Our Scotch Corner

Stop Yer Ticklin', Jock!

The most popular singer in the music hall stage at the present moment is Harry Lauder, and yet ten years ago this much talked of and more sung Scot in London was a pitman in a Lanarkshire mine. It was in that hard school that Harry Lauder learned what is infinitely more to the purpose than music, that is, life, but it is his knowledge of both that makes him the much sought after man he is. His story of the "making" is well worth setting down. Even as a lad of twelve he used to work nine and ten hours a day in the mines at Hamilton. His brother works there still, and, curiously enough, Mr. Keir Hardies was, in old days, a friend of the family. Anyhow, at half past six every morning, young Harry Lauder was timed to reach the pit and begin his day's work with a two mile crawl through the bowels of the earth, knee-deep often in water. There he toiled in the darkness till about five. Even then there were no pleasant hours in the open air for him. Each evening he had to attend a night school, or else go out singing at Bands of Hope concerts, Foresters' lodge meetings — anywhere where he could make a shilling or two to help to eke out the scanty wages of the family. His first five-shilling night was, he confesses a great event. Thus he continued for ten years, working in the mines by day, singing by night. He had no training whatever save from his father—who had a turn for music, and was a potter by trade—and from his mother. It was afterwards, when he had already married a Lanarkshire lassie—the lady who still shares his joys and sorrows—that Harry Lauder taught himself the art of composition. The result is that practically every new song he sings is his own creation.

Gradually, as may easily be supposed Harry Lauder's combined seriousness, and humor made it possible for him to put by his pick axe and lamp—the actual ones with which he appeared at the Alhambra—and devote himself to singing in real earnest. He went all over Scotland, singing in concerts, small and large. His comic talent helped him to drift on to the halls. There he made for years a moderate but precarious living in the Scottish towns.

Strangely enough it was not till six years ago that Harry Lauder set foot in London. Six years ago this very month he was tried as a nameless "extra turn" at Gatti's. He sang "Rocked in the Cradle of the Deep"—the very song with which he recently surprised a Sunday evening audience at the Waldorf—without much response. Then came The Lass o' Killiecrankie, and the beginning of Harry Lauder's reputation as London's "only Scot" was made.

Since then, with a rapidity hardly equalled even on the music hall stage, Harry Lauder has made himself a name to conjure with alike among elegant, critical people and the vast Cockney crowd. He has been applauded with equal zest by 'Array and 'Arriet from the Lambeth Road, and by Duke and Duchess of Fife, the Duke and Duchess of Argyll. With the performances every night, not to speak of royalties on his enormously popular songs he makes an income considerably larger than that of some Cabinet Ministers—not excluding the President of the Local Government Board.

Yet the man himself, is, as those who know him will aver, a quiet, simple-hearted, shrewd, genuine artise. One of the most significant things about him is his love, his knowledge and understanding of Burns—of whom he knows almost every line. If only the London public wanted Burns Harry Lauder could sing "Highland Mary" so as to bring tears of either kind to the eye.

As it is, however, he is going his own way about matters. His next little piece of artistic ambition is, it may be said, to play quite a new kind of feminine part—or, at any rate, to play an old part in a new way. It is to put on the stage the "Scots gudwife" with all her humor and all her shrewdness, but with none of the vulgarity of the mere pantomime old woman.—Chronicle.

Lochiel's Wedding.

The marriage of Cameron of Lochiel to Lady Hermione Graham, which took place on Monday at All Saints' Church, Ennismore gardens, adds another link to those which bind two of Scotland's oldest and most famous families. Lady Mermione is a daughter of the Duke of Montrose, the head of the Grahams, a family whose history is that of Scotland itself. Blood-ties already exist between the Grahams and the Camerons, and the ancestors of both families have fought together in a common cause on a score of battlefields, All the romance of the great but futile struggle which so many Scottish families engaged on behalf of the House of Stuart is bound up with the story of the Grahams and the Camerons. The Duke of Montrose numbers among his famous ancestors the gallant Marquis who led the Royalist forces in Scotland and after many brilliant victories, died amid every circumstance of indignity, on the scaffold in Edingurgh in 1650. The Camerons are not less illustrious, although, like the Mackintoshes of Mackintosh and the Macleods of Macleod, they have no place in the peerage. Within a few months' time the Grahams will be united to another famous Scottish family by the marriage of the young Marquis of Graham to Lady Mary Hamilton, the famous heiress of the late Duke of Hamilton.

