WAR EAGLE, CENTRE STAR

Discussion of Probable Ore Bodies in the Former Property—The Management.

RETICENCE OF THE COMPANY.

Sales of and Quotations on Mining Stocks Yesterday on the Canadian Exchanges.

Following is a letter to The Rossland Miner, together with The Miner's reply thereto. The letter, written by a Toronto man, in substance read:

Editor Miner: There are many readers of The Miner amongst the stockholders of The Centre Star and War Eagle mines in Toronto, who would like to have some information as to the extent and value of the ore bodies lately opened in the latter mine. A telegram from Rossland in reference to this appeared in a Toronto paper of the 4th inst., in this way: "It is pretty generally known, despite the reticence of the management, that the ore bodies discovered on the eighth level show that the values of the War Eagle ore have been recovered, together with an even larger area of ore than previously obtained from that mine."

This may be the lode in the eighth level referred to in a general way in The Miner of about Feb. 15.

In the issue of The Miner referred to appears this statement: "Thus at depth the ore bodies found on the surface have been more than doubled in size. The mine has been shipping from the ore obtained on the eighth level, and it is found to be of a fair average value, equal to anything in the mine. Contiguous to the War Eagle is the Poorman, with a payshoot of ore which is supplying half of the amount shipped from Le Roi No. 2, and which runs in value up to $50 a ton. . . . This payshoot is only partly situated within the Poorman, and a great portion of it is existent upon the War Eagle, but up to the present has been untouched."

This is a most important and encouraging announcement, as if this payshoot contains 20,000 tons of $30 ore, it would go far to paying off War Eagle's large indebtedness, and as no reference is made to this in Mr. Kirby's report, it is to be hoped The Miner will be able to furnish particulars as to the situation and extent of this ore body.

We get in The Miner full accounts of the extent of the ore bodies, etc., in the Le Roi, while information of a like nature in regard to Centre Star and War Eagle is somewhat meagre. Cannot this be remedied? (Signed) Reader."

The Rossland Miner replied:

The complaint as to the meagre nature of the report as to the extent and position of the ore bodies upon the War Eagle and Centre Star mines is well founded, but that The Miner does not publish more information as to these ore bodies is due to causes entirely outside of its control. The directorate of the War Eagle has come to the conclusion that altho the shares of the company have been sold largely and bounded widely all over the Dominion, the public is not interested in the state of the mine, and that a meagre annual report is sufficient information to content those interested in it. Hence the local management has directly refused to give out information officially as to progress of the mine. While there are so many men employed upon it, and while certain information has to be lodged with the Provincial Government authorities each quarter, it is impossible to altogether hide the real work upon the properties. Still the information gathered in this manner has not the authenticity belonging to that given by some responsible person connected with the mine. There is a determined effort to altogether conceal the true operations. Not only is information officially withheld, but any employe furnishing any data is threatened with dismissal. While the facts are therefore known in a general way, The Miner naturally hesitates to publish news which cannot be authenticated.

On the publication of the annual report of the War Eagle for 1900, it was stated that the production of 50,000 tons per annum was the real output of the mine. The seventh level had proved barren. Till late in the summer stoping was in active progress upon the fifth and sixth levels. This ore stoped down was left lying in the levels, and is now being shipped. On the seventh level both the north and south vein were drifted upon, and payshoot was found to have gone out. This was also the case with an intermediate ledge found between the other two. On the north vein a payshoot was found upon the west drift, and was raised upon, the ore being temporarily stowed away in the empty stopes on the second and third levels. The shaft was then driven down below these levels, and on reaching the eighth level, 1000 feet from the surface, a parallel drift was run from the shaft, the usual manner of developing the mine, the shaft going down between the north and south veins, nearer to the former. This parallel drift is only short, being about 60 feet in length. Here was found another body of ore, which gave values equal to any ever found in the mine. The management, on being applied to on the matter, refused to contradict or affirm the strike. It was nevertheless made, and ore has since been shipped from this point. On gaining the north vein a drift was run west, and on going below the raise spoken of on the seventh level the payshoot was found in place, and a raise started on the ore. The other veins to the southward were found in place, but it is stated that the values are low, but not too low for working if the smelter charge be reduced. The level has been thoroly opened up and is better at all points than the level above. On the attainment of the eighth level a parallel drift was run and the ore body discovered above again located. The shaft has since been continued down to the tenth level, but the workings are not as yet opened. It will be seen that the ore bodies are better than on the seventh level and that this was known to the management on the publication of the recent report. As the discoveries have not proved to be permanent by the opening of the level below, which has yet to be accomplished, it is likely that the authorities did not feel themselves justified in giving rise to hopes which may prove to be illusory.

