IF YOU DON'T SEE

Deylon Natural Green tea ask for it, it is good enough to amply repay The Prince and Princess of Wales ou for a little trouble in getting. Unlike Japan tea it is beneficial old in sealed lead packets just like the celebrated "SALADA" lack tea at 25c and 40c per lb. By all grocers.

The Rose of Wentworth

ky voice, 'while I shall always re- did not look well for her happiness. you as among my best friends." She held out her hand as she ceased speaking, and Mr. Alden shook t eartily and then took his departure. Ina Wentworth stood in deep ought for several moments after her end had gone, then, with a resolute she walked directly across the room stood before Philip Paxton. 'Mr. Paxton," she began in a frank, raightforward way, "I do not wish to regard me as an enemy who has den into your camp to plunder you. tell you honestly I do not want your I have never even ught of taking it from her; for," she id with a charming smile which reed two rows of white, even teeth, aving never known the convenience luxury of possessing so much money very happy without it. Philip lifted his head and looked at r in a skeptical way.

You are very good to say so," he said the flushed at his tone, which was est insulting. It is evident that you do not intend e friendly with me," she said with mity, "but I do not know as that d to interfere with my plans and intions; if, however, you will use your ience with your wife, and persuade that I do not want this money, and ke her keep it, I shall be very glad. ink from what Miss McAllister has that she desires me to make my with her, as Mrs. Paxton is goaway, and if I can get a few puaway, and if I can get a should inner.

I have no doubt that I can earn longed to me indeed! Perhaps you are fishing for old lady's fortune also," Philip said

na lifted a pair of surprised eyes nis gloomy face. did not even know that she had rtune," she remarked, simply, but brow as she spoke. he was very indignant at him for his oudence, but she was not lacking in rit for all her gentleness. She drew elf up proudly and said, looking aight into his eyes: perceive that it is useless for me

ttempt to conciliate you upon any nt; but what I have said to you I e said in perfect good faith, and you York street. accept it and act upon it, or you reject it if you choose." ith a graceful little bow she turnand left him without another word lle he gazed wonderingly after her, muttered:

Who would ever believe she was ed in a fisherman's hut? She speaks acts like a lady of culture, and ment, and she must have improver later opportunities wonderfully to appear so polished. However, ppose it is one of those instances 'blood will tell.' But, hang it!really is Capt. Wentworth's ighter, who on earth is Arley? and couldn't this denouement have pened yesterday—last week—any rather than today? I'm in a devil oickle, or shall be, if I cannot mansome way to keep this fortune. disappointments and reverse, on r another, are making a veritable on of me. I feel as if I should do ething desperate if I am pushed h closer to the wall. arose and paced the room exdly, muttering irritably to himself,

his face was deeply flushed and cast. oor Arley, upstairs, meantime had be to herself, and was trying to look fate as calmly and sensibly in the er proud spirit utterly rebelled t appropriating for even another that which rightfully belonged to her, and she told Miss McAilister everything must be made over to it once. honor you, dear, for your readito deal justly," the old lady said,

glow of pride in the girl's recde. "It is but right, of councillaing to the law of heritage, that "It is but right, of course, ac should come into possession of her ndfather's fortune, and I know that consciousness of having performed deed will more than repay you she could have known of all that

was to suffer in consequence of might not have spoken puite onfidently upon this point. oubtless it will be a litle uncomable at first," she added, "not to ive your accustomed income, and fill probably be a disappointment our husband to have you deprived ny of the independence which you hitherto enjoyed, but, believe me, will be no loser in the end." did not tell her then of her own et determination to bequeath to her hole of her fortune, which would nt to nearly as much as her bros if she proved true to herself and right, and cheerfully relinquished her inheritance. Hamilton, with great tact, made

Philip's and Arley's excuses, and edding guests politely retired, with expressions of regret for th sudden illness. dy Elaine went up to see her be she left, and was told something

what had occurred, and was both ked and grieved for her friend. wound her ams about her, and to whisper some words of comfort er, but Arley could not bear them. from her, just then. am so confused and nervous, dear ne, that I cannot talk about it now; write you the whole story when

more calm. I have not, however, dded, with a wan smile, "forgotten you said to me when we were at nere, and shall try to make the of it, although there does not

he President

SLAVE TO CATARRH. Agnew's Catarrhal Powder

Relieves in 10 Minutes. T. Sample, President of Sample's Inment Company, Washington, Pa., es: "For years I was afflicted with by specialists only gave me temy relief until I was induced to use new's Catarrhal Powder. It gave agnew's Catal.