DWARFS NIAGARA.

THE WONDERFUL VICTORIA FALLS OF THE ZAMBESI.

The Zambesi River, carrying a huge volume of water, two miles in width, as it reaches the western borders of Rhodesia precipitates itself into a cavernous gorge, and then traverses the northern plains of the country.

This great drop in the river has produced "the most beautiful gem of the earth's scenery," the Victoria Falls. Almost twice as broad as Niagara, and two and a half times as high, an immense mass of water rolls over its edge to precipitate itself in magnificent splendor four hundred sheer feet into the narrow canyon below.

Undeterred, the Rhodesian engineers, have, without detracting from the natural beauty of the surroundings, thrown across the canyon a splendid 650 foot cantilever bridge and thus opened the way to Tanganyika, to Uganda, to Cairo.

This bridge, the greatest railway engineering triumph of Africa, deserves more than passing notice. It consists of a central span weighing approximately 1,000 tons, 500 feet in length, and 30 feet wide. The steelwork is of rolled steel weighing 490 pounds to the cubic foot. The end posts of the bridge are over 100 feet long. The pull on the anchorage apparatus is about 400 tons.

The contract for the construction was obtained by an English firm of bridge builders—the contract time fifty-five weeks. The work of erection was carried on from both banks, the material being taken across the river by means of an aerial electric railway. The electrical conveyor of this cable way was capable of dealing with a ten-ton load at a lifting speed of 20 feet per minute and a traversing speed of 300 feet a minute.

An initial difficulty in the construction of the bridge was the securing of a firm foundation, and owing to the crumbling nature of the bank, a much greater quantity of concrete was necessary than estimated.

The construction was happily unattended by accidents of a serious nature, though a few slight accidents to bodywork and the replacing from England of one piece of steelwork was recorded. In spite of these delays the bridge was linked up at 7 a. m. on April 1, 1905, or exactly forty-eight hours earlier than had been estimated a year before.—From "The Railway of Africa," by Lieut.-Col. Sir Percy Girouard, in the May Scribner's.

SHE'S A WISE WOMAN

Who keeps in mind that a little credit is a dangerous thing.

Who is able to mend both her husband's clothes and his ways.

Who has learned the paradox that to have joy one must give it.

Who can tell the difference between her first child and a genius.

Who most admires those eyes which belong to a man who understands her.

Who acknowledges the allowance made her by her husband by making allowances for him.

Who appreciates that the largest room in any house is that left for self-improvement.

Who realizes that two husbands of twenty-five years each are not necessarily as good as one of fifty.

Who can distinguish between the laugh of amusement and the one meant to show off a dimple.

Who gets off a trolley car the right way—though she runs the risk of being arrested as a man in disguise.

—Warwick James Price in Watson's Magazine.

TOO LATE?

MAMA! Don't be frightened—but be warned!

Every Mother knows, or should know, that the terrible Mortality among little children is caused by Stomach and Bowel troubles. Colic, Sour Curd, Cholera Infantum, Summer Complaint, Measles, Rashes, Scarlet Fever—even Mumps—have their first cause in constipation.

The Delicate Tissues of a Baby's Bowels will not stand rough treatment. Salts are too violent, and Castor Oil will only grease the passages, but will not make and keep them Clean, Healthy and Strong.

* * *

There is no other medicine as safe for a child as Cascarets, the fragrant little Candy Tablet, that has saved thousands of families from unhappiness.

