The Royal Canadians Win the Dunlop Trophy.

A Splendid Array of Wheelmen at Queen's Park.

The Leader Covers the 20 Miles in 59:43 2-5.

Many of the Riders Fall by the Wayside.

The Terentes in Hard Luck-Several Bad Spills-Plucky Riding-London Not in It-Details of the Race.

SATURDAY'S GREAT RACE. One of the greatest wheeling events of the Canadian season took place here on Saturday afternoon.

The Dunlop trophy race, twenty miles, is one that interests wheeling clubs throughout the Dominion. More favorable weather there could not have been, and the race may be pronounced in general very satisfactory. About one thousand people were on

the grand stand at Queen's Park to witness the start and finish, and large Canadians; E. Jones, Tourists; W. Miller, Meteors; W. J. Stewart, Tournumbers watched the racers on the The monster silver trophy, which

stands seven feet high and is valued at \$1,000, is now the property of the Royal Canadian Bicycle Club, of Toronto, they having won it twice in succession.

Eight clubs entered, six of them coming from Toronto; the others being the Meteors, of Ingersoll, and the Londons. The Toronto clubs repre-sented were the Royal Canadians, the Ramblers, West Association, Queen City, Tourists and Torontos. Each club was at liberty to enter ten men, but some were one or two men short. The first five men of each club were the only ones counted in the finish of

THE TEAMS.

The start was one of the finest, considering the number of competitors, ever seen on a track. One man from club was at the scratch, and behind him were the other members of the team in single file, making eight rows with from eight to ten eager wheelmen in each. Beside each rider was his starter, so that in the bunch

were about 150 men and 75 wheels. The Meteors, of Ingersoll, had the sition on the inside of the track, and wore white sashes. Their entries were O. Gibbons, Wm. Hoult, Thos. Taylor, Wesley Miller, M. A. Scouler, Sherman Day, Gordon Ellis and Wm.

Next were the Royal Canadians, with John Anderson, Lou Bounsall, Geo. Capps, Percy Humphries, Chris. Leaman, Geo. Nicholson, A. H. Oake, H. Parkins, W. Simpson and H. Thompson, all wearing the Union

the honor of their colors. The Londons were next, wearing red eashes, which they were around their came back. He had met with similar waists like the wild buccaneers. They luck. There were present a number at first had the sashes over their shoulders, but were obliged to change in order to distinguish them from the Torontos, who wore the same colors. F. McCormick, Chas. Graham, E. Ber-Robertson, H. Niven and F. Deeley

The Ramblers, of Toronto, were represented by J. J. Wright, J. Moore, J. F. Marshall, John Dingle, W. Armstrong, C. Martin, W. Watts, H. Wickins, J. Gratz and J. Arnold, and their colors were red, black and old

The West Association, represented by H. Cassidy, R. Thompson, J. J. Eagan, N. Cassidy, J. H. Barnett, W. He Thompson, D. Craig and R. P. B. lones, came next, with colors of red, white and blue

For the Queen City, Fred O'Connor, H. S. Salt, H. J. Graham, Wm. Great-rix, J. Elrick, J. M. Gilbrick, W. Rose, A. W. Cameron and C. Muhan rode with colors of blue, gray and gold. The Tourists were represented by A. McEachern, A. P. Gumbert, H. W. Martin, W. J. Stewart, T. W. W. Jones, W. M. Wallace, Lou Scholes, R. W. Palmer, A. E. West and E. Jones, with

light green sashes. Torontos were on the outside of the track, represented by Geo. Doerty, H. A. McGill, John Robinson, R. F. Brimer, F. J. Graves, F. A. Moore, W. M. Campbell, Harry Hulse, F. C. obinson and F. D. Charles, wearing

cherry sashes. A SPLENDID SPECTACLE. Dr. J. D. Balfour handled the pistol, and after cautioning the starters to stand perfectly still when the start was made, pulled the trigger. riders moved off in beautiful shape, and at a lively clip. E. Abbott, of the Londons, ran into a starter in front of him and fell off his wheel, but quickly mounted again. This was the only ex-

ception. The riders were ordered to go around the course three times, and then turned onto Dundas street through the gate near the street rail-Seventy-four young athletes, putting forth every effort in good-na-tured rivalry, and each bedecked with the brilliant colors which distinguished the various clubs, made a pretty processed as the cavalcade sped cround the track. The first lap was made without accident, and the crowd kept well together. McEachern, of the Tourists, was in the lead, closely followed by Bounsall, Hum-