With regard to this matter, it is well to notice that on the adjacent properties of the Iron Mask and Nickel Plate, to the north and south of the mine, the result of the deep workings has been to show that there are more ore bodies at depth than there are showing on the surface. Also that these ore bodies are more solid and cleaner. The experience of its neighbors will, in all human probability, be found to be repeated on the War Eagle, and without taking into consideration the Poorman ore shoot there will be found to exist a vast ore body quite sufficient to wipe out the load of debt incurred in various ways and to materially increase the annual shipments, estimated on data now proved to be inconclusive. The recent preparations on the gravity tramway show that larger shipments are contemplated.

With regard to the Poorman shoot, this is situated in the southwest angle of the War Eagle and is being worked from the Josie mine. The latter, together with the No. 1, the Poorman, Annie and other contiguous properties, form the Le Roi No. 2. The Poorman ore shoot has been developed on several levels on the Josie, and a crosscut is run from the 900-foot level of the Le Roi to this vein. This would give a depth of 1000 feet from the outcrop. Wherever opened the shoot has been found to be of good value. The November shipments from this source average nearly $30. This ore shoot is continuous right up to the War Eagle ground. How far it extends in that direction is not known. On the Le Roi No. 2 side the pay shoot runs west for about 120 feet. Its width is various and is over 30 feet wide, in some places narrowing from that to 16 feet.

To develop this shoot from the War Eagle shaft would be somewhat expensive, as a long crosscut would have to be run from the workings on the south vein. Any estimate of the tonnage or the value is out of the question just as long as the shoot remains undeveloped. To assume that there are 20,000 tons is to assume that the pay shoot is 14 to 15 feet wide within the War Eagle, that it extends within the limits for at least 15 feet, and that it is continuous for a depth of 1000 feet. This is, however, a not improbable assumption. It is likely that if future exploration discovers this shoot to be of sufficient value it will be worked, more especially as a system of upraises from level to level, connected in their turn with the main War Eagle workings, would give an almost perfect system of ventilation for the mine. Thirty dollars is again a higher value than should be placed upon the ore. The rest of the mine is giving about $12 to $18, and there is much ore which is pay ore that goes not much better than $9.

Why this matter has not been alluded to in the reports is something the management alone know. As a hazard, it might be ventured that no mine cares to exploit the value of the ore when there is no desire to sell the stock. On the contrary, conservative statements raise no false hopes, and if the mine proves better than anticipated the investor has no cause for complaint and is the more likely to be satisfied with the management.

Toronto Mining Exchange.