The Nursing Mother even in good health should always keep her own Bowels Loose, and her Milk Mildly Purgative by taking a Cascaret at night before going to bed.

No other medicine has this remarkable and valuable quality. Mama takes the Cascaret, Baby gets the Benefit.

Cascarets act like strengthening Exercise on the weak little bowels of the growing babe, and make them better able to get all the Nourishment out of Baby's Natural Food.

Larger children cannot always be watched, and will eat unreasonably. The Ready Remedy should ever be at hand—Cascarets—to take care of the trouble when it comes.

No need to Force or Bribe children to take Cascarets. They are always more than ready to eat the sweet little bit of Candy.

Repulsive medicine forced on the little ones, does more harm than good.

* * *

Home is not complete without the ever ready Box of Cascarets. Ten cents buys a small one at the Corner Drug Store, but for the family the 50c "reserve box" is more economical.

Be very careful to get the genuine, made only by the Sterling Remedy Company and never sold in bulk. Every tablet stamped "CCC."

A sample and the famous booket, "Curse of Constipation," Free for the asking. Address Sterling Remedy Company, Chicago or New York. 633

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Fruit-a-tives will cure the worst case of Chronic Constipation and Biliousness.

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Fruit-a-tives are the finest Kidney and Bladder Remedy in the world.

Fruit-a-tives reduce inflammation and congestion—relieve the over-supply of blood—enable the kidneys to rid the system of waste—and thus prevent the formation of uric acid. Fruit-a-tives take away that pain in the back—and quickly cure irritated Bladder.

Fruit-a-tives completely cure Headaches and Rheumatism.

Headaches and Rheumatism both mean poisoned blood. Either the skin, kidneys or bowels are not ridding the system of waste matter. Fruit-a-tives invigorate and strengthen these organs—start up healthy, normal action—rid the system of poisons—and purify and enrich the blood. That means away with Headaches and Rheumatism.

Fruit-a-tives are the ideal tonic for everyone.

Fruit-a-tives build up, strengthen, invigorate. They sharpen the appetite—steady the nerves—enable one to sleep well—and keep the whole system in perfect health. They are fruit juices, concentrated and combined with tonics and internal antiseptics.

50c. a box or 6 boxes for $2.50. Sent on receipt of price if your druggist does not handle them.

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The Spur of Competition

(Mr. W. J. Bryan on Individualism vs. Socialism.)

Mr. W. J. Bryan writes a judicial and most interesting article on Individualism vs. Socialism in the Century for April. The paper should be read in its entirety, but here are some points: "The words 'individualism' and 'socialism' define tendencies rather than concrete systems; for, as extreme individualism is not to be found under any form of government, so there is no example of socialism in full operation. All government being more or less socialistic, the contention, so far as this subject is concerned, is between those who regard individualism as ideal, to be approached as nearly as circumstances will permit, and those who regard a socialistic state as ideal, to be established as far and as fast as public opinion will allow. The Individualist believes that competition is not only a helpful but a necessary force in society, to be guarded and protected; the Socialist regards competition as a hurtful force, to be entirely exterminated.

"In comparing individualism with socialism, it is only fair to consider individualism when made as good as human wisdom can make it and then to measure it with socialism at its best. It is a common fault of the advocate to present his system, idealized in contrast with his opponent's system at its worst, and it must be confessed that neither individualist nor socialist has been entirely free from this fault. In dealing with any subject, we must consider man as he is, or as he may be reasonably expected to become under the operation of the system proposed, and it is much safer to consider him as he is than to expect a radical change in his nature.

