



Slowly but surely the question as to whether the United States railroads and publications have the right to exchange advertising for transportation under the Hepburn law is approaching a decision by the United States courts that will definitely determine whether a ruling by the interstate commerce was sound.

The Monon case is to be the basis of final adjudication. Evidence is being taken in Chicago by a special commissioner appointed by the United States Circuit Court. Advertising managers of magazines have been the witnesses examined so far. All have testified that advertising rates are subject to frequent variation, and this, it is asserted, is the real point at issue although it can hardly be considered applicable to straight newspaper advertising.

It is charged that the railroad is violating the interstate commerce law, the contention being that the variation in magazine rates makes the placing of a fixed value upon such advertising impossible, and that therefore, the granting of railroad tickets in exchange for it forms a discrimination in violation of the interstate commerce law. The testimony will be based in a suit for an injunction which the Government has instituted against the railway company to restrain it from paying for advertising with transportation.

Inquiries received by the passenger department of the C. P. R. from those who wish information regarding the amounts of big game in the Canadian Rockies, indicate that the mountain regions of Western Canada are fast attaining a world-wide fame as a paradise for big game hunters. The number of sportsmen from all over the world who will invade the interior districts of the coast province in search of game promises to be a record-breaker, if numbers are to be taken as the standard of comparison.

A distinguished visitor, who will this summer visit the West, and will spend his holiday on the headwaters of the Snake River in quest of grizzly, is Prince, Hohenzollern-Kosch, of Ingelheim, province of Oberschlesien, Germany. He will arrive in Canada in August and will be accompanied by Herr Werner von Alvensleben and later by Baron von Bodenhausen, secretary of the Vancouver-German consulate.

The same regions will also attract J. T. Millais, R. A., the well-known artist, and a son of the late Sir John Millais, R. A., the famous English painter. Mr. Millais has hunted big game in many lands. His books are acknowledged authorities among sportsmen, especially those relating to his experiences in South Africa. He is now preparing a large book on the big game of the West, and his mission in visiting the country is largely in this connection.

Other visitors to the region will be Lord Vivian, of the Seventeenth Lancers. He will spend his time in the Cariboo district. Scores of American sportsmen are also expected.

A number of important changes on the Grand Trunk and Grand Trunk Pacific Railway systems were announced on Saturday, which effect several promotions amongst higher officials.

Mr. J. E. Dalrymple, general freight agent of the Grand Trunk, will on May 1st, leave his position, and go to Winnipeg as freight traffic manager for the Grand Trunk Pacific. He will be succeeded here by C. A. Hayes, assistant general freight agent of the Grand Trunk at Chicago.

Mr. C. E. Dewey, assistant general freight agent of the Grand Trunk, will become general traffic manager of the Central Vermont, while Mr. R. L. Burnap, general freight agent of the Central Vermont, will go to Chicago, to take the position vacated by Mr. Hayes.

These changes are not yet gazetted, but circulars will shortly be issued, and the promotions will go into effect on May 1. The announcement of Mr. Dalrymple's promotion was confirmed yesterday by Mr. Frank W. Morse, vice-president and general manager of the Grand Trunk Pacific.

On the Grand Trunk proper, Mr. Dewey will be called as assistant general freight agent by Mr. E. Rosevear, according to a circular issued on Saturday, the change to become effective on April 20.

Mr. Rosevear will be succeeded as freight claims agent here by Mr. E. Arnold.

Another change has been effected by which Mr. Arnold will have charge of loss and damage freight claims, while a new office has been created, that of freight claims auditor, in charge of freight overcharge claims. This work was previously looked after by Mr. Rosevear, but now that the two departments have been separated Mr. B. N. Neisser has been promoted to the new office.

Mr. F. W. Morse, vice-president and general manager of the G. T. P., made the following statement in connection with the reported sale of the Prince Rupert town site for \$100,000:

MCLEOD'S DELIGHT.
Rheumatism Made Miserable — South American Rheumatic Cure Brought a Welcome Relief.

Mr. McLeod, of Leith, Ont., walked into the store of a local druggist in Owen Sound at which he has purchased South American Rheumatic Cure, and said: "I am so perfectly delighted with the results obtained from the use of this grand remedy that I came unhesitatingly to offer you the use of my name in recommending it to others who may be as great sufferers from rheumatism as I was."