	Morning.		Afternoon.	
	Ask.	Bid.	Ask.	Bid.
B.C. Gold Fields	3	2	2⅞	2¼
Black Tail	11	9	11	9
Brandon & G.C.	8	5	8	5
Canadian G.F.S.	6¾	6½	7	6½
Cariboo (McK.)	35	33½	37	32½
Cariboo Hyd.	157½	145	160	150
Centre Star	100	75	105	94
Crow's Nest, xd.	$85	$75	$85	$78
California	5½	5	5½	4½
Deer Trail Con.	2¾	2	2¾	2
Evening Star (as.)	7½	5½	8	5
Fairview Corp.	3	2½	3½	2½
Golden Star	5¾	5	5½	5
Giant	4	3	4	3
Granby Smelter	55	47	...	...
Iron Mask	38	27	38	32
Knob Hill	60	40	60	40
Montreal-London	5	3	5	3
Morning Glory (as.)	8	5	9	5
Morrison (as.)	8	6¾	7½	6
Noble Five	5	3	5	3½
North Star	83	77	83	78
Olive	12	10	12	10
Payne	39	36	40	35
Rambler Cariboo	26½	25	26	25
Republic	33	28	30	26¼
Virtue	20	15	20	12
War Eagle Con.	40½	38	40½	38½
Waterloo	2½	2	2⅛	1⅛
White Bear	4½	4	4½	4
Winnipeg (as.)	9	7	8¾	7

Morning sales: (W.D.) Morrison, 1000 at 6¼; White Bear, 500 at 4½; Golden Star, 500 at 5¼; California, 3500 at 5; C.G.F.S., 1000, 500, 2000, 3500 at 6¾; Nelson Slocan, 2500 at 10; Waterloo, 1000, 1000, 500 at 2⅛. Total, 17,500.

Afternoon sales: White Bear, 500 at 4; Rambler Cariboo, 2000 at 25¾; Hammond Reef, 1000 at 1⅝; (W.D.) Waterloo, 5000 at 2; War Eagle, 2000 at 40. Total, 10,500.

Quickly Cures Tobacco Habit

Anyone Can Have a Free Trial Package By Sending Name and Address.

Men need no longer face the trying ordeal of swearing off from tobacco. A well-known chemist of Cincinnati has discovered a remedy that actually offsets the desire for tobacco, stops the craving for cigarettes,

No More Smoke or Dirty Spittoons.

spoils a cigar or pipe smoke, and makes it impossible to chew tobacco. One good feature about this new remedy is the fact that it is tasteless, so that ladies mix it in food, tea or coffee, milk or chocolate, and cure their husbands, sons or brothers without their knowing how it happened.

Any man who desires to quit using tobacco may now do so in a very pleasant but thoroughly effective manner, without any suffering or nervous tension. The remedy is perfectly harmless, and anyone may have a free trial package by sending name and address to the Rogers Drug & Chemical Company, 1951 Fifth and Race-streets, Cincinnati, Ohio. m28

THE METROPOLITAN BILL.

Copy of a Letter Sent to the Chairman of the Railway Committee.

The Metropolitan bill comes up to-day, and the following letter has been addressed to the Railway Committee by the Yonge Street Protective Association:

March 27, 1901.

Sir,—We beg leave to ask your careful consideration of the following points in connection with Bill No. 104, respecting the Metropolitan Railway Company, now before the House, on behalf of ourselves and other ratepayers to whom the condition of Yonge-street as a thorofare is of the greatest possible importance.

Fully three-fourths of the people of the county of York and of the town of North Toronto would welcome a connection which would permit of thru traffic between the Toronto Street Railway and the Metropolitan Railway, and would not object to the passage along Yonge-street of any track cars which would be allowed to pass thru the streets of Toronto to the markets of that city under reasonable regulations, but they protest in the strongest possible way against the passing of an act, which, under cover of a proposal to obtain access to the streets of Toronto, appears to be really intended to obtain the right to send railway freight cars along Yonge-street, not merely for the convenience of people who use that street, but to serve the traffic requirements of the whole northern country, which may by branch lines ultimately become connected with the Metropolitan.

The points to which we direct your special attention are as follows:

Firstly. Yonge-street is the only thorofare which gives the farmers and village residents access to the city of Toronto, because the adjoining concession lines are impassable for thru traffic, many hills not having been opened.

It is all very well for promoters of the bill to say that only two or three cars per day will pass. There is no limit to the number that may be required when branch lines are extended in all directions to the north, nor is any time limit mentioned—a perpetual franchise is sought without giving to any local municipality, either now or at any time in the future, the right to object to such a use of their most important thorofare, or any voice in the control of such traffic, which may in the future, if not immediately, be dangerous to life and property, and will certainly be injurious and detrimental to the property owners who now use Yonge-street as a highway.