"In any attempt to apply the teachings of Christ to an economic state, it must be remembered that His religion begins with a regeneration of the human heart and with an ideal of life which makes service the measure of greatness. * * * The government, whether it leans toward individualism or toward socialism, must be administered by human beings, and its administration will reflect the weaknesses and imperfections of those who control it. * * * Will socialism purge the individual of selfishness or bring a nearer approach to justice? Justice requires that each individual shall receive from society a reward proportionate to his contribution to society. Can the state, acting through officials, make this apportionment better than it can be made by competition? If the government operates all the factories, all the farms, and all the stores, there must be superintendents, as well as workmen: there must be different kinds of employment, some more pleasant, some less pleasant. Under individualism a man's reward is determined in the open market, and where competition is free he can hope to sell his services for what they are worth. Will his chance for reward be as good when he must do the work prescribed for him on the terms fixed by those who are in control of the government?

"Probably the nearest approach that we have to the socialistic state to-day is to be found in the Civil Service. If the Civil Service develops more unselfishness and more altruistic devotion to the general welfare than private employment does, the fact is yet to be discovered. * * * A life position in the government service, which separates one from the lot of the average producer of wealth, has given no extraordinary stimulus to higher development. The Individualist contends that the consolidation of industries ceases to be an economic advantage when competition is eliminated; and he believes, further, that no economic advantage which could come from the monopolization of all the industries in the hands of the government could compensate for the stifling of individual initiative and independence. And the individualists who thus believe stand for a morality and for a system of ethics which they are willing to measure against the ethics and morality of socialism."

When a man loses his enthusiasm his opportunities begin to shrink.

IN QUIET MOOD.

Jesus Christ the Same.

(By Helen Knight Wyman.)

"What was He yesterday?"
A Friend most dear!
"Then haste to that Friend—
Still He is near."

"What was He yesterday?"
A Staff and Stay!
"Now is the time to lean—
'Lean hard,' to-day."

"What was He yesterday?"
A Shepherd kind!
"Then follow where He leads,
Pasture to find."

"What was He yesterday?"
My guiding Light!
"He can illume the way
No longer bright."

What was He yesterday?"
Saviour divine!
"Then lay on Him to-day.
All sins of thine.

"And if, to-day, He fills
Thy every need,
Thou can'st, forevermore
Trust Him, indeed!"

—The Congregationalist.

A Lurid Doom.

(By a Banker.)

Caused doubtless by an irruption of the ocean through a cleft into the incandescent inner crust of the earth, thereby generating an overwhelming and irresistible volume of steam, that safety valve of Europe, Vesuvius, has once more been the scene of a terrible calamity of nature's forces, in presence of which proud man is as helpless and as impotent as a crushed worm.

Ominous rumblings and smothered detonations warn those whose homes were scattered around the very jaws of the fiery earth vent that an outburst of unusual severity must be expected. And in a moment it is upon them. With a strident roar as of ten thousand thunders, huge masses of red-hot rock, volleyed high in air, crush to death all upon whom they fell; clouds of sand and mud an dashes obscure the sun, and instead of the wondrous azures of the Italian sky, a lurid murky gloom darkens the air, making more vivid the tongues of devouring flame which belch forth from rents in the mountain sides, or are wildly vomited from the reeking crater; and causing the great balls of livid fire which from time to time are hurled from it as from the mouth of a huge piece of ordnance to appear even more terrible and awe-inspiring.

And now with a hissing blast which rends the air with its deafening stridor, fiery rivers of liquid rock burst forth in all directions, surging and eddying down the steep sides of the mountain, now plunging headlong down over a lofty beetling precipice, a cataract of flame and molton stone; now, still almost red-hot, surrounding and overwhelming a village, deluging the lower apartments with the smoking viscious fluid, and, gripping in its fell clasp those wretched creatures too infirm to flee, sepultures them uncoffined and unknelled; and now igniting one after another, a church, or cottage, or homestead, until the place is transformed as it were into a lurid horror, an antechamber of hell.

And so it goes on, a very inferno, a dire cataclysm of lethal ruin and death; red-hot rocks raining upon them from above; the terrible torrents of lava engulphing them in fiery desolation and destruction; and the booming, sepulchral thunder and flashes of flame from the ever burning interior fires of the earth, causing even the most intrepid to quail, terror-struck and aghast.