Sold by Callard & McLachlan and Co., McLeod.

SUMMER HOTELS HIGHLANDS OF ONTARIO.

The Grand Trunk Railway System announces that arrangements have been completed for two handsome additions to the chain of hotels throughout the Highlands of Ontario.

The Wawa Hotel on Lake of Bays, one of the finest summer hotels in the northern resorts of Canada, is nearing completion and work is under way on the new Highland Inn situated overlooking Cache Lake at Algonquin Park station. The Highland Inn will be of the cottage type, cosy and comfortable in its appointments, all modern conveniences, colonial fireplaces in the dining and living rooms, spacious piazzas and most charming outlook over lake, mountain and virgin forests; in fact all the comforts of civilization are transported into this virgin wilderness. Double daily mail service, telegraph and express facilities at this point with excellent train facilities will make this hotel unique and attractive for a restful sojourn so remote from the turmoil of the cities, but yet with all necessary facilities for communication with the outside world. The Highland Inn is situated about 1,500 feet above sea level, giving it by far the highest elevation of any summer hotel in Eastern Canada. A good boat livery and corps of guides will be maintained and tourists who desire to make extended trips through the waterways of the park will be outfitted and provided for in every respect without rendering it necessary to bring any baggage excepting wearing apparel according to length of sojourn. These new hotels will provide every comfort and facility for the enjoyment of guests and the cost of accommodation will be so reasonable that it will not deter anyone of moderate means from patronizing them. In addition to this they will cater to tourist trade from Great Britain where the Grand Trunk is organizing trips of parties and individuals for a lump sum of expense including hotels from the time tourists leave home until they return. Such trips need not occupy more than the average holiday, say one month, and will embrace the ocean trip, an opportunity of becoming acquainted with Canadians and Canadian affairs and the entire cost will not exceed that of the usual summer holiday in Switzerland or other European resorts.

Mr. C. A. McNicholl, purchasing agent of the Grand Trunk Pacific Railway in Vancouver, received a telegram from Mr. J. H. Bacon, harbor engineer at Prince Rupert, stating in most positive terms that men should keep away from this place until June 1, if seeking employment. Mr. Bacon says that at present there are more than one thousand men unemployed at the Grand Trunk Pacific terminus, and there is neither work for them in the immediate future nor present accommodation. The contractors are getting things in shape, but will not be ready to take care of any more men until June 1. So much in earnest is Mr. Bacon over the matter that he has asked for the posting of notices in the ticket offices in Vancouver warning men looking for jobs not to go north until the time mentioned.

The secretary of the board of railway commissioners has sent out to all railway companies in Canada the following circular:

"Owing to the numerous reports the board has received from its inspectors relating to the poor condition of the lighting system of the locomotives, engines in use on the different railway systems in Canada, the board has had under consideration the advisability of requiring the railway companies, subject to its jurisdiction, to use an electric system of lighting, or some other good system that will give satisfactory light for the protection of life and property."

"The board directs me to say that it will be glad to have you file with it, as early as a date as possible, such observations as you may wish to make regarding the proposal of the board to issue an order, as suggested herein."

STEEL IRRIGATION CANAL.

In Egypt there has recently been constructed a large irrigation project. The land to be reclaimed is dry and parched, and is supposed to have received no water for the last 5,000 or 4,000 years. The water of the Nile is directed into the parched land by a special plant. This consists of a set of powerful pumps, which lift the water through suction mains 6 feet 8 inches in diameter, and discharge it into a series of steel raising mains of the same diameter, which in their turn pour the water into a service reservoir. A large steel canal starts from this reservoir and divides into turns the stream into distributing earth canals or culverts, from which it flows upon the land. The lift of the pumps is from 50 to 67 feet, and the top of the reservoir wall is over 200 feet above sea level. The service canal is made of reinforced concrete. The canal is composed of riveted steel plates being one-third of an inch in thickness, is nearly semi-circular in shape, and has a diameter of 19 feet 3 inches, with 2-foot flanges at the top, being therefore nearly 12 feet deep. Its total length is over a mile. It is built up of seven plates round the circumference, the plates being connected together by one-half inch snaphead rivets, of which 550,000 were used.—Technical World Magazine.