Secondly. The powers now given to the Metropolitan and claimed by them make it especially dangerous to add a perpetual right to use the ordinary railway cars upon Yonge-street. They have power to expropriate land, to improve their grades, to use steam by leave of local municipalities, to carry freight of all kinds. They claim a perpetual charter, and they claim that they are a railway, and not under the Ontario Electric Railway Act. They deny that they are a street railway, and it is mere quibbling for them to assert that the Dominion act of last session will prevent their becoming a Dominion railway by connection with the C.P.R.

Thirdly. In many ways the Metropolitan Railway Company have failed to comply with their present agreement with the county of York, and it is useless to impose conditions or to grant them powers in view of an agreement, unless a heavy penalty is attached.

Fourthly. As a matter of fair dealing, the rights of the local municipalities should be respected, and we submit that it is most dangerous legislation to override those rights in favor of any railway company, nor should the rights of the more southern municipalities to the control and use of their streets be overridden in favor of the northern municipalities, who want railway connection without regarding the destruction of highways in which they are not interested. It has been said that it is not fair to the northern municipalities to deprive them of railway facilities, but we submit that that is not a fair argument, but that it is most unfair to injure the more southern municipalities for the purpose of giving new rights and facilities to those in the north.

We submit that whatever rights are given should be for a limited time, and we protest with all the force in our power against giving to the Metropolitan the right, not only to run railway freight cars without the leave of local municipalities having jurisdiction over the streets, but more especially we protest against the proposition to lay down a third rail or a large double-grooved rail, with switch connections, without the leave of such municipalities.

The Metropolitan Railway Company paid nothing to the municipalities for the franchise which they gave it, and, if a company can obtain an apparently harmless franchise from local municipalities, and then go to the Legislature and obtain all sorts of additional rights, which are most obnoxious to those municipalities, it may as well be understood at once that railway companies can obtain for nothing what franchises they please, if they can work up a strong support in some portions of the country which their lines traverse.

If the Metropolitan Railway Company had shown that they had since the last session approached the municipalities along their line and had endeavored to make a reasonable agreement with regard to the extra powers which they now seek, there would be some reason in what they are seeking, but we submit that it is simply a farce for them to try to force thru their bill within a short time of the close of the Legislature, when it is impossible to adequately consider the necessary conditions. For example: We submit that provision should be made for sufficient and suitable fenders, and many other points could be suggested. We also think that some inquiry should be made before giving this company the perpetual right to lay two rails or a wide rail with two grooves for all time upon the streets.

D. James, Pres. Y.S.P.A.
Wm. G. Ellis, Secretary.

Montreal Mining Exchange.

Montreal, March 27.—Morning sales: Knob Hill, 500 at 54; Canada Gold Fields, 1000 at 6¾; Dominion Con., 1000 at 2; Virtue, 500 at 20½.

Prevent Disorder.—At the first symptoms of internal disorder, Parmelee's Vegetable Pills should be resorted to immediately. Two or three of these salutary pellets, taken before going to bed, followed by doses of one or two pills for two or three nights in succession, will serve as a preventive of attacks of dyspepsia, and all the discomforts which follow in the train of that fell disorder. The means are simple when the way is known.

Seeking Incorporation.

Port Dover, March 27.—The Dover Vinegar Works is seeking incorporation with a capital of $80,000.

THE WAIL OF THE BACK.

DOANS KIDNEY PILLS

'TIS A WARNING CRY OF KIDNEY ILLS.
DON'T NEGLECT AN ACHING BACK.
PROMPT ACTION SAVES TROUBLE.