But what will it be when this earth of ours will be burnt up and the powers of the universe shall be shaken. Then will those who have forgotten their God quail indeed with mortal terror and alarm: while those who have served Him, and whose misdeeds have been atoned for by the sufferings of the Messiah endured on their behalf as the punishment due to them, will look up in ecstatic joy. For they know, that their redemption is at hand.

Proof of Godliness.

And that proving and attesting will surely be in the sight of all men, and the proof of godliness will be seen in unselfishness and helpfulness in all the relationships of life. In the home and in the family life surely most of all. If there is any place that the ripe, sweet fruit of the Christian life should appear it is in that inner circle of our own. If we are the head of the household, we owe our family clothing and shelter and wholesome food. But having paid that debt a much greater one remains. Our own may still claim from us righteous example, faithful precept and instruction, the presentation of high ideals, gentleness, forbearance, sympathy, cheerfulness—all these and many more are theirs of right. These are the higher and more binding obligations, and herein is the true test of our Christian faith in the home—do we live there to serve, and to serve the highest and holiest interests, rather than to merely enjoy and to receive? There is no escaping, even in that narrow circle, the great law and rule of life that the apostle lays down. Service is the ideal, and it is only as we work along that line do we conform ourselves to God's great law of life, and find our happiness and usefulness perfected according to his will.

A BOON FOR INFANTS

Lactated Food

Baby's Summer Protector and Mother's Comfort.

The greatest boom of science for the infant is Lactated Food, a highly nutritious form of diet containing all the principal elements of pure and healthy breast milk. Lactated Food stands first as a health-giving food. Its purity, nourishing powers, its adaptability for weak digestion and its non-irritating qualities are well-known to physicians who prescribe it every day. Babies regularly fed on Lactated Food are always secure from such infantile troubles as dysentery, diarrhoea, and bowel consumption. In a word, Lactated Food "saves babies' lives" when all other foods fail to nourish and strengthen. Try it, mothers, the results will delight you. Druggists everywhere.

Time to Live on the Porch.

(Baltimore Sun.)

The parlor ought to be deserted in summer for the open air, and the dining room likewise. With hammocks and easy chairs a delightful existence there is practicable, and a stay there is much more health-giving than in the contaminated air of a bedroom. Many persons nowadays spend the night on the porch in summer, and a few find the air better there in winter also. A bare, bleak porch exposed to the sun has its drawbacks, but it can be made attractive by planting around it in the spring quick-growning vines. Porch furniture is now made in many styles, including the indispensable table for books, magazines, etc. Hanging baskets with flowers and ferns have a decorative effect. Everything is to be added that will charm the household from the house into the open air.

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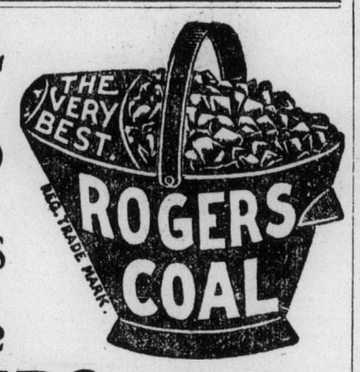

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GREATEST REALM ON EARTH.

British Empire the Most Populous and Extensive in History.

The census of the British Empire, which was actually taken five years ago, but which, because of the unprecedented magnitude of the work of analysis and tabulation, has only just been published, affords an impressive reminder and justification of Webster's eulogy—"a power to which for purposes of foreign conquest and subjugation. Rome in the height of her glory is not to be compared."

It was of the British empire a century and a third ago that Webster spoke, before the English flag had been planted at the Cape of Good Hope, before even a penal colony had been settled in Australia, and when there was as yet only a small and uncertain foothold in India. To-day, with the expansion which has occurred since the American revolution, the British empire stands probably the most populous and certainly the most extensive in the world, and, on the whole, the greatest the world has ever seen.

