



Cures Rheumatism

"I had an attack of Rheumatism—pains near my heart—which increased to such a degree that I became very anxious. I lost my appetite, and an intense itching or heating of the head made life miserable. I asked a druggist, was there nothing he could suggest that would help me, and he replied 'Why not try ABBEY'S SALT?'

I did so, and can now state positively, and without solicitation that the Rheumatism has disappeared—my appetite is grand—and the is ceased.

I suggested to my aged Father and Mother that they should try **ABBEY'S SALT** for their Rheumatism—and they tell me they have received immense benefit."

Name given on application.

25c. and 60c. a bottle.
At all Druggists.

Abbey's

Effer-Salt

HENRY BIRKS AND SONS, LIMITED.

Diamond Engagement Rings
Wedding Rings Signet Rings

Illustrations actual size.

Order by number



20034
Fine Diamond
Solitaire,
18-kt. \$30.00

20045.
Fine Diamond
Solitaire,
18-kt. \$50.00

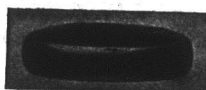
20013.
Fine Diamond
Hoop, 18-kt.
\$50.00

20014.
Fine Diamond
Hoop, 18-kt.
\$75.00

20048.
Fine Diamond
Solitaire,
18-kt. \$100.00

20044.
Fine Diamond
Diagonal,
18-kt. \$140.00

2020.

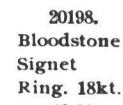


20291

Our Wedding Rings are made of 13 karat Solid Gold. Two styles are in vogue—the American and English. The former is flat; the latter thicker, though both are of the same weight. Our illustration, No. 20290, is of the "flat" style at \$6.00. No. 20294 is the English style at \$8.00. Order by number.



20214
Gold
Signet
Ring, rose
finish, 18-kt.
\$8.00



20198.
Bloodstone
Signet
Ring. 18kt.
\$8.00

A pleasing European custom is for the Bride to give a ring to the Groom. Ring No. 20198, as illustrated, is appropriate.

Every day we fill orders, received from all over Canada, for similar goods. May we not include you, reader, in our list of satisfied customers. All goods are of guaranteed quality, and the full purchase price is always refunded when goods are returned not satisfactory. You run absolutely no risk.

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Goldsmiths and Silversmiths,
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Only 10 Cents.

Ladies, send us if you wish the above value in best postpaid mail. ONE PACKAGE ELEGANT SILK REMNANTS, new and beautiful. 200 YARDS. 2 YARD-SILK RIBBON, 12 YARD OLD-PLATED HAND KNOT, with 100 small and large buttons in silk or everything. All mailed for Address, FANCY SILK CO., P. O. Box 1528, New York.

Railroads Above the Clouds.

By WARREN HARPER.

When the world goes a-pleasuring summers, it is pretty apt, somewhere, some time, to find itself on a mountain-top. Popular always, at home and abroad, is the ascent of summits. In the old days, the world had to do its mountaineering by the stiffest sort of climbing on foot, dangerous and exhausting; now, it has only to sit comfortably back on a plush seat and, thanks to the marvels of modern engineering, be pushed up the highest peaks with all the ease and safety of a Fifth Avenue 'bus. The man with the rod and the plummet has won the day. Steam and electricity have humbled the heights.

The majestic Jungfrau, the monarch of the Bernese Alps, is the latest mountain to be conquered. It is now bowing its eternally snow-

Guyer-Zeller, of Zurich, and says, "Don't kill yourself climbing; just ride up with me in a warm car."

The story about Herr Guyer-Zeller goes that, on a certain splendid August afternoon in the summer of 1889, he was enjoying a stroll down the mountain-path that leads from the Schilthorn to Murren, and that in course of it, with the Jungfrau steadily in front of him, the inspiration came to build a railway up its colossal height. And as the Herr excellently combined the traits of a scientific German with those of a hustling American, the bold idea very shortly became a concrete affair; for the next season the enterprise was started—an engineering achievement the like of which the world had never yet seen.

When you find yourself at Inter-



In the Rimac Valley, Oroya Railway, Peru.

capped head to the skill of the engineer and the nerve of the promoter. More than one-third of the railroad from its base to its summit is completed, and already summer tourists are beginning to run up and down it like so many ants on an ant-hill.

For a great many years, Alpine climbers have negotiated, with more or less exertion, the thousand lesser Swiss peaks, but with the Jungfrau it has always been different. It has towered apart, beautiful to behold from afar, but treacherous to those who were too familiar with it. It was first ascended in 1811, and the feat was repeated only four times between that date and 1856. Since then, succeeding years have witnessed a few of the strongest and the bravest reach the topmost spur, but the number is not legion. A great many men, whose valor overcome their discretion, have perished to a fairly considerable total. Last summer, a new death-roll was laid out along some of these

laken, on your European tour, you are within striking distance, so to speak, of this Jungfrau trip. Every morning at nine in the summer-time the train leaves Interlaken for the Wengernalp. At noon you find yourself above the clouds, on top of the Wengernalp at Schidegg; and after lunch, at one, an electric car stands at the hotel door ready for that portion of the Jungfrau ascent which is so far in operation. An hour later you are inside of the Eiger mountains at Eigerwand station. From here an opening has been cut through the solid rock to the face of the mountain, where, from a lofty gallery, you can look down and see, far, far below you, the superb Grindelwald valley, a typical Swiss picture with chalets, glaciers, pasturing cattle, and mountain torrents. The scene is just such a one as you fancy the soaring eagle must get of the world beneath him. Eigerwand, at present, is as far as you can go, the road being but a third done. What a big undertaking