THE LONDON ADVERTISER, SATURDAY, MAY 26.

When Women **Get Together**

what do they talk about? Their ill-health 1 They tell about their aches and pains, de-scribe their symptoms in detail, endeavoring to prove their special trouble the most trying and dangerous. Why do they do this? Be-cause they

cause they crave sym-pathy and need help. Many a woman has never known healthy hour, y has key her feet daily duties,

thinking sacrifice really meritorious. Ninety-nine times out of a hundred these women be-

nine times out of a hundred these women be-come chronic dyspeptics. You can tell that by their lack-lustre eyes, spiritless move-ments and sallow complexions. Dyspepsia is the forerunner of many fatal disorders; it always precedes consumption! If you are wise, you will take some invigor-ating herbal preparation such as Karl'sClover Root Tea, which has been in use for nearly fifty years, and has never been known to fail in curing all bowel and liver troubles. It gently stimulates the whole digestive system so that your food is perfectly assimilated and converted into pure, rich blood, which keeps the nervous system of the body healthy and the muscles firm and strong. Your back-oches, headaches and sloeplessness will all vanish under the influence of this grand rem-edy, Karl's Clover Root Tea. edy, Karl's Clover Root Tea.

Ask your druggist for it, or write to S. C. Wells & Co., 52 Colburn street, Toronto, Ont., and they will send a sample package free of charge. Sold throughout the United States and Canada ab Sc. and 50c., and in England at 1s. 6d., 2s. 3d.

A Peculiar Line in South Africa-How and Where It Was Built.

THE BEIRA RAILWAY

The Beira Railway, which is now attracting public attention, was the out-come of an agreement made between Great Britain and Portugal on June 11, 1891, mainly for the purpose of fixing respective frontiers, following on the taking over of Lobengula's terri-tories by the British South Africa Company, though the final arrangements respecting these frontier ques-tions were not made until a later date. Under the agreement in question the Portuguese government undertook, among other things, the construction of a line of railway which would connect Rhodesia with the sea, at Beira, and It further guaranteed not to impose any transit duty on goods higher than 3 per cent. The original concession was granted the Mozambique company: but eventually it was transferred, Railway Company, which was regis-tered in London in July, 1892, with de-benture capital only. The line from Beira to the Portuguese frontier new between 400 long geogrammical with constructed in sections, and when, in July, 1896, the Mashonaland Field Force nine hours' length would require a passed this way, they were able to use speed of 92 meters (302 feet) a second, the sections lying between Fontesvilla, which is 45 miles up the River Pungwe, rarely exceed 30 meters per second. to Chimolo, a distance of 150 miles from

Beira. The complete line up to New Umtali, the frontier as then fixed upon, was finished by July, 1898. The total length of the Beira line is 203 miles, a greater distance than was originally contemplated, partly because the boundary between the British and the Poreres of influence had, in

delay, inconvenience and expense of transshipment. Good progress has al-ready been made with this work, but without any interruption in the ser-vice, the only difference, until the transformation has been completed, being that the change from the one system to the other is now made be-fore Umtaki is reached.

The influx into Beina of the considerable body of troops who will form Sir Frederick Carrington's force will naturally tax the resources of a comparatively new line, which has hither-to been used mainly for the convey-ance of goods. But the Beira com-pany has 48 engines available, the roll-ing stock is constantly being increased, and, though the present supply of or-dinary railway carriages is limited, there is an abundance of trucks, which, with a covering to protect against the sun, seem to be preferred by the average soldier in his journeys across coun-try to the ordinary railway carriage, and would no doubt be especially preferred to the diminutive carriages still run on the two-foot section of the Beira line. The only difficulty that is anticipated is in respect to the con-veyance of horses, but there is a certain number of horse boxes available. and there are also some covered-in goods trucks, which might be adapted for the purpose. Happly, too, the line is under the charge of an agent, Mr. A. L. Lawley, who possesses indomitable energy and resource, and it is re-garded as certain that from his head-

juarters at Beira he will do everything that is physically possible to fa-cilitate the transport of the troops and their belongings .- London Times.

CONAN DOYLE

He Began Writing Romances When but Six Years of Age.

I was six years old at the time, writes Dr. A. Conan Doyle, in Success, and have a distinct recollection of the achievement. My first book was written, I remember, upon fools-cap paper in what might be called a fine, bold hand-four words to the line-and was illustrated by marginal pen-and-Ink sketches by the author. There was a man in it and there was a tiger. I forgot which was the hero, but it didn't matter much, for they became blended into one about the time the tiger met the man.

I was a realist in the age of romantictsts. I described at some length, both verbally and pictorially, the un-timely end of the wayfarer. But when the tiger had absorbed him I found myself slightly embarrassed as to how my story was to go on. "It is very easy to get people into scrapes and very hard to get them out again," I remarked, and I have often had cause to repeat the precocious aphorism of my childhood. On this occasion the situation was been used millions of millions of m situation was beyond me, and my book, like the man, was engulfed in tiger.