In round numbers the British empire has an area of 12,000,000 square miles. No other begins to rival it. The Russian empire stands next, but it has only 8,660,395 square miles. Next in rank is what we may call the French republican empire, with 4,296,130 square miles, closely followed by China, with 4,277,170.

The United States exercise dominion over 3,693,169 square miles, or less than one-third tre area of the British empire while the German flag floats over only 1,236,650 square miles. Nearly as large as the next two put together, the British empire easily leads the world in point of area.

In respect to population the British empire may or may not stand first. Its census shows an aggregate of 400,000,000. The only possible rival to it is China, of which the population has been stated at 407,000,000 for China proper and 426,000,000 for the entire empire, including Thibet and Turkestan.

How accurate those figures are or how inaccurate it would be injudicious to say. There are reasons for suspecting that they are exaggerated and that the total population of the whole empire is less than that of the British empire. If, however, they are so nearly right the British empire must stand second to China in numbers the third is a long way below. The utmost claim for the Russian empire is less than 142,000,000, while France governs only 93,000,000, the United States probably 88,000,000 and Germany only 74,000,000. If we analyze these figures we find that three-fourths of the British subjects are Asiatics.

Nevertheless, in number of Caucasians that empire ranks high, being exceeded by Russia, the United States and Germany in the order named—if the Russians are properly to be classed as Caucasians—but approximately so closely to their figures as not to be outclassed. There are probably 57,000,000 civilized white men in the British empire.

Equally impressive is the variety ow lands and peoples. Some spot in every latitude and in every longitude almost is colored British red on the world's map. The 400,000,000 include men of every known race and of practically every tongue and every religion. More than half are Hindoos and nearly a quarter are Mohammedans, while there are 58,000,000 Christians of all sects. As for the diversity of occupations and interests, that is well-nigh infinite.

We might speak of it as characteristically a commercial empire, seeing that it surpasses all others that have ever existed in commerce, were it not that it has equal pre-eminence in manufactures and perhaps also in agriculture and pastoral pursuits. In literature and science it stands unsurpassed and in militant power upon the sea it has no rival. With such a statistical showing there need be no hesitation in reckoning the British empire the greatest the world has known and the greatest of which the measurable future has promise, save—in some respects only—the great republican realm which is an offshoot of the same British stock.

Rebellion in Russia

Isn't half as interesting to the man with corns as the knowledge that cure is guaranteed with every bottle of Putnam's Corn Extractor. Painless, safe and sold everywhere.

Nell—She has the reputation of being extremely modest. Belle—Yes; but I'm getting rather tired of hearing her brag about it.

RAILWAYS.

INTERCOLONIAL RAILWAY

Are You on the List for 1906 ? New and Revised Publications descriptive of the Fishing Hunting Boating Bathing reached by the INTERCOLONIAL RAILWAY will be issued in April

WRITE

General Passenger Dept. Moncton, N. B.

GRAND TRUNK RAILWAY SYSTEM.

St. Catharines, Niagara Falls, New York—*2.25 a. m., 5.32 a. m., *5.55 p. m., †7.10 p. m.

Niagara Falls, Buffalo—*5.32 a. m., *9.55 a. m., †11.20 a. m., *1.55 p. m., *5.55 p. m., Grimsby, Beamsville, Merriton—†8.40 a . m., †11.20 a. m., †6.05 p. m.

Woodstock, London, Detroit, Chicago, *1.20 a. m., *8.35 a. m., *9.00 a. m., *3.50 p. m., *5.35 p. m.

Brantford and Paris only—†1.35 p. m.

Brantford, Paris, Ingersoll, London—*1.20 a. m., †6.45 a. m., *8.00 a. m., *8.35 a. m., *1 a. m., *2.50 p. m., *5.35 p. m., *7.05 p. m.

St. George—†8.00 a. m., †3.37 p. m., †7.04 p. m.

Burford, St. Thomas—*8.35 a. m., †3.50 p. m.