phries and Thompson. In the second

A GREAT SPILL occurred on the far side of the course site the stands. F. D. Charles, the Torontos, was run into, and brown by the man behind, and imdiately 15 or 20 riders were sprawling on the track. Wheels and men were mixed up in apparently inextricable confusion. Scholes, of the burists, had his arm bady sprained. Cameron, of Queen City, and two or three others had their faces scratched and bruised, and Wallace and Gra-ham had their wheels broken. They all withdrew from the race. Gibbons, out jumped on another and pluckily inished. The Toronto's hard luck menced at this juncture, and perstuck to them all through hrown, but all save Charles remount-d and continued. While the injured men were trying to discover the ex-tent of the damage they and their wheels had received, the warning came, "Look out for the others! are the track!" and sweeping around

the curve came the more fortur

ON THE ROAD. No further accidents occurred until the riders were all on the road. McEachern was first to go out of the gate, with F. A. Moore and J. Robinson a close second and third. The remainder were strung out into a long line, and the exit from the park was effected without any accident. The course then lay nine miles east on the Governor's road to

THE TURNING POST. which, by rare good fortune, happened to be at a point where a side road crosses the Governor's road. It was practically the only suitable turning point on the course. The scorers at the turn were W. Mann, C. Tambling, W. Gibson, J. W. Hyman, F. Wright, Carnegie and Houghton, and the order of tuning was as follows:

A. McEachern, of the Tourists,
first, and close behind him in a
bunch, Peroy Humphreys and Lou

Bounsall, Royal Canadians: J. Elrick, Queen City Club; N. Cassidy, West Association; J. M. Gilbeck, Queen City; Frank McCormick, Londons; J. Wright, Ramblers, and H. S. Salt, Queen City.

After these the riders were some what strung out, and rounded the barrel in this order: J. F. Marshall, Ramblers; Harry Hulse. To-rontos; C. Muhan, Queen City; rontos; C. Muhan, Queen City; John Robinson, Torontos; H. Thomp-son, Canadians; Wm. Greatrix, Queen City; R. Thompson, West Association;

Fred O'Connor, Queen City; W. Armstrong, Ramblers; H. Parkins, Geo. Capps and A. H. Oake, Canadians; D. Craig, Association; Chris Leaman, and George Nicholson, Canadians; J. H. Barnett, Association; C. Martin, Ramblers; J. J. Egan, Association; H. W. Martin, Tourists; M. A. Scouler and Sherman Day, Meteors; W. Watts, Ramblers; John Anderson, ists; H. Wickens, Ramblers; T. Taylor, Meteors; J. Arnold and J. Dingle, Ramblers; W. Hoult, Meteors; W. Simpson, Canadians; W. Woolson, Meteors; R. F. Brimer, Torontos; R. W. Palmer, Tourists; Geo. Doherty, Torontos; N. Cassidy, Association; T. W. W. Jones, Tourists; W. Rose, Queen City; R. Robertson, Londons; R. P. B. Jones, Association; E. Alb.

bott, Londons; A. Lennie, Canadians, and O. Gibbons, Meteors. Gibbons made the turn at 4:52, eight minutes behind McEachern. At the barrel Dingle, of the Ramblers, and Lennie, of the Canadians, were too eager to make a quick turn, and tumbled. About 50 people, principally residents of the vicinity, gathered there to witness the race.

THE ROAD POOR.

The road was in a very bad stateruts where the water had dried. Road work had recently been done in places along the line, and the boys had to push their wheels through freshly graveled patches. Members of the different clubs were scattered along the line with wheels, to be used in case of mishaps. It was contrary the rules to take a side patch. A rider so doing would have disqualified the club of which he was a member. So those inviting stretches of smooth walks by the roadside seemed doubly attractive under the restriction

FELL BY THE WAYSIDE While the riders were on the road the Gymkhana took place. In a short time someone shouted, "They're coming!" and all eyes were directed to the gate. F. A. Moore, one of the Torontos' best men, had punctured his obliged to return. In a little while another Toronto man, F. J. Graves, came back. He had met with similar of the club members and their friends, who had felt sure of the success of their champions, and when they learned that these men, two of their best, had withdrawn from the race, visions