Urinary Troubles lead to Dropsy, Diabetes and Bright's Disease, and are caused by neglecting the first pain in the back. DOAN'S PILLS absolutely cure Backache and all Urinary Troubles. Read these testimonials:

MR. BENJAMIN STEWART, of Zionville, N.B., writes:

"For four months I was troubled with lame back, which was so bad at times I was unable to turn myself in bed without help. I tried plasters and liniments of all kinds, but none of them helped me. A friend of mine induced me to try Doan's Pills, and by the time I had used one box my backache had disappeared and is as strong and well as ever it was. I can faithfully recommend Doan's Pills to anyone troubled with lame back or urinary troubles."

MRS. GEO. H. ALWARD, White's Point, N.B., writes:

"I was so bad with backache that I could scarcely move around the house. My feet and ankles swelled up and were so painful that I could get no rest night or day. I tried several remedies, but they seemed to do me no good. I was advised to give Doan's Pills a trial, and from the first I perceived a decided change for the better, and by the time I had taken three boxes I could do my house work as well as ever and am completely cured. I cannot say too much as to the merits of Doan's Pills when I consider the health I now enjoy."

MR. BENJAMIN BROOKS, West Cape, P.E.I., writes:

"I contracted a severe cold which settled in the small of my back and was so sore that I could hardly walk. I procured a box of Doan's Pills, and by the time I had taken them I was completely cured. I might also say that my little boy was troubled with his kidneys. We tried several remedies, but none did him any good until we tried Doan's Pills. They proved to be what he wanted and have made a complete cure. I cannot recommend them too highly to all kidney sufferers."

6,000 Years Old

If we live in deeds, not years, then Ayer's Cherry Pectoral must be six thousand years old.

For sixty years it has been curing coughs and colds, from a slight cold in the head to the most desperate diseases of the lungs.

It is a hundred times as old in deeds as in years, or a thousand times, for where can the limit be placed when it has done such work as this:

"My wife had a deep-seated cough on her lungs for three years. One day I happened to think how Ayer's Cherry Pectoral cured my sister after she was given up to die. So I purchased two bottles and it cured my wife completely. It took only one bottle to cure my sister. So three bottles ($1.00 each) saved two lives." —J. H. BURGE, Macon, Col., Jan. 13, 1899.

Three sizes: 25c., 50c., 1.00. *All druggists.*

To keep on hand you will like the $1.00 size best, and you will need this amount to cure a chronic or very severe case. The 50c. size is just about right for bronchitis, hoarseness, la grippe, croup, etc. The 25c. size is convenient when traveling, and is enough to break up a fresh cold.

J. C. AYER CO., Lowell, Mass.

FOR

LA GRIPPE

The most dangerous period of La Grippe is when one is Convalescent. Unless great care is exercised Pneumonia, Consumption and serious Complications follow.

Vin Mariani

For the weak state during and after La Grippe, Fever or Confinements, **VIN MARIANI** is just what is required, and physicians everywhere prescribe it as such.

"It made a new man of me."—MAX O'RELL.

"Patients recover slowly from La Grippe. A Tonic is required—I am satisfied VIN MARIANI answers the purpose."—J. H. CALWELL, M.D., Chicago.

At all Druggists. Avoid Substitutes. 4

MARIANI & CO., - Paris, London, New York, Montreal.

Birds' hearts.

Fatty degeneration is often the cause of death with birds. As with men and women, it is generally brought on by wrong diet. Cottams Seed furnishes no more fat constituents than can be profitably appropriated. It produces healthy muscular tissue. [117]

NOTICE HARK, COTTAM & CO. LONDON, on label. Cottams, manufactured under 6 patents, sell separately—BIRD BREAD, 10c.; PERCH HOLDER, 5c.; SEED, 10c. With COTTAM'S SEED you get this 25c. worth for 10c. There times the value of any other seed. Sold everywhere. Read COTTAM'S illustrated BIRD BOOK. 96 pages—post free 25c. 245

THIRTY MILLION DOLLARS

Is the Amount Claimed From Spain Growing Out of the Insurrection in Cuba.