Guelph, Palmerston, Stratford and North—†8.00 a. m., †3.37 p. m.

Galt, Preston, Hespeler—†8.00 a. m., †3.37 p. m., †7.05 p. m.

Jarvis, Port Dover, Tillsonburg, Simcoe—†8 a .m., †9.10 a. m., †5.50 p. m., †5.55 p. m.

Georgetown, Allandale, North Bay, Collingwood, etc.—†7.50 a. m., †5.25 p. m.

Barrie, Orillia, Huntsville—†7.55 a. m., 11.15 a. m., and *9.10 p. m.

North Bay and Points in Canadian Northwest—†11.15 a. m., *8.55 p. m.

Toronto—†7.00 a. m., †7.55 a. m., *9.05 a. m., *10.25 a. m., †11.15 a. m., *2.00 p. m., *3.45 p. m., †5.35 p. m., *7.10 p. m., *8.55 p. m., *9.05 p. m.

Burlington, Port Credit, etc.—†7.00 a. m., †11.15 a. m., †5.35 p. m.

Cobourg, Port Hope, Belleville Peterboro', Lindsay—†11.15 p. m., †3.10 p. m., 5.35 p. m.

Belleville, Brockville, Montreal and East—†7.55 a.m., *7.10 p.m., *8.55 p.m., *9.05 p.m.

*Daily. †Daily, except Sunday. ‡From King Street Depot.

TORONTO, HAMILTON & BUFFALO RAILWAY.

Arrive. Hamilton.	Leave. Hamilton.
†3.00 p.m. Niagara Falls and Buffalo Express.	†8.50 a.m.
*8.05 p. m. Niagara Falls, Buffalo and New York Express.	A*10.45 a.m.
*9.50 a. m. Niagara Falls, Buffalo New York and Boston Express.	*6.20 p.m.

† 7.55 a.m. Welland accommodation †5.00 p.m. Sleeping car, dining car and parlor car on train leaving Hamilton at 6.20 p. m., and on train arriving at 9.50 a.m. Cafe coach on trains leaving Hamilton at 8.50 a.m., and on arriving 8.05 p.m. Pullman parlor cars on all through trains.

Arrive. Hamilton.	Leave. Hamilton.
Detroit, Chicago & Toledo Express	†8.48 a.m.
*9.40 a.m., Brantford & Waterford	
†12.22 p.m. Brantford & Waterford Ex.	
.....	†10.55 a.m.
†4.55 p.m., Detroit, Chicago, Toledo & Cincinnati Exp.	†3.13 p. m.
†8.00 p.m. ... Brantford & Waterford	†5.25 p.m.
Brantford & Waterford,	†9.00 p.m.
*9.40 a.m. Brantford & Waterford Ex. Sunday Service	†8.15 p.m.

Sleeping cers on Michigan Central connecting at Waterford with trains leaving Hamilton at 8.48 a. m., and 3.13 p. m., and train arriving at Hamilton at 4.55 a. m.

*Daily. †Daily except Sunday. ††Sunday only.

A. Niagara Falls connection on Sunday only.

CANADIAN PACIFIC RAILWAY.

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*9.55 a.m.....Toronto Express....	*10.40 a.m.
†12.25 p.m.....Toronto Express.....	†2.10 p.m
†3.10 p.m.....Toronto Express...	*3.55 p.m
5.05 p. m.....Toronto Express....	*6.15 p. m.
*8.10 p.m. .....Montreal Express	8.40 p.m.

†Daily, except Sunday. *Daily.

HAMILTON RADIAL ELECTRIC R'Y.

WEEK DAY SERVICE.

Leave Hamilton—†6, 7.10, 8.10, *9.05, 9.10, 11.10 a.m., 12.10 †1.00, *2.20, 2.30, 4.15, *5.10, 5.30, 6.10, 7.45, †8.10, 9.15, †11 p.m.

