

## TRUE GHOST STORIES

**T**HE WEIRDEST AND most gruesome ghost story true or otherwise, which I ever listened to I heard from Mrs. Sarah Grand told to a dinner company assembled in the drawing room of the late Major James B. Pond, in Jersey City, during Mrs. Grand's visit to this country in the winter of 1902.

It was a most conventional dinner party, and in its intimacy and coziness the usual flow and jargon of conventional dinner party conversation. All the precious old innuendoes were exchanged; all the patent "bromides," literature, art, politics, theology, the crimes of high finance, the conventional dinner party with its staid and staid over their dangerous surfaces with almost as much grace and celerity as the dishes came and went.

Those who had been invited to meet the author of "The Heavenly Twins" and had accepted of any preconceived notion that they were going to be regaled by finding her the reincarnation of any of her unconventional heroines might have been doomed to disappointment had Major Pond not suddenly broken into a theological discussion of the soul's sustenance with a well known divine, by propounding the ever interesting query, "Do you believe in ghosts?"

Now, to that categorical question no wise man or woman ever gives a categorical answer. Only the foolish and ignorant answer in terms of yes or no. And Mrs. Grand is a wise woman. Moreover, Mrs. Grand is an artist, and in virtue of that she proceeded to answer Major Pond's question in an unmistakable way by relating to our erstwhile conventional dinner party a series of remarkable ghost stories, each and every one of which she personally believed to be authentic. One exceedingly thrilling one she declared to have been a personal experience of herself and her stepchildren, and the others were all from sources she sincerely believed to be unquestionable and unimpeachable. Of the latter the story of "The Driver of the Hearse" was perhaps the most impressive, impressing not only because of the peculiar nature of the story itself and the extraordinarily artistic way in which it is told, but also because of the genuineness of its phenomena.

Some fifteen years previous, so the tale ran, a woman friend of Mrs. Grand began to cause her family and friends considerable grave apprehension because of what seemed to be a case of approaching insanity. This woman, whom for obvious reasons we shall here speak of as Mrs. A., was the wife of a well known country gentleman and landed proprietor of Kent. She was a woman of brilliant social gifts and very popular in society, both in the country and in London, where her house in Mayfair was and indeed still is, not for its hospitality.

**Story of the Hearse.**  
The apprehensions referred to were first caused by a weird story which Mrs. A. one morning told to her family regarding a hearse with a negro driver which she had seen passing along the highroad the night before. She had prepared for bed rather early that evening, and after dismissing her maid turned out the light herself and went to her room. It was the beauty of the moonlight which impelled her to go once more to the window and look out upon the peaceful landscape.

It was a scene with which Mrs. A. had been familiar all her life long—the wide reaches of gentle English country, green and golden with the ripening harvest, the winding roads, the dark patches of the leafy wooded parks, the roofs of distant country houses and villas and the great broad highroad which on its way to London led directly past the box hedge only a few rods from her window.

Everything looked to-night just as it had looked on hundreds of other moonlight nights which Mrs. A. could remember from her childhood up. Nothing strange or unusual ever happened in this quiet Kentish country, she mused to herself. Seed time and harvest and seed time again. The houses and the trees and the lawns and the hedges, the only difference from year to year, and from decade to decade, was that the houses were a little older and the trees and the hedges a little older, and if that were possible, a little greener. And the people—why, nothing happened to the people either, except that from time to time some of them were no longer there, and time to time others of them died and were laid away in the quiet churchyard of the parish.

Turning over these placid reflections in her mind as she feasted her eyes up in the moon-washed picture, Mrs. A. reverie became suddenly changed into a lively curiosity as she espied a vehicle moving along the high road a point about a quarter of a mile distant. It was now about 10 o'clock, and immediately Mrs. A.'s conclusion was that it was the carriage of a belated guest, whom she had been daily expecting from London for the last week or more, and who for some reason or other had been obliged to postpone the visit from day to day. With all sorts of pleasant anticipations Mrs. A. leaned out the window and watched the approach of the vehicle, as it appeared and disappeared behind the closely clipped hedges and clumps of trees that bordered the roadside. At the moment Mrs. A. was struck by the fact that the carriage moved very slowly, and as it drew nearer she became much impressed by the oddity of its shape and the unique manner in which the horses were caparisoned. Never outside of a royal pageant, thought Mrs. A., had there ever been seen such a queer vehicle as this great black equipage, four plumes at each corner, and