of the big trophy adorning their rooms rapidly vanished. But this was not all of their misfortunes. H. A. McGill and F. C. Robinson fell when six miles out and broke their wheels, and did not get back till the finish was over. Robinson rode back with the front tire off his wheel. He carried the tire and rode on the rim. J. H. Barnett, of West Association, fell six times, and had his leg badly torn and scratched, but succeeded in scoring well up to the front. Eddie nard and C. W. Smith, of the don's dropped out soon after the start. and Eddie was on hand at the gate with his kodak to take snap shots of

the riders when they returned. ANOTHER SPILL

The gate was to narrow, and coming in there was another great spill, in which the Torontos were the principal sufferers. Harry Hulse, who was third, tried to make too short a turn and slipped on the sand and threw McEachern, Robinson and several others. J. Moore, of the Ramblers, broke his wheel, so that he could not ride it, but he picked it up and ran to the finish, holding the wheel in the

THE FINISH.

The finish on the course was from the gate to the tape, and the riders presented a vastly different appearance then than at the start. few exceptions they were all but play-ed out. Many were scratched and of the wheels were sadly dilapidated. Greatrix was loudly cheered as he whirled in, having covered the twenty miles in 59:43 2-5. Following is the order in which they scored:

	Position	
	at finish.	Points.
Royal Canadians-		
Lou Bounsall	3	78
Chris. Leaman		77
Percy Humphries	5	76
A. H. Oake		75
H. Parkins		72
		12
Total		378
Queen Citys-		
William Greatrix .	1	80
J. Elrick	12	69
J. M. Gilbeck	13	68
C. Muhan	17	65
H. S. Salt	19	64
11. S. Bait	10	
Total		
West Association-		
R. Thompson H. Cassidy	7	74
H. Cassidy	10	71
J. H. Barnett	11	70
D. Craig	23	61
J. J. Egan	21	55
0. 0. Egan	01	-50
Total		
Ramblers-		
W. Armstrong	14	67
J. J. Wright	20	63
J. F. Marshall	21	62
H. Wickens	28	56
W. Watts	32	51
		31. 48 7 45
Total	Y Y	300
	CONTRACTOR SOLE	DEPENDE
A. McEachern	2	7
H. W. Martin	24	6
W. J. Stewart	30	5

Stewart 30

W. Jones 39

Palmer 45

Wesley Miller 27
Thomas Taylor 29
Sherman Day 4.4
William Hoult 38 Torontos— John Robinson 8 Harry Hulse 15 R. F. Brimer 42 George Doherty 44

Londons-F. McCormick25

NOTES. The Torontos lost three men almost at the start. The Toronto boys now call Greatrix Greatrace. F. McCormick, of this city, was in a good position at the barrel. The attendance of spectators was

disappointing to the promoters. McEachern is a big man and finely built. He rode an 80-geared wheel. Cycling, Toronto, was at the park. Ed. Abbott, of London, was reproved for being accompanied by a

their trainers in the horse stables before starting. No Royal Canadians were in the spill on the track. They ran in great in. "Viby," said Mr. Pierson, "I have uck all through.

Farmers driving on the road were peg, stating that a large union meetluck all through.

meteor-like array.

Only three Londoners covered the course. Messrs. Tiven and Graham did tions were passed, expressing their sympathy with the telegraphers, and sympathy with the telegraphers, and R. C. Leaman, of Toronto, won the race in which the riders rode one wheel

and carried another.
In the Gymkana Percy Millman won the slow race. The cigar race was won by Fred Lawrason.
Half of the gate receipts went to the trustees of the Dunlop trophy, and half to the London Bicycle Club W. A. Smith, an old London boy,

now the Toronto manager for the Stearns Company, was in the city with the crowd. Manager Roote, of the Opera House, sent Dr. Balfour word that a box for

the evening performance was at the disposal of the winners of the race. The Royal Canadians were there. McEachern, of the Tourists, paced all the way out to the barrel and back to the gate, where he was thrown in entering. He challenges any man in Canada for a twenty mile race,

The time, 59:43 2-5, is the best made in the three Dunlop races. The Canadian twenty-mile record is 59:08, showmud puddles in many places, and ing that Saturday's clip was remarkably fast. The first of the series was won by the Athenaeums, of Toronto, in 1894; the second by the Royal Canadians in 1895, and the third was on

Saturday. Wm. Greatrix, the first man across the tape, put up an excellent race. He is strongly built and a good wheelman, but ten or twelve fast men were expected to make a better showing than He was in a spill on the road, and besides receiving a few scratches him-self, twisted the handle-bar of his At the turn he was the eightteenth, but pushed on with great pluck and passed them all.