There is an old family bureau with secret drawers, in which lie little locks of hair tied up in circles, and black silhousttes, and dim diguerreotypes,

and letters, which seem to have been written in the lightest of straw-color-ed inks. Somewhere there lies my primitive manuscript, where my tiger, like a many-hooped barrel with a tail to it, still envelopes the hapless stranger whom he has taken in.

stranger whom he has taken in. It may be that my literary experi-ences would have ended there had not there come a time when that good old harsh-faced schoolmistress, Hard Times, took me by the hand. I wrote, and with amazement I found that my writing was accepted. Fifty little cylinders of manuscript did I send out during eight years, which described irregular orbits among publishers, and usually came back like paper boomer-angs, to the place that they had started from. Yet in time they all lodged somewhere or other.

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Cremation is becoming increasingly popular in Paris, and the crematori-um erected at the cemetery of Pere Lachaise has already been found to

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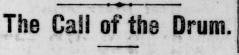


BIRDS THAT ARE FLEET OF WING

Feathered Creatures Cover Long Distances in Incredibly Short Time.

Prof. Goetke delivered an address in Berlin the other day on the results of his experiemnts upon the speed of birds' flight made in Heligoland last autumn. Now that all birds of passage are again upon the wing these experiments have a general interest. The rooks pass over Heligoland every fall in endless flocks on their way to their winter homes. Goetke found their course direct due west. The first column noted appeared at 8 a.m. and continued until 2 p.m., The head of this line reached the English coast at 11 a.m. and the last at 5 p.m. The birds thus covered the 80 geographical miles between Heligoland and England in three hours, or at a speed of 55 meters (180 feet) per second.

More interesting still are the "redtails." They winter in the Nile coun-try and as far south as the Indies, and, passing over Heligoland on their summer trip to Norway are captured by hundreds. They fly only by night, make the journey in a spring night of while carrier pigeons, as is well known,



All faint and far away I hear The calling of the drum, Its rhythmic thrumming, d

10

meantime, been moved seventeen the miles westward, and partly because of the detours which had to be made owing to the hilly nature of the country. Thus between Fontesvilla and Chimolo the distance, as the crow flies, is 75 miles, but the line winds 120, while it rises steadily from Beira until at Um tali it reaches an elevation of 3.450 feet. In the circumstances it is not surprising that the average rate of speed for passenger trains is only twelve miles an hour, and for goods trains ten miles an hour. The complete journey from Beira to Umtali generally takes two days, a night being spent at a stopping place en route. At Umtali the line connects with that

of the Mashonoland Railway Company, which runs thence to Salisbury, the capital of Rhodesia, a distance of 170 miles. This Umtali-Salisbury line was constructed under contract with the British South African Company, which guaranteed the payment of interest on the debentures. The raison d'etre the whole line from Salisbury to Beira is, of course, the development of Rhodesia, which thus gets a 373mile railway journey to the sea on the east coast as an alternative to the 1,350 miles from Buluwayo to Cape Town on the south. Eventually the Cape Railway, which now has its terminus at Buluwayo, will be extended via Gwelo to meet the line at Salisbury, and Cape Town will then be in direct railway communication with Beira, a total length of 2,000 miles of continuous railway being available for this purpose. At the present mo-ment, however, there is no railway between Salisbury and Buluwayo, a distance of 280 miles, and the ordinary traveler proceeding from the one place to the other does so either by coach, which accomplishes the journey in five days and costs £12, or by bullock wag-on, which is both slower and cheaper. The Beira-Umtali line was originally constructed on a two-foot gauge, the carriages overhanging the wheels about the same extent on each side. The Umtali-Salisbury line, however, was made on the three-foot six-inch standard of the Cape railway system. and the Beira railway is now being relaid, so that it now corresponds with the same standard, with the exception of some 60 miles, thus avoiding the



For Billious and Nervous Disorders, such as Wind and Pain in the Stomach, Sick Headache, Giddiness, Fulness and Swelling aiter meals, Diz-ziness and Drowsiness, Cold Chills, Flushings of Heat, Loss of Appetite, Shortness of Breath, Cos-tiveness, Blotches on the Skin, Disturbed Sleep, Frightful Dreams, and all Nervous and Trembl-ing Sensations, etc. These ailments all arise from a disordered or abused condition of the stomach and liver. **Beocham's Pills**, taken as directed, will guickly restore Females to complete health. They promptly remove any obstruction or irregularity of the system. For a Weak Stomach, Impoired Direction, Sick

promptly remove any obstruction or irregularity of the system. For a
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near, Is ever pleading "Come!" The colors are waving-My heart throbs with craving-As nearer And clearer. And louder, And prouder Its melody grows, as the sound comes and goes. and goes. "Come! Come!" Is the call of the drum.

Now brave and grand and near at hand I hear the calling drum. The flag, by gallant breezes fanned,

Is beckoning, "O come! We'll rush to the clamor Of strife, with its glamour,"

And swelling, And telling, The story

Of glory The drum sings in glee as it passes by

me, "Come! Come" Is the song of the drum.