drawn by two massive horses, upon the heads of which were also black plumes. In a few moments the vehicle must pass close to her own house, for, as she already been stated, the road to London here made a sharp dip so that it came close to the hedge, which was but a few rods from her window. Eagerly Mrs. A. watched that part of the moon flooded road where the carriage would emerge from the clump of alder trees and pass along the open space before her own brightly lighted carriage entrance. As she watched and waited Mrs. A. became impressed with the strange fact that thus far she had not heard a sound of the horses' hoofs nor of the carriage wheels, all of which puzzled her more and more the nearer the vehicle came.

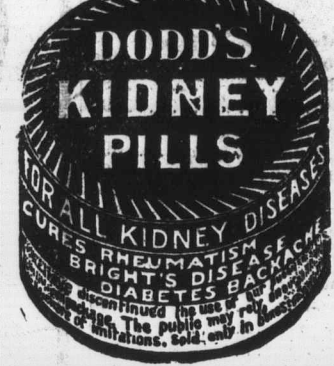
**Negro Driver.**

At last a shadow fell upon the open roadway under the window, and slowly and solemnly the two great plumed caparisoned black horses stepped into the breach, while behind them rolled a splendid hearse, upon the box seat of which sat a man in a cap. Mrs. A. was, to say the least, somewhat startled by the appearance of a hearse at this hour of the night, and at her own gate, for, sure enough, the driver drew up his black pair and paused under the glare of the lamp that shed itself from either gate post. He paused, but just for a moment—just long enough, apparently, to single out the window of Mrs. A. and, as if to look up at her with a ghastly and diabolical grin upon his repulsive negro face. Then, the driver's face still upturned, his features still distorted in the same fiendish grimace, he drove on, and the hearse once more into the shadow of the alder trees and on down the road leading to the village.

Dumbfounded with astonishment, Mrs. A. watched the hearse and its driver until a bend in the road lost them to view. Nor was her astonishment unwarranted, as her family agreed when a few minutes later she had gone down stairs to inform them of what she had just seen. A hearse of any kind at that hour of the night, was, in that part of the country, an unheard of thing. Where could it have come from? And why the strangely repulsive negro driver on such a splendid and stately vehicle? And, why, of all things, should the driver of a hearse, even if he was a negro, wear a cap with brass buttons and a brass buttoned coat? And, stranger than anything else, why should the driver of a hearse, in any circumstances, look up to the window of a quiet country gentleman and grin and grin and grin at her?

Inquiry among the members of the household and servants threw no light upon the mystery. Such of them as were awake at the time had seen nothing of what Mrs. A. described, but as Mrs. A.'s maid declared that the coachman and one of the housemaids had just that moment come in from a visit to friends in the village, and must have met the hearse on the road, they were sent to inquire. But, when questioned, both declared that they met no vehicle of any description on the road. They had walked from the village, where they had gone to call on an old friend, formerly a fellow servant upon the main road. Further inquiry proved that at the very time the hearse was passing under Mrs. A.'s window the coachman and the housemaid were approaching the entrance gate, because they both declared that they had seen Mrs. A. in the clear moonlight looking out of the window, and that they had wondered what she could be looking at so intently. No amount of persuasion or suggestion could shake their story that they had met neither vehicle nor pedestrian on the road.

By daylight the matter had come to be regarded as a joke by Mrs. A.'s family and friends, and by bedtime Mrs. A. ordinarily had a keen sense of humor, and gave way to a very feminine expression of ill humor and disgust for the manner in which her story had come to be regarded. Being a very practical woman and not given to superstitious fears, she dismissed her maid after the usual services had been performed. Then, putting out the light, she said her prayers and, with only one more ado, went to bed and fell asleep. She awoke, as was her invariable habit, about two o'clock. The moonlight was streaming into her room, and remembering her strange experience of the night previous, she arose and went to the same window from which she had seen the hearse. The scene was as peaceful and quiet as it had been the night before. Her eyes wandered over the hills and downs and rested for a moment upon that point of the road where she had first discovered the funeral equipage. To her great amazement there it was again, moving slowly down the broad, smooth highway. She leaned out of the window like a spellbound. Slowly and silently it drew nearer and nearer. Then for a



few moments it was lost to view in the thick shadows of the alders flanking the road's approach to her own gates, and now at last it wheeled into the open under her window, the great black hearse with its black plumes waving from each corner, the big black horses, their heads capped with sable plumes and, stranger than all else, the grotesque driver in his brass buttoned uniform and cap.