The Kinloss Fair

right royally they upheld tire when three miles out, and was Fine Weather Brings Out a Big Attendance.

> the Crowd Saw a Good Show-Better Than Any Preceding Year.

Lucknow. Oct. 5 .- Beautiful October est gathering of people that ever attended an exhibition of the Kinloss he proceeded thus: Take the length Branch Agricultural Society, and they of the vessel at 600 feet, and assume one of the best exhibits seen in West- as 400 oars on each side, each oar ern Ontario this season. This society worked by three men, or 2,400 men, never has had any special attractions and allow that six men under these for drawing cards, unless speeding in conditions could develop work equal the ring be so classed. Still, it fully to one-horse power. We should then comes up to fairs of higher preten-sions, both in attendance and exhibits; number of men and we should have in fact, it is purely an agricultural 800 horse power, with 4,800 men at fall show of the old fashioned kind.

The fair began Thursday and by 1 in reserve if the journey is to be caro'clock had transformed not the best looking hall into a place of beauty. The fruit—apples, especially—was 500 horse power given forth by a large particularly fine. Judge Morton had prime mover of the present his hands full in giving his decisions. Everything passed off without a jar, tion of knowing that the show sur-

passed that of any previous year.

The speeding in the ring attracted a large concourse of people, and resulted Green trot, mile heats; best two in

D. R. McIntosh, Lucknow, Buck-J. Lane, Ashfield, Sorrel Oueen...3 1
J. W. Murray, Ashfield, Nell....4
P. Corrigan, Kinloss, Patchen

Three-minute trot, mile heats, best two in three: D. Bogie, Colborne2 Johnston, Goderich 2 McManus, Goderich 3
Geddes, Lucknow 4

Open trot, mile heats; best in two Mount Forest Synidcate, Pilotoga..1 1 P. McDavitt, Maggie Dan, Luck-

Variety race-1 J. Lane, 2 J. Mc-Manus. Judges—J. Purvis, Holyrood; T. Collins, Lucknow; J. Webster, Kinloss.

A LACK OF LIONS. British hunters of large game are bitterly lamenting the gradual extinc-tion of lions in India, They are no longer found there in any numbers outside of one region, the forest of Gir in Kathiawar. They have disappeared from the hills of Barda, the country of Pajkot and other places which formerly enjoyed a high reputation on account of the abundance of lions in them. In the forests of Gir it is feared that their distinction will not long be delayed. Formerly few European hunters dared to enter into this place, which was infested with fever and bandits. Now the forest is being cleared and fevers and bandits are disappearing and with them the lions. To prevent the total extinction of these animals the Durbar of Kathiawar has prohibited the hunt-

ing of them for six years. A Prominent Lawyer Says "I have eight children, every one in good health, not one of whom but has taken Scott's Emulsion, in which my wife has boundless confidence."

Nothing New in Sunday's Develop-

vantage.

Montreal, Oct. 5.-There was practically no change in the C. P. R. train dispatchers' strike last night, Mr. Pierson, second assistant chief of the Order of Railway Telegraphers, left for Ottawa to address a meeting. Grand Chief Powell remains in Mon treal, and is in consultation with representatives of the other branches of the service. There is no indication as yet that the engineers and trainmen will join in the strike, but it is reported that many of the engineers have refused to take orders from socalled "scab" telegraphers.

It is claimed by the company that many of the new telegraphers are being threatened, and intimidated, and in response to a demand from the company'25 members of the Montreal police force were dispatched in the Soo train to be distributed at points along the route. Grand Chief Pierson said last even-

The riders were rubbed down by ing: "The C. P. R. claim that the strike was ended in utter nonsense." He has received advices from all over stating that the men would not give nearly paralyzed with wonder by the ing was held there yesterday after-meteor-like array. that a committee was appointed to proceed to Montreal at once to urge upon the management the seriousness of the situation, and to urge that mething should be done to arrive at a settlement. I have also received advices that the roads on the west end are not working at wil, and that all freight is practically tied up. That does not look very much as if the strike was ended. I have also just received another message from Smith s Falls stating that all the dispatchers at that point but two will go out. Understand," concluded Mr. Pierson, that we are perfecty willing to agree o any settlement that will guarantee that the men's grievances shall receive attention; that while the company's officials have made a great many statements in the press, they have not communicated any offer to