Leave Oakville—*7.30, †11.30 a.m., *2.40, 3.40, *6.45, *9.45 p.m.

Leave Burlington—8.00, 7.10, 8.00, *8.10, 10.10, 11.10 a.m., †12.10, 1.45, 3.15, 4.15, 5.10, 7.00, *7.20, 8.30, 10, *10.20 p.m.

SUNDAY SERVICE.

Leave Hamilton—†8.15, 9.10, *11.10, 11.10 a. m., 1.00, *2.30, 2.30, 4.15, †5.10, *6.10, 6.10, 7.45, †8.30, 9.15 p.m.

Leave Oakville—*9.30, a.m., *1.15, *8.50, †7.15, †8.45.

Leave Burlington—8.10, *10, 10.10 a.m., 12.10, *1.45, 1.45, 3.15, *4.15, 5.10, 7.00, †7.45, 8.30, †9.15 p.m.

*Through car for Oakville, does not stop on the Beach.

†Local car for Oakville, stops at all stations.

HAMILTON & DUNDAS RAILWAY WINTER TIME TABLE.

LEAVE DUNDAS.

King Street West—6.05, 6.50, 7.56, 8.55, 9.55, 10.55, 11.55 a. m., 12.55, 1.55, 2.55, 3.55, 4.55, 5.55, 6.55, 7.55, 8.55, 9.56 p. m.

Hatt Street Station—6.10, 6.55, 8.05, 9.15, 10.15, 11.15 a. m., 12.15, 1.15, 2.15, 3.15, 4.15, 5.15, 6.15, 7.15, 8.15, 9.15, 10.30 p. m.

LEAVE HAMILTON.

Gore Street Station—6.45, 8.15, 9.15, 10.15, 11.15 a. m., 12.15, 1.15, 2.15, 3.15, 4.15, 5.15, 6.15, 7.15, 8.15, 9.15, 10.15, 11.15 p. m.

For Parcels Only—Leave Hamilton at 8.15 a. m., 12.15 and 5.15 p. m.

SUNDAY SERVICE.

Leave King Street West, Dundas—8.25, 9.55, 11.25 a. m., 1.20, 2.20, 3.20, 4.20, 5.20, 6.20, 7.20 8.20 p. m

Leave Hatt Street Station, Dundas—8.30, 10.00, 11.30 a. m., 1.30, 2.30, 3.30, 4.30, 5.30, 6.30, 7.30, 8.30 p. m.

Leave Gore Street Station, Hamilton—9.15, 10.45 a. m., 12.40, 2.30, 3.30, 4.30, 5.30, 6.30, 7.30, 8.30, 9.15 p. m.

HAMILTON, GRIMSBY & BEAMSVILLE ELECTRIC RAILWAY.

WEEK DAY SERVICE.

Leave Hamilton—7.10, 8.10, 9.10, 10.10 a.m., 12.10, 1.10, 2.10, 3.10, 4.10, 5.10, 6.10, 7.10, 8.10, 9.10, 10.10, 11.10 p. m.

Leave Beamsville—6.15, 7.15, 8.15, 9.15, 10.15, 11.15 a. m., 12.15, 1.15, 2.15, 3.15, 4.15, 5.15, 6.15, 7.15, 8.15, 9.40 p. m.

SUNDAY TIME TABLE.

Leave Hamilton—9.10, 10.10, 11.10 a. m., 12.45, 2.10, 3.10, 4.10, 5.10, 6.10, 7.10 9.10, p. m.

Leave Beamsville—7.15, 8.15, 9.15, a. m., 12.15, 1.15, 2.15, 3.15, 4.15, 5.15, 6.15, 7.15

STEAMER MACASSA.

Leave Hamilton daily (except Sunday) 8 a.m. Arrive Toronto 11.45 a.m.

Leave Toronto 4.30 p.m. Arrive Hamilton 7.15 p.m. Calling at Beach piers.

The Times as an advertising medium is unexcelled in Hamilton.