Mrs. A. held her breath. The driver pulled the reins gently, the horses stopped, on the very spot they had stopped the night before, and, raising his face to Mrs. A.'s window, the negro grinned a ghastly grin. Then the horses moved once more and drew their grotesque freight into the shadow of the alders. This time Mrs. A. did not wait to see the vehicle out of sight, as she had done on the previous night, but ran in great agitation to the window of her daughter's room, whom she awakened. However, by the time the latter got to the window the hearse had disappeared around the bend in the road and was no longer to be seen.

The next morning an even more diligent inquiry was made over the same territory canvassed the day before, but, strange to say, not a person could be found who had seen or heard of the hearse with the negro driver. On the contrary, there was every evidence that no such hearse could possibly have passed along the road, either at the hour Mrs. A. declared she had seen it or, for that matter, any other time. Two carriages, the occupants of which were returning from a late party at a neighboring country house, had travelled along the same road in an opposite direction, and could not fail to have seen such a vehicle had they met it.

Mrs. A. was by this time in a state bordering on hysteria, so confident was she of the reality of what she had seen. The family physician was called in, and he prescribed rest and quiet, confidentially informing the family that his patient was in the initial stages of nervous prostration as a result of the unusually arduous social duties that had devolved upon her the preceding season. The story of the hearse the physician disposed of as a species of hallucination symptomatic of overwrought nervous condition.

**Seen by the Nurse, Too.**  
For two weeks Mrs. A. was constantly attended by a nurse, while the physician continued to see her every other day. During his time nothing of the kind was heard of the phantom hearse, until one hot afternoon about four o'clock the nurse heard her patient utter a little scream from the balcony where she reclined in an invalid's chair. Stepping out, she found Mrs. A. cowering in a corner, her face pointed up the road. The nurse looked and here saw enough it was, for she herself saw it with her own eyes in broad daylight—the hearse.

Quietly the patient's fears, the nurse stood and watched its approach. It was not until it was within a few rods of the house that she afterward declared in the affidavit, it was identical with that seen on previous occasions by Mrs. A. There were the same great black horses, and as the equipage drew closer she also saw that the driver was a negro. Nearer and nearer it drew, and at last pulled up in the open space in front of the house opposite where Mrs. A. and the nurse were stationed. Then the negro, whom the nurse described as about 36 years old, looked up at them, his face distorted into a horrible grin, and, as if to Mrs. A.'s amazement, he said there was a new turn, he lifted his whip and struck the horses such a sharp blow that they dashed madly through the alder shade and around the bend of the road. The fact that the nurse had seen the hearse and could henceforth bear witness in her behalf had a great tonic effect upon Mrs. A. both mentally and physically.

But the strangest thing of all was yet to happen, for although what they had seen had taken place at 4 o'clock in the afternoon—an hour when the road was most frequented by carriages and pedestrians, not a single person could be found who had seen the hearse, and what was still more inexplicable, a half dozen persons whom Mrs. A. gave way to a very feminine expression of ill humor and disgust for the manner in which her story had come to be regarded.

Being a very practical woman and not given to superstitious fears, she dismissed her maid after the usual services had been performed. Then, putting out the light, she said her prayers and, with only one more ado, went to bed and fell asleep. She awoke, as was her invariable habit, about two o'clock. The moonlight was streaming into her room, and remembering her strange experience of the night previous, she arose and went to the same window from which she had seen the hearse. The scene was as peaceful and quiet as it had been the night before. Her eyes wandered over the hills and downs and rested for a moment upon that point of the road where she had first discovered the funeral equipage. To her great amazement there it was again, moving slowly down the broad, smooth highway. She leaned out of the window like a spellbound. Slowly and silently it drew nearer and nearer. Then for a

**The Secret Revealed.**  
From Italy the party sojourning to Paris, where they arrived just after dark one spring evening. Rooms had been engaged for them at one of the prominent hotels, the name of which I do not recall. When they arrived at the hotel they were conducted by an attendant across the main foyer to the elevator into which a crowd of patrons were hurrying. Mrs. A. by some accident fell behind the party, and of whom had entered the elevator before she could get to the door, which she did just in time to have it clicked to in her face and to see

through the iron grill—the face of the elevator operator grin back at her as she came up.