Washington, March 27.—The Spanish War Claims Commission, of which former Senator William E. Chandler of New Hampshire is president, has received from the State Department a full list of the claims against Spain, growing out of the insurrection in Cuba, which were filed in the department up to the 15th of the present month. These claims are all those of American citizens, for, under the Treaty of Paris, the Governments of the United States and Spain undertook to adjust the claims of their own citizens. The grand total of these claims is about $30,000,000, and included in the list are five claims in excess of a million dollars. Mrs. Ruiz, widow of the dentist who was killed in Havana prison, is a claimant for $75,000. The largest single claim is that of John W. Brock, on account of property losses, estimated at $2,162,514.

The Wabash Railroad

Is the great through car line between the east and the west, the short and true route from Canada to Hot Springs, Ark., the Carlsbad of America; Old Mexico, the Italy of the New World; Texas and California, the land of sunshine and flowers. Low rate second-class tickets on sale to California, Colorado, Montana, Utah, Idaho, Washington, Oregon and British Columbia, every Tuesday during February, March and April. No second-class cars on the Wabash, free reclining chair cars on all trains.

Full particulars from any R. R. agent or J. A. Richardson, district passenger agent, northeast corner King and Yonge-streets, Toronto. ed7

Fast Time—Toronto to New York.

Leave Toronto 9.45 a.m., arrive New New York 10 p.m. same day, or leave Toronto 5.20 p.m. arrive New York 8 a.m. following morning. Latter train has a through sleeper from Toronto. This is by the C.P.R. and New York Central. Fare same as by other lines. ed

TOOL HOLDERS

HUGH HILL & EBERHARDT PATTERN.

All sizes, for boring, turning, facing and cutting off. Milling Cutters, all sizes and descriptions; spur gear and bevel gear cutters, also tap, twist drill and spiral reamer cutters, sprocket wheel cutters. We carry a large stock of all the above for immediate shipment.

THE A. R. WILLIAMS MACHINERY CO., Limited. TORONTO, ONT.

Factory Supplies

Screws, Nails, Belting, Babbitt Metal, Band Saws, Files, Emery Wheels, Etc.

The Vokes Hardware Co., Limited, Cor. Adelaide and Yonge Sts. 462

LARGEST SINCE 1889

Reduction in Selling Price of Iron Causes a Big Reduction in Wages.

London, March 27.—In consequence of the reduction of the selling price of iron, wages thruout the north of England, in the manufactured iron trade, will be reduced 7½ per cent, April 1. This is the largest reduction recorded since the adoption of the sliding scale in 1889.

Bones of American Soldiers.

Niagara Falls, Ont., March 27.—The bones unearthed some months ago in the old Lundy's Lane battle ground, and fully identified by buttons as those of American soldiers, will be given an international military burial.

Kipling's New Home.

Concord, N.H., March 27.—A building lot on the shore of Lake Spofford has been purchased for Mrs. Kipling, and a rumor is afloat that it is to be the new home of Rudyard.

Dr. Arnold's Catarrh Cure

Cures all forms of Catarrh. No inhaler—no blower—no costly instrument, you just sniff it naturally. It gives instant relief, never fails to cure. All druggists sell it.

The Bell Telephone Co. of Canada, Limited.

The next issue of the Official Telephone Directory for the City of Toronto and suburbs will be ready for distribution about the end of March. Subscribers will please bear in mind that there has been a general rearrangement of the numbers, and that a prefix, indicating the exchange to which each line is connected, has been added. Consult the directory before calling for connections, and in all cases give the operator the prefix and number wanted.

K. J. DUNSTAN, Local Manager.
Toronto, March 25, 1901. 246

ESTATE NOTICE.

NOTICE TO CREDITORS—In the matter of the estate of Edward Lemon, late of the City of Toronto, in the County of York, cattle dealer, deceased.