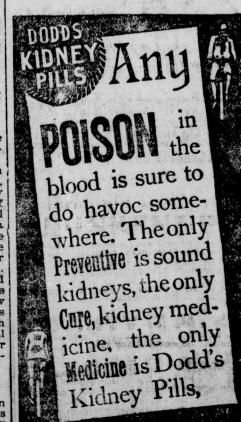
the committee." Mr. Tait, assistant general manager of the C. P. R., said: "The strike is now practically ended. All the men who were still out in the Ontario division returned to work. The wires are now working all right everywhere and freight traffic is being resumed. Toronto, Oct. 5.—A number of special constables were sworn in Saturday and sent to North Bay, together with a number of telegraph operators sent up by the C. P. R. Reports have come in that the new men at different points east and west from North Bay are being terrorized and driven from their work by the

MACHINERY VS. MUSCULAR POWER

Man's Efforts Puny Compared With the Results of Mechanism. Cassier's Magazine.

Speaking of prime movers before the Association for the Advancement of Science, at London several years ago, Sir Frederick Bramwell drew an interesting picture of the puny thing that muscular power, whether animal with the vast efforts exerted nowadays by machinery. Contrasting a galley, for example—a vessel propelled by oars—with a modern Atlantic liner, and assuming that prime movers were weather brought out probably the larg- nonexistent and that this vessel was were not disappointed, for they saw that place could be found for as many is hands full in giving his decisions. such a power requiring, on the In stock also the exhibit was good. above mode of calculation, 117,-000 men at work and 117,000 in reserve, and these to be carried in a vessel less than 600 feet in length. Even if it were possible to carry this number of men in such a vessel, by no conceivable means could their power be utilized so as to impart to it a speed of twenty knots an hour.

This illustrates how a prime mover may not only be a mere substitute for muscular work, but may afford the means of attaining an end that could not by any possibility be attained by muscular exertion, no matter what money was expended or what galley slave suffering was inflicted. Take again the case of a railway locomotive, in which we have from 400 to 600 horse power developed in an implement which, even including its tender, does not occupy an area of more than 50 square yards and that can draw us at 60 miles an hour. Here again the prime mover succeeds doing that which no expenditure of money or of life could enable us to obtain from muscular effort.



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Every drop of the Sarsaparillian Resolvent communicates through the blood, sweat, urine and other fluids and juices of the system the vigor of life; for it repairs the wastes of the body with new and sound material. Scrofula, consumption, syphilis, uncured and badly treated venereal in its many forms (send tencents for illustrated book, "Radway en Venereal"), glandular diseases, ulcers in the throat, mouth, tumors, nodes in the glands and other parts of the system, sore eyes, strumous discharges from the ears, and the worst forms of skin diseases, eruptions, fever sores, scald head, ringworm, sait rheum, erysipelas, acne, black spots in the flesh, tumors, cancerous growths, female complaints, and all weakening and painful discharges, night sweats, nocturnal losses, and all wastes of the life principle are within the curative range of this Wonder of Modern Chemistry, and a few days' use will prove to any person using it for either of these forms of diseases its potent power to cure them. If the patient, daily becoming reduced by the wastes and decompositions that are continually progressing, succeeds in arresting these wastes and repairs the same with new material made from healthy blood, and this the barsaparillan will and does secure, a cure is certain, for when once this remedy commences its work of purification and succeeds in diminishing the loss of wastes its repairs will be rapid, and every day the patient will feel himself growing better, appetite improving and flesh and weight increasing. Every drop of the Sarsaparillian Resolven

SCROFULA FROM BIRTH Dr. Radway—Dear Sir,—It is with pleasure I take my pen in hand to inform you of the great cure effected by your medicine called Sarsaparillian Resolvent. I have a girl three years old last September, who has suffered with scrofula ever since she was two years old. In fact, the doctor told us she was born with it. We had our best local doctors with her, and it seemed like all hope was gone, for they told us if the disease settled on her lungs she could not be cured. This frightful disease scated or seized upon her lungs severely. I began to think that our little girl could not live long, our physician's medicines doing no good. In the meantime I received a copy of your medical publication, called "False and True," which you sent me. After seeing the accounts of so many cures effected by your treatments, I at once resorted to them, and by the time she used one bottle she was most well. The ulcers that were making their appearance on her body are entirely general health and the large a street was most well. The ulcers that were making their appearance on her body are entirely general health and the large a street healed on a street was most well. bottle she was most well. The ulcers that were making their appearance on her body are entirely gone and her lungs almost healed, or, at least she has quit coughing. She has begun on the second bottle, and I believe by the time that she uses all of it she will be well. She had a very bad cough. I am yours with respect,

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COLORS IN BATTLE.