Mrs. A. screamed with terror, for it was the face of the driver of the hearse, and none other, that she had seen. She screamed, and the next moment there were other screams from above, and then with a terrible crash the elevator fell. Everybody in it was killed, everybody including Mrs. A.'s daughter, her nurse, and the driver of the hearse himself.—New York Herald.

## DIAMOND MINING.

**How It is Carried on at the World's Greatest Mines.**

The story of the Kimberley diamonds began two generations ago, when two bands of Boer immigrants fled out of Cape Colony to escape British rule. One of them, says a writer in *The World* To-day, settled on a patch of gold forty miles in extent which has since become the famous Rand and yielded a hundred million dollars every year in the precious metal.

On the other hand, Burgher Jacobs off-loaded on a hundred acres of diamonds, and his little claim to-day contains an absolute monopoly in these gems. His children used to play in the sand with bright pebbles for marbles. Neighbor Sobahk Van Nelskirk saw one of the stones, took it from the little ones, and the following year it was on show at the Universal Exposition of Paris as a magnificent diamond of twenty-one carats.

Two years later old Van Nelskirk himself picked out of the mud clatter of neighbor Du Toit's but the famous Star of Africa, which sold for \$40,000. That was the beginning of the diamond boom. Here the diamond employ 15,000 Kaffirs and 4,000 Europeans.

The pits run in tubes or funnels many acres in extent, evidently forced up again by volcanic action. At first a yellow ground was found and then the blue below this severely alone. But the era of open workings soon came to an end, although thousands of independent diggers made huge fortunes in a few months.

The pits run in tubes or funnels many acres in extent, evidently forced up again by volcanic action. At first a yellow ground was found and then the blue below this severely alone. But the era of open workings soon came to an end, although thousands of independent diggers made huge fortunes in a few months.

Great stretches of ground known as the floors are marked off like tennis courts to receive the precious ore, for as rain and sun will do the work of disintegration as no costly machinery could do it. One mine alone has five miles of dumping floors. Upon their smooth surface is spread the blue clay to the depth of a foot, and after several months it crumbles and the diamonds, which are usually found associated with the most precious of all gems.

The disintegration process is helped by harrowing with steam ploughs, and all such ground as remains unworked goes into the crusher and is then washed. The washing gear is a marvel of ingenuity, and the diamonds and gravel pass down its plane the diamonds being caught in a series of sieves. This is then scraped off and melted in a cauldron, in whose bottom the diamonds are found. In the process of a gigantic coffee cup.

They are taken from here to the general offices of the company and sent according to value and size. Stones worth \$200,000 have been washed in a single day. But the craze soon is not yet done with. This is especially true of the Rand, where the machinery should have overlooked anything. The Rand has produced more diamonds than any other mine in the world.

A London syndicate contracts to take the entire output of the mines, and all cutting is done in the Continent of Europe. The Rand is in Amsterdam and Antwerp. The stones vary enormously in quality and fetch in the Rand from \$100 to \$10,000. There is very little leakage, considering the size of the mines, which the diamond mining is done. One year, however, a negro miner was found to have swallowed \$3,700 of stones that a collector had taken from him. Swallowing 348 carats of diamonds, worth \$2,500.

The Kaffirs are constantly devising new modes of smuggling. They will load their pots with small diamonds under a layer of tobacco and vigorously puff smoke to divert suspicion. Leaves of books have been so cut that no one would think diamonds were concealed between them. Other smugglers have gone so far as to inflict serious cuts upon themselves and stuff valuable stones into these wounds.