Dr. Agnew's Heart Cure is for the res, Heart and Blood.

"He knows all about it, dear, and He

will lead you in just the best way. Cast all your care upon Him, for He

careth for you," Lady Elaine answered tenderly, and then left her, with a heart full of misgivings as to how Philip would bear this blow to his hopes. She felt that he ought to have been by Arley's side, for he could comfort her as no one else could; but he was nowhere to be seen, and his absence

is made up to do what is right, and nothing will turn me from my pur-Thus Arley Paxton spoke, after an hour's fruitless argument with husband, on the contested point of that twenty thousand pounds. As soon as she had felt equal to the ordeal, she had dismissed everyone from the room and sent for her hus-

"Philip, it is of no use for you to

talk to me in any such way; my mind

band to come to her.
"But I think I should have a voice in this matter. I am your husband and ferred stock, and leave a balance equal sidered," he said, moodily. "That is true; I have promised standing common. The heaviest traffic ove, honor and obey' you, and I shall for the year is yet to come, and ungladly do so in everything possible. But cannot sacrifice principle, even to "Sacrifice fiddlesticks!" he retorted,

impatiently. "Dr. McAllister gave this money to you-he meant you to have it and no one else, and I am bound that you shall keep it." "We have gone over all that ground before," Arley said wearily, "but, Philip, reverse the position. Suppose that I had been the girl, and at the same time your wife, and the knowledge had come to us that a mistake had been made in our identity, and that I ought to be in her place and she in mine, would you have contended then that she ought to keep the fortune which Dr. McAllister left to his grand-daughter, or would you have said that should inherit, and that it rightly be-

[To be Continued.]

Summer Time Tables CORRECTED TO JUNE 14.

GRAND TRUNK.

Trains arrive and depart from Grand Trunk station, Richmond street, near Up-town ticket office, corner Dundas and Richmond streets, E. De la Hooke, city passenger and ticket agent.

MAIN LINE EAST. Leave London— 12:35 A.M.—*New York Express. 3:32 A.M.—*Lehigh Express. 8:10 A.M.-Express. 10:25 A.M.- Atlantic Express. 2:20 P.M.-Express. 4:35 P.M.-*New York Express. 6:40 P.M.—*Eastern Flyer.

MAIN LINE WEST. VIA SARNIA. Leave London-3:05 A.M.-*Chicago Express. 7:40 A.M.—Sarnia Accommodation. 11:05 A.M.—*Lehigh Express. 2:20 P.M.-Sarnia Accommodation. 7:57 P.M.-*Pacific Express.

LONDON AND WINDSOR. Leave London-6:30 A.M.-Accommodation. 11:15 A.M.—*Express. 2:30 P.M.—Accommodation. 7:50 P.M.-*International Limited. ARRIVE FROM EAST-

*3:00 a.m., *11:00 a.m., 11:35 a.m., *6:15 p.m., *7:45 p.m., 9:50 p.m. ARRIVE FROM SARNIA-*12:32 a.m., *3:27 a.m., *10:10 a.m., 1:55 p.m., *4:30 p.m., 7:20 p.m. ARRIVE FROM WINDSOR— •10:20 a.m., 4:20 p.m., •6:35 p.m., 10:45 p.m.

· Daily, Sundays included. ST. MARYS AND STRATFORD BRANCH. p.m., 5:00 p.m. Arrive-10:40 a.m., •10:55 a.m., 1:10

p.m., 5:45 p.m., 10:40 p.m. LONDON, HURON AND BRUCE. Depart-8:15 a.m., 4:50 p.m. Arrive-9:45 a.m., 6:20 p.m. MICHIGAN CENTRAL.

Trains arrive and depart from Mich-

Thomas for east. 2:20 P.M.-Through train all stations to Detroit. Connects at

7:15 P.M.-Connects at St. Thomas with fast Eastern express for Buffalo, New York and eastern points; also with Pacific express

Arrive at London as follows: 7:45 A.M.-Local from St. Thomas. 10:55 A.M.-Mail train from Detroit, and intermediate stations; also from Buffalo and intermediate

6:05 P.M.-From St. Thomas, local, LAKE ERIE and DETROIT RIVER RY.

Trunk depot, Richmond street. R. J. Tait, local agent. DEPARTURES FROM LONDON.