Still faint and far away I hear The ever-calling drum, Now singing low, now singing clear, In its insistent "Come." With tones sweet and hollow It lures me to follow. Far away

Through the day It calls me-Enthralls me-

The lilt of its beating my heart is repeating, "Come! Come"

Is the call of the drum. -Josh Wink.

Profits From Poultry.

Occasionally we are told that pro-fits from poultry breeding are princi-pally on paper, and where one makes a success of the business many fail. is true that people who engage in the business as a specialty make a failure a great many times, but that is never the fault of the business. The average farm flock is badly managed. In fact, it is not managed at all. It simply drifts along like a log in a stream. Yet it is pretty safe to say that there is not a flock of farm poul-

that there is not a flock of farm poul-try that does not pay. The majority of the poultry on the farm is fed too much grain. Less grain and more green stuff and meat should be fed. Potatoes, onions, beets, car-rots or anything of a vegetable na-ture is cheaper and tends to keep the fowls much healthier, and that means more eggs and consequently more promore eggs and consequently more profit. It never seems to occur to the average farmer that the effect of a long-continued diet of grain is as in-jurious to fowls as it is to cattle, nor that the concentrated grain food gives the best results when diluted or mixed with some bulky succulent ma-Green food and meat are great terial. egg producers in themselves, and keep the system of the hen in a healthy condition no matter what the breed may be. Every poultryman knows how much hens appreciate green food,

specially in winter. Roots and vegetables are easily grown, and they can be kept all winter. When the fowls are to be confined in houses and scratching pens, the hen should be made to exercise also. If she is inactive long enough and fed If she is inactive long enough and red wholly on grain, she will become fat and certainly cease laying. The suc-cessful plan for exercise is to have a cabbage hung up in the hen house just high enough for the hens to jump up and get a good bite, or have a good runway and scatter bright wheat straw over runway, and feed your small grain in this. This will keep the fowls busy scratching to obtain the grain.



At midnight, after weary day, And wife and baby far away, This vision in his sleep did come.

In fancy, the young soldier hears The Soldier, dreaming of his home The infant's hot and labored breathing And he starts with wild alarm; Mingled with its moans and tears, As the little one is teething.

wheels, which was the only available

Then he hears the bugle call, Surely Doctor Hammond-Hall Can protect the child from harm.

His English Syrup, comfort brings To teething children when they cry, He hears the mother as she sings The infant's nightly lullaby.

74. And he smiles-Oh, yes, of course, At home they've English Teething Syrup. BRITISH CHEMISTS COMPANY, TORONTO, CANADA ENGLISH TEETHING SYRUP COMFORTS CRYING CHILDREN. and the second second second

Questions Answered.

ROAD FENCE .- Can the township council legally control road fences by bylaw, the same as line fences, between private individuals? Ans.-Not in the same, but to a certain extent, a similar manner, under section 254 (2) of municipal act.

ROAD PASTURE .-- Can the township council lease the pasturing of the sides of the roads by bylaw, with tag, or otherwise, without conflicting with the statutes? Ans.—No. The roads can only be lawfully used as highways, and the council has no jurisdiction over them except as highways.

SIDEWALK .- When the roadway and ditches of the street are impass-able for wheeling, can I be fined for riding on the sidewalk? Ans.-No; the law requires the streets to be kept in repair for use by all persons. If road and ditches were impassable for a team it would be lawful for the





COW MILKED AT THE DOOR.

part of the road for wheeling, I had to turn out to meet a passing team, Mrs. Morey, of Coney Island, New York, peddles milk, but she doesn't keep a horse and wagon. Instead of and in doing so, the rut was so deep -over eight inches-that my machine was damaged, and almost wrecked. Is that, she drives her cow around to the the corporation liable for the damage? houses of her customers, and, while they wait, Mrs. Morey says "Co. boss!" Ans.-It is the duty of the corpora-tion to keep the streets in repair, and to the sleek-looking cow and proceeds to milk the desired quantity. In this he corporation is liable for accidents caused by their neglect to repair. You way each customer is assured that had better consult a lawyer at once the milk received is fresh and free from adulteration. This custom of leading the cow from door to door you wish to press your claim. Notice must be given within 30 days, if a township road, and within 7 days in was in common practice in this coun-

try many, many years ago, and in parts of Europe the milch cows or goats are still made to serve in the MOUNT BRYDGES.—Can parties come in front of my farm, dig holes close to my fence in the road, and place of the modern milk wagon.

draw away earth? The road is all graded, but the ground is all needed Why will you allow a cough to lacewhen I make a straight fence in front of my farm, to make it level for board rate your throat or lungs and run the or wire fence. What steps can I take risk of filling a consumptive's grave, or wire fence. What steps can I take to stop the parties, or what is the law? Ans.—No; the soil of the highway can-not be lawfully removed, except for the purpose of improving it. Any person making holes in any part of it is acting unlawfully and may be prose-cuted by indictment for committing

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