Notice is hereby given, pursuant to the provisions of the R.S.O., 1897, Chap. 129, that all parties having claims against the estate of the said Edward Lemon, deceased, who died on or about the 31st day of January, 1901, at Toronto, in the County of York, are required on or before Saturday, the 7th day of April, 1901, to send by post-prepaid, or deliver, to the undersigned, solicitors for Maria Lemon of the city of Toronto in the County of York, widow, the executrix of the said deceased, their Christian and surnames and addresses, with full particulars in writing of their claims and the proofs thereof, and the nature of the securities (if any) held by them.

And notice is hereby further given that after the said 7th day of April, 1901, the said executrix will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims of which they shall then have had notice, and the said executrix will not be liable for the said assets or any part thereof, to any person or persons of whose claim or claims they shall not then have had notice.

Dated at Toronto, this 5th day of March, A.D. 1901.

DENTON, DUNN & BOULTBEE, Temple Building, Toronto, Solicitors for the Executrix, MARIA LEMON. 4

The Canadian Pacific Railway Co

Dividends for the half-year ended 31st December, 1900, have been declared, as follows:

On the Preference Stock, 2 per cent.

On the Common Stock, 2½ per cent.

Warrants for the Common Stock dividend will be mailed on or about 1st April to shareholders of record at the closing of the books in Montreal, New York and London, respectively.

The Preference Stock dividend will be paid on Monday, 1st April, to Shareholders of record at the closing of the books at the Company's London Office, 1 Queen Victoria street, London, E.C.

The Common Stock transfer books will close in London at 3 p.m. on Friday, 22nd February, and in Montreal and New York on Friday, 8th March. The Preference Stock books will close at 1 p.m. on Saturday, March 2.

All books will be reopened on Tuesday, 2nd April. By order of the Board.

CHARLES DRINKWATER, Secretary.
Montreal, 11th February, 1901. 4

EPPS'S COCOA

GRATEFUL COMFORTING

Distinguished everywhere for Delicacy of Flavor, Superior Quality and Highly Nutritive Properties. Specially grateful and comforting to the nervous and dyspeptic. Sold only in ½-lb tins, labelled JAMES EPPS & Co., Limited, Homœopathic Chemists, London, England. 246

BREAKFAST SUPPER

EPPS'S COCOA

While Baby Sleeps

It grows and cuts its teeth without trouble or pain when **Carter's Teething Powders** are used. They make teething easy and prevent convulsions.

25c per box. 246

PASSENGER TRAFFIC.

Pickford & Black Steamship Co., Limited

Carrying the Canadian Mail

Halifax, N. S., to Demerara, calling at Bermuda and West India Islands.

Steamer. From Halifax.
ORURO..... Mar. 11
OCAMO..... " 25

Excellent passenger accommodation. All information on application to Freight and Passenger Agents of the Canadian Pacific, Grand Trunk and Intercolonial Railways. R. M. MELVILLE, Can. Pass. Agt., Toronto. 246

PASSENGER TRAFFIC.

GRAND TRUNK RAILWAY SYSTEM

Colonist Special Trains to

"CANADIAN NORTHWEST"

Will leave Toronto every Tuesday during March and April, 1901, at 9 p.m.

Colonist Sleepers will be attached to these trains, in which berths will be free and can be secured by passengers on arrival at Toronto.

Passengers traveling without live stock should take the "Pacific Express," leaving Toronto at 1.45 p.m.

Full information and tickets from agents Grand Trunk Railway System, or—

J. W. RYDER, C.P. & T.A., northwest corner King and Yonge-streets. 'Phones 434, 8597.

M. C. DICKSON, District Passenger Agent. "Picturesque Pan-American Route to Buffalo."

CANADIAN PACIFIC RY

EASTER RATES

Round Trip Tickets will be issued as follows:

General Public
Single First Class Fare

Going April 4th to 8th, inclusive, returning up to and including April 9th, 1901.

TERRITORY—Between all stations in Canada, Port Arthur, Sault Ste. Marie, Mich., Detroit, Mich., and East, and to but NOT FROM Buffalo, N.Y., Black Rock, N.Y., and Suspension Bridge, N.Y.