**Plaint of a Young Orator.**  
(Sam Kiser.)

I was puffed up with importance, I supposed that all the world would know of the wonders of my knowledge of the thunderbolts I hurled; I imagined that reporters would be there to hear and see me; that they'd miss no word or sentence given utterance by me; I in fact saw the headlines, double-column, black and tall, Saw my speech set forth verbatim—featuring over sports and all sports and all sports. But I scanned the morning papers, and my proud heart nearly broke. There was one line that hit the bottom saying that I also spoke.

There are sorrows such as people who are mute for never bear. They are glad to keep to utter, too intently to let the world know of their greatness. I wonder if great Webster or if dashing Henry Clay Ever had such pang as I had when my pride was swept away. I had thought myself a Webster as I practiced all alone. I had thought his speeches hardly showed the nobility of my own. But the papers for some reason dealt a foul and cruel stroke. With that line—two met in agate—saying that I also spoke.

**Returning to Business at 84.**  
A dealer in furniture named Pietro Abbato, an Italian, who has lived in Bagshot for very many years, recently retired from business and, taking with him his life's savings, went to Italy. Upon arriving there, Mr. Abbato, finding all his relatives had died during his long absence, decided to return to England.

When near the French frontier he was set upon by brigands, who robbed him of all he had, with the exception of £24 and left him for dead on the road. After undergoing much suffering and many hardships, Mrs. Abbato managed to reach Bagshot once again, and is now, as the aged Italian says, beginning to make a living for himself in his old business.

**The Conversationalist.**  
The true, full blown conversationalist is selfish to the core. His aim is to get an audience and to hold it. Baffled of his prey, he is like some dangerous animal. Superficially, he is pleasantly interested in our scholarly chit-chat on main drainage. But in reality he is slowly but surely steering us off to Mombambique, where lies the emphasis of his best anecdotes.—London Globe.

## SEED-GROWING.

Meeting of Executive Council of Canadian Seed Growers' Association at Macdonald College, Ste. Anne de Bellevue, Que.

A special meeting of the Executive Council of the Canadian Seed Growers' Association was held on July 5, 1907, at Macdonald College, Ste. Anne de Bellevue, Que., for the purpose of transacting the business of the annual meeting for the Association year ending June 30, 1907.

Heretofore the annual meeting of the Association has been held at Ottawa during the month of June, but this year it was decided to change the date for holding this meeting to some time earlier in the year, when Parliament would be in session, and when for various other good reasons it would be more desirable to have the next regular meeting will therefore be held some time in January or February.

The members of the Executive who were present at the above meeting were the President, Dr. Jas. W. Robertson; the Secretary, L. H. Newman; Professor C. A. Zavitz; and L. S. Kinck, and Messrs. G. A. Gignault and W. L. Davidson. The Seed Commissioner, Mr. G. H. Clark, and Messrs. J. C. Cote and T. G. Raynor, of the Seed Branch, were also present, as were also several members of the college staff.

The President, in welcoming the officers of the Association to Macdonald College and to Ste. Anne, expressed the hope that the Association and the College would co-operate as far as possible in the future in promoting the interests of good seed.

The report of the Secretary, as presented before this meeting, was a comprehensive treatise dealing with the work in each of the six districts into which the Dominion has for convenience been divided.

The report gave the following summary of those affiliated with the Association at the present time, as follows, viz: Total number of applicants . . . 461 Number of old members reporting satisfactorily . . . 57 Number of old members failing to report . . . 15 Number of applicants reporting satisfactorily . . . 24

Total number of members in full standing . . . 96

Total number now affiliated with the Association . . . 557

While the above list is a substantial one, yet it was explained that the list does not give an adequate idea of the actual place which the work of the Association is taking in the rural districts of Canada, as many farmers are carrying out the work themselves independent of direct affiliation with the organization.

Reference was made to the general awakening of thought and practice along the lines which the Association sought to encourage, and the various agencies which were responsible for this were designated.