Some Curious Reasons to Show Why Soldier Should Be Dressed in Red, The scarlet uniforms of the British infantry has been greatly criticized in recent years, chiefly on the ground that it exposes the men to needless groundless by a recent writer, who adduces what he calls scientific reasons in favor of the color so dear to the

In the first place, says this writer, red affords the best attainable protection against the extremes of heat and cold to which soldiers are liable to be exposed. The darker the color protecting a warm body the more rapid radia-

tion proceeds.
White would be the best color to reduce radiation to a minimum; but white is barred by other considerations, as are also all the grays. Red comes midway between white and black or other dark colors; while with reference to protection from the sun it takes a far higher place than any of the blues, greens, drabs and other shades often used for military cloth-

Yellow or orange are excluded because these colors are particularly conspicuous at a long distance. Although red is more conspicuous than gray, when the sun shines directly on the troops it blurs on the sight, and is consequently more difficult to hit.
With existing rifles, the actual result

of a fight is usually decided at a distance just outside the effective range of the weapon. This distance lies between 600 and 800 yards. Nearer than that it is impossible to close without replying to the enemy's fire. As soon as the return fire whistles about the defenders' heads, the possibility of aiming rapidly and accurately de-

creases Therefore, from this point of view, it is unimportant whether the object to be hit is conspicuous or not; but from a moral point of view it is a serious consideration. Within 700 yards each subsequent advance is conditioned by fire-superiority already achieved. p.m., 7:40 p.m.
The defenders are then shaken, the MAI time for counting heads is past; and the mental impression conveyed by the sight of the assaulting troops becomes the main point.

comes the main point.

It is claimed to be a distinct advantage that British soldiers should bulk large in the decisive stages of an encounter, and that no color enables them to do this so effectively as red.

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Railway Time Tables.

CORRECTED JUNE 22, 1896. GRAND TRUNK-Southern Division MAIN LINE-GOING EAST. Trains arrive at London from the west-4:01.m., 4:15 a.m., 12:30 p. m., 10:45 a.m. 4:25 p.m., 7:10 p.m., 11:20 p.m.
Trains leave London for the east—4:07 a.m.,
4:20 a.m., 8:10 a.m., 12:45 p.m., 2:25 p.m., 4:30

MAIN LINE—GOING WEST.

Trains arrive at London from the east—2:30
a.m., 10:55 a.m., 11:12 a.m., 12:20 p.m., 6:25 p. m
9:50 p.m. Trains leave London for the west-7:00 a.m. 11:20 a.m., 2:20 p.m., 6:45 p.m. Sarnia Branch.

Trains arrive at London-4:02 a.m., 8:35 a.m. 11:36 a.m., 2:15 p.m., 5:35 p.m., 7:50 p.m. Trains leave London—2:30 a.m., 7:40 a.m., 11:00 a.m., 2:30 p.m., 6:35 p.m. London, Huron and Bruce.

Arrive at London—9:45 a.m., 6:25 p.m. Leave London—8:15 a.m., 4:45 p.m. St. Marys and Stratford Branch. Arrive at London-10:40 a.m., 1:35 p.m., 5:45 p.m., 9:15 p.m. Leave London—7:15 a, m., 2:40 p.m., 5:55 p.m.

L. E. & D. R. R. L. E. & D. R. R.

Going South—Trains leave London, 6:25 a.m., 10:05 a.m., *2:30 p.m., 5:25 p.m., 7:15 p.m., 11 p.m.

Trains arrive at Port Stnley, 7:25 a.m., 11:05 am., 6:26 p.m., 8:15 p.m., 12 p.m

Going North—Trains leave Port Stanley, 7:45 a.m., 1 p.m., 7:25 p.m., 9:35 p.m. Trains arrive at London, 8:45 a.m., 2:05 p.m., 5:08 p.m., 8:27 p.m., 10:35 p.m.

*Arrives at St. Thomas 3:05 p.m., depart 3:40 p.m.

CANADIAN PACIFIC RAILWAY. GOING EAST.
Trains arrive at London from the west—4:10
a.m., 4:25 p.m., 2:40 p.m.
Trains leave London for the east—4:15 a.m.

Trains arrive at London for the east—1:15 a.m., 4:35 p.m.

Trains arrive at London from the east—11:1 a.m., 8 p.m., 11:00 p.m.

Trains leave London for the west—11:25 a.m.
5:10p.m., 8 a.m.