Teachers and Students
(On surrender of standard certificate signed by Principal.)

Single First-Class Fare and One-Third
Between stations in Canada west of Montreal to Port Arthur and Windsor.

Single First-Class Fare and One-Third
to Montreal added to
Single First-Class Fare,
Montreal to Destinations.

From stations west of Montreal to Quebec, Que., and New Brunswick and Nova Scotia points.

Going March 29th to April 6th, inclusive, good to return until April 16th, 1901.

A. H. NEWMAN, A.G.P.A.,
1 King-street East, Toronto.

Newfoundland.

The quickest safest and best passenger and freight route to all parts of Newfoundland is via

The Newfoundland Railway.

Only Six Hours at Sea.

STEAMER BRUCE leaves North Sydney every Tuesday, Thursday and Saturday night, on arrival of the I. C. R. express connecting at Port-au-Basque with the NEWFOUNDLAND RAILWAY.

Trains leave St. John's Nfld., every Tuesday, Thursday and Saturday afternoon at 5 o'clock, connecting with the I. C. R. express at North Sydney every Tuesday, Thursday and Saturday morning.

Through tickets issued, and freight rates quoted at all stations on the I.C.R., C.P.R., G.T.R. and D.A.R.

R. G. REID,
St. John's, Nfld.

White Star Line

Royal and United States Mail Steamers.

New York to Liverpool, calling at Queenstown.

SS. Teutonic ..... April 3rd, noon
SS. Germanic .....April 10th, noon
SS. Majestic .....April 17th, noon
SS. Oceanic .....April 24th, 9.30 a.m.

Saloon rates, $50 and up, according to steamer. Second saloon, $42.50 and up, according to steamer. Third class by Germanic, $28; by Oceanic, Majestic or Teutonic, $29.50.

Summer rates come into effect after the sailing of the Majestic, April 17th.

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The land of sunshine, is reached in less than five days by United Fruit Company's mail steamers.

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Marquette, 10,000 tons .....March 30, 9 a.m.
Minnehaha, 10,000 tons .....April 6, 7 a.m.
Minneapolis, 10,000 tons.....April 13, 9 a.m.
Mesaba, 10,000 tons.....April 20, 9 a.m.
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All modern steamers, luxuriously fitted with every convenience. All state rooms located amidships on upper decks. First cabin passengers carried from New York to London. Apply to

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Lake Champlain (9000 tons).Friday, Mar. 22
Lake Megantic .....Friday, March 29
*Lake Superior .....Friday, April 5
Lake Ontario .....Friday, April 12
Lusitania .....Friday, April 19
*Wassau .....Friday, April 26

*These steamers carry second cabin and steerage only. Second cabin passengers will occupy former saloon staterooms, dining saloon and decks, at $35 rate thru to London.

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SS. Caledonian, 9,500 tons, April 3rd
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Between Boston, Queenstown and Liverpool.

The new and magnificent steamers Commonwealth and New England, built by Harland & Wolff, Belfast.

SS NEW ENGLAND..... ..... March 27
SS COMMONWEALTH.....April 10
SS NEW ENGLAND ..... April 24

Winter rates in force. 246

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DOMINION LINE | MAIL STEAMSHIPS.

LIVERPOOL SERVICE.

FROM PORTLAND

"Dominion," Saturday, March 23rd, 2 p.m.
"Cambroman, Saturday, March 30th, 2 p.m.
"Vancouver," Saturday, April 13th, 2 p.m.

Rates of Passage—Cabin, $50 and upward, single; $100 and upward, return, according to steamer and berth. Second cabin, $35 and upward, single; $65.50 and upward, return. Steerage, $28. Midship saloons, electric light, spacious promenade decks.

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"Commonwealth," from Boston, Apr 10, 2.30 p.m.
"New England," from Boston, Mar. 27, 4.30 p.m.

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D. TORRANCE & CO., General Agents, Montreal. 246

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