6:00 A.M.—For St. Thomas, Port Stanley and Walkerville.
9:45 A.M.—For St. Thomas. On Wednesdays and Saturdays, 9:43 2:30 P.M.—For St. Thomas, Stanley and Walkerville. Thomas, Port 5:00 P. M. For St. Thomas and

Port Stanley.
6:30 P.M.—For St. Thomas and Ridgetown ARRIVALS AT LONDON. 8:40 A.M.-From Port Stanley and than washo

PURSUED BY PERE MARQUETTE Better Results Expected for Last man shall have the position of traveling fireman, and place the salary that goes with the position high enough to make the job attractive, and you will Six Months of the Year. see men become more ambitious as firemen, for the salary and the honor

Have a Fast Trip.

ed in the East-Railways

in Private Houses.

including the interest on the new

equipment bonds, and the semi-annual

dividend of 2 per cent upon the pre-

to about 2.75 per cent upon the out-

CONSERVATIVE COURSE BEING

will be a reward much sought for.
It will not only be to the company's interest that a few thousand tons less of coal may be shoveled by skillful firing. While an extra ton of coal costs the company money, that same ton of coal costs the locomotive fireman Plea for Traveling Fireman-Useful Invention-Car Famine Threaten-The Wall Street Journal has the following in reference to the Pere Mar-Eut when an expert fireman has heen assigned to the position of travelings of the Pere Marquette system for the six months ended June 30, shows that the road with its new connection, If he can make more steam and save him. Let him teach his own method. the Lake Erie and Detroit River Railmore coal than his associates his road, is rapidly assuming an importmothed is good enough. If he uses 'one scoop" or a dozen scoops makes ant place as a trunk line to the west. no difference; what is wanted is plenty The statement shows that the road of steam and the coal saved.

DEAF MUTES ON A ROAD.

Worked Around Trains for Years-Never Met With Accident.

So far as is known, the only deat questionably the showing for the last and dumb man employed about a railsix months of the present fiscal year road is Louis F. Garretson, of Trenwill reflect even greater increases. But ton, N. J., who keeps the six or eight tive. based on the statement for the 14 tracks of the Pennsylvania Railroad in months the road would have as ap- front of the station free from rubbish.

(charged to operating expenses) air firemen of the country, than theoreti-

amount sufficient to pay fixed charges, cal teachers that can't keep a cook

Punch.

Aunt Jubisca (pointing to earnest golfer endeavoring to play out of quarry)-Dear me, Maud, what a respectably dressed man that is breaking

fixed and interest charges and expenses, about \$2,886,426. The yearly without meeting with an accident. which is equivalent to 5.5 per cent. paper that lodge between the ties. The showing clearly indicates that the new management was pursuing a con- his eyes do duty for his ears. Alservative course in commencing divi- through he has had several narrow dends upon the common and with the increase that is practically certain upon the completion of the through lines to Chicago, the permanency of Depart-6:30 a.m., 11:20 a.m., 3:00 the dividend would seem to be assured. Plans for the entrance into Chicago are completed and it is ex- like Trenton there is always more or pected that through trains will be run- less backing up on the tracks, and it ning between Buffalo and Chicago by is a mystery to the officials how Garthe first of the new year at least, switching trains, has escaped accident. if not before that time. The company has also increased its car ferry service ing for 33 years. When a lad of 16 he Obstacle to Engineers' Amalgamation across Lake Michigan and with the igan Central depot, corner Clarence and additional equipment recently ordered Bathurst streets. Up-town ticket office.
395 Richmond street. John Paul, city passenger and ticket agent.

As he was quick at comprehending the crown it is believed that the death of Chief as well as any of them. From the motive Engineers has removed the

TRAVELING FIREMEN

St. Thomas with mail train for Should Be As Profitable as the Traveling

If the employment of tried and expert locomotive runners as "traveling engineers" is profitable to a railroad company, surely the employment of than a day's wages saved.

plicable to dividends upon both classes | Despite his lack of a sense of paraof stock, after the payment of all mount importance to a railroader, hearing, Garretson has passed thirteen years at his hazardous occupation dividend requirement upon the pre- The deaf mute spends ten hours each ferred stock is \$120,416, and this would day of the year on the tracks. He is eave as applicable to the \$14,145,000 of equipped with a broom and a sharp iron prong, with which he sweeps up the rubbish and picks up pieces of structed the line at his house at Vichy. Hundreds of trains pass every 24 by a lift to the cellar, where a large hours, and his safety lies in making station is built, brilliantly lit by election a length of time, a headache is the escapes from being struck by the lature electric engine. At a signal from have been impressed by this trait ascrib-Pennsylvania flyers, he keeps on with his work day after day with as un-Garretson always works along a track in the direction from which a train ought to appreach him, but in the neighborhood of a large station retson going in and out among these

He is 49 and has worked at railroadwas water carrier for a wrecking Bismarck. Rodney, Ridgetown, future of the road and predict a consor and west. Connects at St.