WIRELESS TROUBLES.

There is one weakness apparently inherent in all wireless communication which will operate more seriously against the telephone than the telegraph. That is the disturbing influence of sunlight upon the ether waves utilized, which sometimes necessitates the sending of messages only at night.

While long distance transmissions are more affected by this absorption process it also hampers medium distance messages to some extent. The prospect of having to defer chats with neighbors until dusk would undoubtedly deter housewives from adopting wireless conversation, and the same attitude would naturally be taken by businessmen, who loathe to postpone business talks until the hours of rest. Should human ingenuity overcome this obstacle there would remain the intricate problem of constructing a system of attuning delicate and trustworthy enough to make feasible a wireless "central." With all these tasks and uncertainties, wireless talking will probably remain a luxury to be employed chiefly by army and navy officers, who will accept the task of perfecting the new system for military service.—N. Y. Tribune.

SHILOH'S

Quick ease for the worst cough—quick relief to the heaviest cold—SAFE to take, even for a child. Cures Coughs & Colds. Sold under a guarantee to cure colds and coughs quicker than any other medicine—or your money back. 34 years of success commend Shilo's Cure. 25c., 50c., \$1.

QUICKLY!

DUNLOP BICYCLE TIRES

MADE BY THE NEW PATENT DOUGHTY PROCESS

The New Dunlop Bicycle Tire for 1908, made by the Doughty Patent Process, makes a bicycle ride light as on air.

Ask for the new Dunlop inner tubes, the kind that go with the Doughty made tire.

You will know the new tire by the name embossed on the slipless tread. All the dealers have them.

The DUNLOP TIRE AND RUBBER GOODS CO., Limited
MONTREAL - ST. JOHN - TORONTO - VANCOUVER - WINNIPEG

1,000 IRON BEDS 500 SPRINGS 500 MATTRESSES

We purchased the entire stock of a large factory at a ridiculously low figure. We will clear out the above stock at the regular wholesale price. This is the chance of a lifetime to get any of these articles at a bargain.

Springs	Mattresses	Beds
\$10.00 Springs ... \$7.00	\$12.00 Mattresses \$9.50	\$15.00 Beds \$11.00
\$ 7.00 Springs ... \$4.50	\$ 9.50 Mattresses \$6.50	\$12.00 Beds \$9.00
\$ 5.00 Springs ... \$3.50	\$ 6.00 Mattresses \$4.50	\$ 9.00 Beds \$6.50
\$ 3.50 Springs ... \$2.50	\$ 5.00 Mattresses \$3.75	\$ 6.50 Beds \$4.75
\$ 3.00 Springs ... \$2.00	\$ 3.50 Mattresses \$2.50	\$ 4.25 Beds \$3.50
	\$ 2.50 Mattresses \$1.95	\$ 3.50 Beds \$2.50

The Ontario Furniture Co.

London's Largest Furniture House. 228-230 Dundas St.

We have another lot of 5x2½ Reversible Rugs to clear at \$1.98. Only 200 this time.

Mrs. Winslow's Soothing Syrup has been used for over THIRTY YEARS by MILLIONS OF MOTHERS for their CHILDREN WHILE TEETHING, with PERFECT SUCCESS. IT SOOTHES THE CHILD, SOFTENS THE GUMS, ALLAYS ALL PAIN, CURES WIND COLIC, and is the best remedy for DIARRHOEA. Sold by druggists in every part of the world. Be sure and ask for "Mrs. Winslow's."

SANAL-MIDY
Standard remedy for Gleet, Gonorrhoea and Runnings IN 48 HOURS. Cures Kidney and Bladder troubles.

J. C. ELLIOTT
229-323 Dundas Street
FUNERAL DIRECTOR & EMBALMER
Open day and night. Residence on premises. Phone 1907.

SMITH, SON & CLARKE
UNDERTAKERS AND EMBALMERS
Lady assistant. Night calls personally attended.
130 Dundas St. Phone 536
620 Dundas St. Phone 670
Residence on Premises.