During the year the principles of plant improvement have been applied, under the direction of the association, in connection with practically all cultivated crops and in all provinces. The results which have been realized from the system and which have been given in the report in question are noteworthy. While this report will be published in bulletin form, yet the matter contained therein was considered worthy of publication by the press. It was, therefore, resolved that extracts dealing with certain portions of the report, which are of special interest, be offered the public through the press from time to time during the summer. The first of these will be entitled "Work done in the improvement of small grains under the direction of the Canadian Seed Growers' Association." The second extract will deal with "Seed Fairs." The third, appearing some time in August, will deal with the question of "Corn Breeding," while the fourth, appearing some time later, will discuss the matter of "Potato Improvement."

Many important matters were discussed at the meeting and a progressive policy was adopted for the ensuing year. The matter of fairs and competitions and the utility of such in creating greater interest in better crops was discussed and the following resolution was passed, viz: That the Council approve of the principal of holding field competitions of crops and commend the action of these agricultural societies, which have arranged for such competitions, as being one of the excellent means for encouraging the improvement of crops. It was also decided to prepare a collection of special selections to be placed on exhibit at the Dominion Exhibition to be held at Sherbrooke, Que., between September 2nd and 14th, with a view to demonstrating the system followed by the association and some of the results achieved.

**Seashore Excursion**  
\$10 Atlantic City and Return  
Via Lehigh Valley R. R.

From Suspension Bridge, Friday, July 26th. Tickets good 15 days. Allow stop-over at Philadelphia. For tickets and further particulars call on or write L. R. Office, 64 King street east, Toronto, Ont.

**High Speed Trains.**  
High speed trains may properly be called vast testing machines and though they do not measure maximum stresses in track and equipment they are relentless in showing weak points and are the most potent factors in suggesting improvements which tend to the betterment of the service and to develop all those details which make railway travel safer and more comfortable. High speed is expensive from every point of view. The consumption of fuel is enormously increased, more expensive equipment is required, the cost of maintaining track and train is greatly augmented, and train or tonnage capacity materially reduced. For these reasons two cent fares are the more to be deplored. In the operation of trains at high speeds safety is insured

**Regulating Electric Light.**  
It is possible that the incandescent electric lamp will soon be susceptible to the same amount of regulation as gas, for there is now on the market a lamp operated by a chain which is capable of three degrees of illumination. One point sheds an illumination of 80 per cent. of its total capacity, which, in the case of the 16 candle power lamp, is barely sufficient to indicate the location of the lamp to one entering the room and who may want to reach the light in order to turn it up higher. This tiny glow does away with the necessity of groping around in the dark in search for the lamp, often at the sacrifice of some of the brightness or of the utility of the room. The second point of adjustment causes the filament to glow at about three-quarters of the lamp's capacity.

only by eternal vigilance and the consequent heavy expenditure for the most efficient appliances (which are expensive), and everything which reduces the ability of the railroads to procure these is a menace to the safety of passenger travel.—Building Age.

## CHILD LOST IN DESERT.

Wanderings of a Baby Over the Cactus Plains of Southern Arizona.

Friday evening the seventeen-month-old son of John Brown was lost on the desert northeast of town, writes a Mesa correspondent of the Arizona Republic. A large number of men started out at once to search for the wandering baby and the search was kept up all night. The early part of the night was dark, and lanterns and bicycle lamps were used, but no trace of the little one was found until about 1 o'clock Saturday morning, when the moon was shining.

A tiny track was found nearly two miles from the child's home. This was soon lost, but the tired searchers continued the task of looking for a very small child in a big desert covered with cacti. About daylight a new relay of searchers put in an appearance and took up the hunt. It was feared by that time that the little one had perished from thirst or exhaustion, and only the lifeless body, it was thought, would be found.

It was just a short time before 6 when Charles and Paul Lesueur again found the trail of the baby, which they followed, and at fifteen minutes past 6 they found the lost child standing in a group of cactus, itself so covered by the cactus thorns that it was almost indistinguishable from its surroundings. The child was literally covered with cactus on its face, its arms and body, and even in its mouth the cruel thorns were turning the little one. It was impossible of crying or making a sound of any kind, and the men who found it might have passed within a very few feet and missed it but for the tracks which had been made in the sand.

It seems that Mr. and Mrs. Brown came to town Friday, leaving the baby with the other children. It wandered away and the children could not find it. The parents returned about 4 o'clock and themselves spent considerable time in searching for the child before the search was given according to the older children they missed the little one about 11 o'clock, so it must have wandered on the desert during the fierce heat of the afternoon, and then went on in the dark until unable to travel any longer.