Bismarck. Rodney, Ridgetown, future of the road and predict a consor and west. Connects at St.

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Bismarck. Rodney, Ridgetown, future of the road and predict a consor and west. Connects at St.

Bismarck. Rodney, Ridgetown, future of the road and predict a consor and west. Connects at St. was made track cleaner at Trenton. ous brotherhoods into one mighty their children can talk and hear as

FAST RIDE FOR ROYALTY.

their senses.

Prince and Princess of Wales Make Good Time On Great Western.

The London Times of July 15 says: tried and expert locomotive firemen as A very noteworthy performance was ernood of Trainmen, into the federations, the engineers kept out. There is "traveling firemen" should be profit- achieved by the Great Western Rail- a clause in the latter's constitution able, for a ton of coal saved is more way Company vesterday, when the which prohibits such an alliance, and train conveying the Prince and Prin-drange conveying the Prince and Prin-As with the traveling engineer, says cess of Wales to Cornwall was run amending of the constitution to remove the Locomotive Firemen's Journal, the through from Paddington to Plymouth the inhibition. the Locomotive Firemen's Journal, the through from Familiagion to Light traveling fireman should be a practical man, a man who has demonstrated ing 60 miles an hour. Leaving Padical results and the company of the company in the com by years of service for the company that he has the ability to teach—and dington at 10:40, in the time of the eers' organization from recognizing Trains arrive and depart from Grand to practice what he preaches. College new Cornish express, which begins to any of the other organizations, and professors, with their bottles and chemicals and theories of combustion may be of benefit, but they can't get mouth at 3:40. On this programme, there was not even fraternal visiting at the respective conventions. Latter the control of the control of the conventions and the control of the co down on the deck and show the other fellow "how to do it." It is no reflection for Exeter (St. David's station) was have been held in many places in the tion on the average man to say that bassed at 1:32½ p.m., and the train country, and it was while attending some men excel others in skill, and the drew up at North Road station, Plyskillful fireman on the road mouth, at 2:33%, or 36% minutes before should be placed in a position where time, the distance, 245% miles, having he could impart his skill and knowledge to his associates.

In the selection of traveling firemen of London the average speed was 67% miles an hour, but after Bridgewater

Made Prominent by the Kansas and Mismels an hour, but after Bridgewater souri Floods, the mechanical officials must not fall must an hour, but after Bridgewater into the old error of assigning favorites it was somewhat reduced by the steep to such position, for favorites have gradients that have to be climbed—cost railway companies more money between Taunten and Tiverton, where the gradient is for hour of the greent in the greent is for hour of the greent is greent in the greent is greent in the greent is greent in the greent in buts have ever cost. The the ascent is for part of the way 1 in master car builders' rules for inter-St. Thomas.

10:20 A.M.—From Ridgetown and St. strate to his fellow firemen that he can where there is a section of 1 in 43, and change, that concerning responsibility 10:20 A.M.—From Ridgetown and St. Thomas.

1:40 P.M.—From Walkerville and St. Thomas.

5:40 P.M.—From Port Stanley St. Thomas.

5:40 P.M.—From Walkerville and St. Thomas.

10:05 P.M.—From Walkerville a

CAR SHORTAGE THREATENED

Business Held Eack by Unsecsonable ed by the courts, since courts will not weather May Cause It in the East, compel payment for damages to proa car shortage in the near future. Few if any of the large carriers are handling empty cars now, and this is regarded as remarkable when it is considered that west-bound tonnage is moving in much larger volume than usual at this of coal costs the locomotive fireman season of the year. There is also ample east bound traffic to balance the west engines as big as battle ships the fireman of today wants to save all the dence of an extraordinary business in dence of an extraordinary business in work he can, for he will play out soon through and way billed freight of misman on the road who can keep an cellaneous character. Traffic officials say there is greater difficulty in findengine het over the division, and save the cost and work of an extra ton of the cost and work of an extra ton of promptly. This unusual showing is as the cost and work of an extra ton of coal, he should be placed is a position cribed to business now coming forward where he can be of benefit to both the that was held back by the unseasonable weather of last month. Belief is general that the car shortage during the been assigned to the position of traveling fireman, keep the professors off of severe than a year ago although all the action of a semaphore blade places and removes two torpedoes on and from severe than a year ago, although all the roads are making every possible an audible signal preparation to take care of the busicongestion here somewhat. If present arrangements carry Cleveearned for the six months, after de- kind of traveling fireman will be of ducting terminal charges and taxes greater benefit to the railways of the