D. A. STEWART
(Successor to John T. Stephenson.)
FUNERAL DIRECTOR AND EMBALMER
Reasonable charges. Best equipment.
Open day and night. Residence on premises.
104 DUNDAS ST. PHONE 469.
GEO. E. LOGAN, Assistant Mgr.

W. HARRISON
FUNERAL DIRECTOR & EMBALMER
First-class Equipment. 67 Dundas.
Phone 1150. Residence on premises.

FERGUSON & SONS
Funeral Directors
174 TO 180 KING STREET
ESTABLISHED 50 YEARS.
Phone 273 and 543.

ANCHOR LINE
GLASGOW AND LONDONDERY
Sailing from New York every Saturday.
New twin-screw steamships. Splendid accommodations. Excellent service. Saloon, \$25.00; 1st class, \$12.50; 2nd class, \$6.25; 3rd class, \$3.12.
HENDERSON BROS., New York; F. B. HOOKE and WM. FULTON, Dundas and Richmond Sts., London.

Gillette Safety Razor

NO HONING
NO STROPPING

Face Insurance.
You insure your life, house, business holdings, etc., etc.
Why not your face?
The Policy of the "GILLETTE" is to insure you against further shaving troubles, dull unhone razors, cuts, time lost, money spent.

A GILLETTE Razor establishes a long term insurance policy for YOUR face.

GILLETTE SAFETY RAZOR CO.
Canadian Factory, MONTREAL.

ALLAN LINE
ROYAL MAIL
Turbine Steamers
MONTREAL TO LIVERPOOL.
Corsican sails Friday, May 1, 8 a.m.
Virginian sails Friday, May 8, 8 a.m.
Tunisian sails Friday, May 15, 9 a.m.
Victorian sails Friday, May 22, 8 a.m.

MONTREAL TO GLASGOW.
Hesperian sails Saturday May 9.
Ionian sails Saturday, May 16.
Granipian sails Saturday, May 23.
Fretorian sails Saturday, May 30.
For rates of passage, sailing lists, etc., apply E. DE LA HOOKE, G. T. R. V. FULTON, C. P. R., or F. B. CLARKE, 416 Richmond street.

It took 35 years to build up a church of six members in China, but since 1900 there have been 50,000 natives converted to Christianity.

Feather Beds, Pillows and Mattresses renovated and sterilized; also manufacture of Mattresses, Feather Pillows, Cushions and Spring Beds. Brass and Iron Beds, Stoves, Furniture, Camp Beds, at the Park Hotel. Pillows and Mattress Cleaning Factory, J. P. HUNT & SONS, 593 Richmond street. Phone 997.

WABASH
Will sell during the months of March and April
SPECIAL ONE-WAY SECOND-CLASS COLONIST TICKETS
from all stations to California, Arizona, Mexico, Oregon, Idaho, Montana, Washington and British Columbia. Tickets will be on sale via all direct routes.

To the above points. For further particulars call on your nearest Wabash agent, or address J. A. RICHARDSON, district passenger agent, No. 63 Yonge street, Toronto, and St. Thomas, Ont.

TRAVELERS' GUIDE

GRAND TRUNK RAILWAY.

MARNIA TUNNEL TO SUSPENSION BRIDGE AND TORONTO.

Arrive from the east—7:30 a.m., 10:55 a.m., 11:15 a.m., 11:25 a.m., 6:25 p.m., 7:48 p.m., 10 p.m.
Arrive from the west—12:09 a.m., 7:15 a.m., 11:18 a.m., 1:10 p.m., 4:10 p.m., 6:25 p.m.
Depart for the east—12:14 a.m., 7:10 a.m., 7:30 a.m., 9 a.m., 11:22 a.m., 2:05 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—7:55 a.m., 7:47 a.m., 11:18 a.m., 11:35 a.m., 1:40 p.m., 8:05 p.m.
The 7:40 a.m. and the 1:40 p.m. trains stop at all stations.

LONDON AND WINDSOR.

Arrive—10:40 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., 7:55 p.m. (International Limited).

STRATFORD BRANCH.

