.m., 8:28 a.m., *5:28 p.m. For the west—*11:38 a.m., *8:10 p.m., *11:00 p.m.
Trains marked thus * run daily. Those not so marked run daily except Sunday. *Runs only to Chatham.

MICHIGAN CENTRAL RAILWAY.
Arrive—6:55 a.m., 11:10 a.m., 5:10 p.m., 9:50 p.m.
Depart—7:15 a.m., 2:20 p.m., 5:35 p.m., *10:25 p.m.
Runs through to Waterford.

INTERCOLONIAL RAILWAY
SPECIAL EXCURSION
FARES TO THE SEASIDE
MARITIME EXPRESS leaves Montreal 12:00 noon daily, except Saturday.
OCEAN LIMITED leaves Montreal 7:30 p.m. daily, except Saturday.

FROM MONTREAL.
RIVER DU LOUP \$ 7 50
MURRAY BAY 7 50
CAP LAIGLE 7 50
ST. IRENE 7 50
CACOUNA 7 50
LITTLE METIS 9 00
RIMOUSKI 9 00
CAMBELLTON 10 00
DALHOUSIE 10 00
MONCTON 11 50
ST. JOHN'S, N. B. 11 50
SHEDAC 12 50
SUMMERSIDE, P. E. I. 13 50
CHARLOTTETOWN, P. E. I. 14 50
PARSBORO, N. S. 14 50
HALIFAX 15 50
PICTOU 15 50
MULGRAVE 18 00
SYDNEY 18 00
NEW SYDNEY 18 00
ST. JOHN'S, NEWFOUNDLAND 32 00

Going Aug. 10, 11, 12, 13, 1908; returning, Aug. 31, 1908.
Our illustrated booklet, "Tours to Summer Resorts," tells of the pleasures of the above. Write for free copies to Toronto ticket office, 61 King street east.

C. P. R. Atlantic Lines to Europe
F. B. Clarke Agent, Richmond St.

**G. P. R.
Atlantic Lines**

To Liverpool. From.
Aug. 7...Empress of Britain.....
Aug. 15...Lake Manitoba.....
Aug. 21...Empress of Ireland.....
Aug. 29...Lake Champlain.....
RATES, ACCORDING TO STEAMER:
First class, \$72 50 up; second, \$48 50 up; third, \$27 50 and \$23 50. Steamer Lake Champlain carries only one cabin passenger. Book early and secure good localities. For rates and berth reservations apply to S. J. SHARP, 71 Yonge street, Toronto. ywt

**G. P. R.
Atlantic Lines**

To Liverpool. From.
Aug. 7...Empress of Britain.....
Aug. 15...Lake Manitoba.....
Aug. 21...Empress of Ireland.....
Aug. 29...Lake Champlain.....
RATES, ACCORDING TO STEAMER:
First class, \$72 50 up; second, \$48 50 up; third, \$27 50 and \$23 50. Steamer Lake Champlain carries only one cabin passenger. Book early and secure good localities. For rates and berth reservations apply to S. J. SHARP, 71 Yonge street, Toronto. ywt