## SUMMER AILMENTS

Can Best be Banished by Dr. Williams' Pink Pills for Pale People.

In summer your blood gets thin and watery. You feel simply wretched—tired, worn out, dull, your nerves are irritable, your whole system is out of gear. There is just one medicine can banish this summer feeling. Just one medicine that will give you strength and vim to endure the fag of even the hottest days—Dr. Williams' Pink Pills. They have helped thousands. Perhaps your neighbors have already told you they have helped them. They're the medicine that makes that pure, rich, red blood that everyone needs for good health—they never fail to do that. Mrs. L. A. Carriere, the popular stewardess of the Jacques Cartier Club, Montreal, Que., says: "For two years I was a constant sufferer from general debility. The least work fatigued me and sometimes I could not work at all. I could not raise my hand above my head without feeling pains in all my muscles. I was very weak and sometimes became so dizzy that I would fall unless I could lean against something for support. While in this condition I was advised to try Dr. Williams' Pink Pills. I did so, and by the time I had taken ten boxes I was in perfect health and am now able to look after all my duties without the least fatigue. When I began taking the Pills I was a great sufferer—to-day I feel as if I never was ill.—Thanks to Dr. Williams' Pink Pills."

Dr. Williams' Pink Pills strike right at the root of anemia, debility, rheumatism, indigestion, the secret ills of women and growing girls, etc., when they make new blood—they do just that one thing, but they do it well—good blood always brings good health. Sold by all medicine dealers or by mail at 50 cents a box or six boxes for \$2.50, from The Dr. Williams' Medicine Co., Brockville, Ont.

**First Bareback Rider.**  
Riding on a broad pad strapped on a horse's back is very old; bareback riding is comparatively new, says Everybody's Magazine. It was no longer ago than 1854, on the Fourth of July, that E. B. Washburne's circus, playing in Boston, was packed to suffocation by the announcement, spread broadcast, that, on that particular day, for the first time in the history of the world, a man would ride three times around the ring standing upright on the bare back of a galloping horse! The rider, Robert Almar, actually accomplished this feat, and also he carried an American flag, which he waved uncertainly, thereby arousing tremendous enthusiasm. Contrast that with the present, when there are scores of riders who can turn a somersault on horseback. A clever boy can be taught, in about three days, to stand up on a horse and ride around the ring.

**Seashore Excursion**  
\$10 Atlantic City and Return  
Via Lehigh Valley R. R.

From Suspension Bridge, Friday, July 26th. Tickets good 15 days. Allow stop-over at Philadelphia. For tickets and further particulars call on or write L. R. Office, 64 King street east, Toronto, Ont.

**High Speed Trains.**  
High speed trains may properly be called vast testing machines and though they do not measure maximum stresses in track and equipment they are relentless in showing weak points and are the most potent factors in suggesting improvements which tend to the betterment of the service and to develop all those details which make railway travel safer and more comfortable. High speed is expensive from every point of view. The consumption of fuel is enormously increased, more expensive equipment is required, the cost of maintaining track and train is greatly augmented, and train or tonnage capacity materially reduced. For these reasons two cent fares are the more to be deplored. In the operation of trains at high speeds safety is insured

**Regulating Electric Light.**  
It is possible that the incandescent electric lamp will soon be susceptible to the same amount of regulation as gas, for there is now on the market a lamp operated by a chain which is capable of three degrees of illumination. One point sheds an illumination of 80 per cent. of its total capacity, which, in the case of the 16 candle power lamp, is barely sufficient to indicate the location of the lamp to one entering the room and who may want to reach the light in order to turn it up higher. This tiny glow does away with the necessity of groping around in the dark in search for the lamp, often at the sacrifice of some of the brightness or of the utility of the room. The second point of adjustment causes the filament to glow at about three-quarters of the lamp's capacity.

**Seashore Excursion**  
\$10 Atlantic City and Return  
Via Lehigh Valley R. R.

From Suspension Bridge, Friday, July 26th. Tickets good 15 days. Allow stop-over at Philadelphia. For tickets and further particulars call on or write L. R. Office, 64 King street east, Toronto, Ont.