Arrive—7:15 a.m., 11:15 a.m., 1:30 p.m., 6:35 p.m., 11:10 p.m.
Depart—7:15 a.m., 11 a.m., 2:50 p.m., 6 p.m.

LONDON, HURON AND BRUCE.

Arrive—10 a.m., 6:15 p.m.
Depart—8:30 a.m., 4:50 p.m.
Trains marked * run daily. Those not so marked run daily except Sunday.

PERE MARQUETTE RAILWAY.

Depart—5:40 a.m., 6:50 a.m., 9:45 a.m., 2:30 p.m., 3:40 p.m., 7:35 p.m.
Arrive—8:45 a.m., 12:15 p.m., 1:50 p.m., 4:40 p.m., 9:20 p.m., 11:30 p.m.
*To and from Walkerville, without change. Trains not *starred* to Port Stanley. Between London and St. Thomas only.

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., 6:35 p.m., 10:25 p.m.
*Runs through to Waterford.

CANADIAN PACIFIC RAILWAY.

Arrive—From the east 11:30 a.m., 8 p.m., 11 p.m. From the west—4:30 a.m., 8:20 a.m., 5:20 p.m.
Depart—For the east—4:40 a.m., 8:43 a.m., 9:25 p.m. For the west—11:38 a.m., 8:10 p.m., 11:10 p.m.
Trains marked * run daily. Those not so marked run daily except Sunday. *From Chatham only. **Runs only to Chatham.

INTERCOLONIAL RAILWAY

Royal Mail Trains From Montreal To Halifax

connecting with
Royal Mail Steamers From Halifax to Liverpool
CANADA'S FAMOUS TRAIN

THE MARITIME EXPRESS

Leaving Montreal Fridays at 12:00 (noon) carries passengers, baggage and European mails, reaching the steamer's deck at Halifax the following Saturday afternoon.
Special trains carrying passengers, baggage and mails, when steamer does not connect with the Maritime Express, leave Halifax immediately after the arrival of the steamer, making connections for Ottawa, Toronto, Detroit and points west.
For tickets and further information, apply to nearest Grand Trunk Ticket Agent, or to Toronto Ticket Office, 51 King street east.

GRAND TRUNK RAILWAY SYSTEM

CANADIAN NATIONAL HORSE SHOW, \$3.40

with 50 cents added for admission to horse show to Toronto and return, from stations west of Kingston. In Canada. Tickets good going April 29, valid returning on or before May 4, 1908.
Homeseekers' Excursions To The Northwest
Winnipeg and return \$32.00
Edmonton and return \$42.50
Proportionate rates to other points. Excursion dates, all rail, via North Bay, April 28, May 12 and 25, June 9 and 22, July 7 and 21, Aug. 4 and 18, Sept. 1, 15 and 29, 1908.
Excursion dates via rail and boat—Tickets will be sold to permit continuous passage for steamers sailing from Sarnia at 3:30 p.m. on following dates: April 29, May 12 and 27, June 10 and 24, July and Aug. 3, 19 and 31. All tickets good returning within 90 days. Full information from any Grand Trunk ticket office.

OCEAN STEAMSHIP TICKETS

WHITE STAR LINE.

New York—Queenstown—Liverpool.
N. Y.—Plymouth—Cherbourg—Shannon.
New York and Boston—Liverpool—Baltimore.
LEVY LINE.
Boston—Liverpool Direct.
E. DE LA HOOKE, SOLID AGENT.
AMERICAN LINE.
N. Y.—Plymouth—Cherbourg—Shannon.
Philadelphia—Queenstown—Liverpool.
ATLANTIC TRANSPORT LINE.
New York—London Direct.
DOMINION LINE.
Royal Mail Steamers.
Montreal—Quebec—Liverpool (Summer).
Portland—Liverpool Direct (Winter).
RED STAR LINE.
New York—Dover—Antwerp.
E. DE LA HOOKE or W. FULTON, Agts.

TORONTO HORSE SHOW

SHOW \$3.90

Return from LONDON INCLUDING ADMISSION TO SHOW
TICKETS GOOD GOING APRIL 29
RETURN LIMIT MAY 4
Tickets and full information at C. P. R. ticket office or depot, C. B. Foster, D. P. A., Toronto.