**High Speed Trains.**  
High speed trains may properly be called vast testing machines and though they do not measure maximum stresses in track and equipment they are relentless in showing weak points and are the most potent factors in suggesting improvements which tend to the betterment of the service and to develop all those details which make railway travel safer and more comfortable. High speed is expensive from every point of view. The consumption of fuel is enormously increased, more expensive equipment is required, the cost of maintaining track and train is greatly augmented, and train or tonnage capacity materially reduced. For these reasons two cent fares are the more to be deplored. In the operation of trains at high speeds safety is insured

**Regulating Electric Light.**  
It is possible that the incandescent electric lamp will soon be susceptible to the same amount of regulation as gas, for there is now on the market a lamp operated by a chain which is capable of three degrees of illumination. One point sheds an illumination of 80 per cent. of its total capacity, which, in the case of the 16 candle power lamp, is barely sufficient to indicate the location of the lamp to one entering the room and who may want to reach the light in order to turn it up higher. This tiny glow does away with the necessity of groping around in the dark in search for the lamp, often at the sacrifice of some of the brightness or of the utility of the room. The second point of adjustment causes the filament to glow at about three-quarters of the lamp's capacity.

**Seashore Excursion**  
\$10 Atlantic City and Return  
Via Lehigh Valley R. R.

From Suspension Bridge, Friday, July 26th. Tickets good 15 days. Allow stop-over at Philadelphia. For tickets and further particulars call on or write L. R. Office, 64 King street east, Toronto, Ont.

**High Speed Trains.**  
High speed trains may properly be called vast testing machines and though they do not measure maximum stresses in track and equipment they are relentless in showing weak points and are the most potent factors in suggesting improvements which tend to the betterment of the service and to develop all those details which make railway travel safer and more comfortable. High speed is expensive from every point of view. The consumption of fuel is enormously increased, more expensive equipment is required, the cost of maintaining track and train is greatly augmented, and train or tonnage capacity materially reduced. For these reasons two cent fares are the more to be deplored. In the operation of trains at high speeds safety is insured

**Regulating Electric Light.**  
It is possible that the incandescent electric lamp will soon be susceptible to the same amount of regulation as gas, for there is now on the market a lamp operated by a chain which is capable of three degrees of illumination. One point sheds an illumination of 80 per cent. of its total capacity, which, in the case of the 16 candle power lamp, is barely sufficient to indicate the location of the lamp to one entering the room and who may want to reach the light in order to turn it up higher. This tiny glow does away with the necessity of groping around in the dark in search for the lamp, often at the sacrifice of some of the brightness or of the utility of the room. The second point of adjustment causes the filament to glow at about three-quarters of the lamp's capacity.

**Seashore Excursion**  
\$10 Atlantic City and Return  
Via Lehigh Valley R. R.

From Suspension Bridge, Friday, July 26th. Tickets good 15 days. Allow stop-over at Philadelphia. For tickets and further particulars call on or write L. R. Office, 64 King street east, Toronto, Ont.

**High Speed Trains.**  
High speed trains may properly be called vast testing machines and though they do not measure maximum stresses in track and equipment they are relentless in showing weak points and are the most potent factors in suggesting improvements which tend to the betterment of the service and to develop all those details which make railway travel safer and more comfortable. High speed is expensive from every point of view. The consumption of fuel is enormously increased, more expensive equipment is required, the cost of maintaining track and train is greatly augmented, and train or tonnage capacity materially reduced. For these reasons two cent fares are the more to be deplored. In the operation of trains at high speeds safety is insured

**Regulating Electric Light.**  
It is possible that the incandescent electric lamp will soon be susceptible to the same amount of regulation as gas, for there is now on the market a lamp operated by a chain which is capable of three degrees of illumination. One point sheds an illumination of 80 per cent. of its total capacity, which, in the case of the 16 candle power lamp, is barely sufficient to indicate the location of the lamp to one entering the room and who may want to reach the light in order to turn it up higher. This tiny glow does away with the necessity of groping around in the dark in search for the lamp, often at the sacrifice of some of the brightness or of the utility of the room. The second point of adjustment causes the filament to glow at about three-quarters of the lamp's capacity.