two years. In addition to plans for the opinion of different railroad men, line of the Baltimore and Ohio road. A few months ago it was announced that the Lake Shore had the largest freight engines that had been built for regular service. These freight engines test have hauled 100 loaded cars. Now be anticipated. the mechanical department proposes to build a still heavier freight locomo-It will be larger in every respect and will have a number of new devices attached, which will greatly increase its | Found in the High Mountains Surrounding power without requiring as large a percentage of increase in steam as the locomotives heretofore built. The performance of these engines will attract the attention of superintendents of motive power and master mechanics all over the country.

FEW CAN AFFORD LUXURY.

Railways in Private Houses Cost Too Much Money To Be Numerous.

To have a railway in one's private nouse is a luxury which few can afford even if they have the space which such It is difficult to compute how much

and the engine, which draws five carriages, is five feet long and cost nearly

minus has been built. The railway has three signals, worked from two signal boxes; two stations and two locofeet from the ground and the locomotives are driven by electricity, and

weigh 1,400 pounds each. The underground railway owned by Baron Peraud, a wealthy French himself a skillful engineer, has con-structed the line at his house at Vichy.

The visitor on entering is taken down The visitor, on entering, is taken down tric light, and is invited to step into a penalty." carriage, attached to which is a minmetals, which cover a distance of 830 and quick, and often made with feet. The baron admits that the rail- of scientific precision, agreeably in conway cost him £23,000, and was con. trast with the looseness of structed in five months by a firm of London engineers.

MAY NOW COME IN.

Said to Have Been Removed.

His wife is also a deaf mute, but federation on the great railway syswell as children of parents with all tems.

The plan was devised by Frank Sargent, now commissioner of immigration, when he was grand master of the Brotherhood of Locomotive Firemen, and E. E. Clark, chief of the Order of Railway Conductors, some years ago, and while they succeeded in getting two other organizations, the Order of Railway Telegraphers and the Brotherhood of Trainmen, into the federa-

A DELICATE POINT

station the pace was limited to 20 in the preface to the rules. The preface miles an hour; at Dawlish, toc, there broadly provides that damage done by was a check in order to pick up the train staff for single-line working. handling the car, and the committee Apart from these compulsory checks, ruled that damage caused by a wash-there was no signal check of any kind out, fire or tornado is covered by this throughout the journey, so well was the road kept clear for the express.

provision. So far as can now be recalled, this question first occurred in 1896 as a result of the St. Louis tornado, says the Railroad Gazette. It was

pointed out then that the interchange Eastern railroads are threatened with car shortage in the near future. Faw of the St. Louis roads signified their willingness to repair the damage to foreign cars at their own expense. Others refused on the ground that, while willing to do so, provided other roads, party to the code, would do likewise in future, there was no guarantee that such costs could be collected, since redress was not obtainable in the courts. The roads finally came to the arbitration committee; the owners of damaged cars agreeing to stand the costs. There will be many similar cases based on damage or destruction of cars in the recent floods, and agreements are being

arranged on a basis similar to the St

Mr. J. B. Reagan, of Mount Savage Md., has patented a device by which the track. The purpose is to produce whenever a train ness. The Lake Shore's new yards at that a train crew exploding one o over-runs a stop signal. It is evident these torpedoes has violated a rule, and it will be necessary for that train land will be on the main line of two proceeding. The value of this invention is twofold, in that it produces an placing Cleveland on the main line of unknowingly passed, and in that it will audible signal, when a stop signal is cause an engineer to be careful not to that the city is also to be on the main It is possible, of course, when an enexplode a torpedo that must be replaced. gine over-runs a stop signal and explodes the torpedo, that the train crew may proceed without taking the tim and trouble to replace another torpedo, are hauling 80 loaded cars over any remove torpedoes from the device, but and it is possible that some person may these are conditions that will have to

AN ODD RAILROAD

Yellowstone Park.

Many unique and interesting things can be found in the high mountains that surround the Yellowstone National Park, but it is doubtful if anything more odd or interesting can be found than the little railroad that connects the towns of Horr and Aldrich, Montana, says Harper's Weekly. While this road was built by the Montana BISSELL WILSON, D. P. A., Missouri Pacific Railway, 7 W. Fort street, Detroit, Mich. BISSELL WILSON, D. P. A., Missouri this road was built by the Montana Coal and Iron Company as an adjunct to its business it has exceeded the original intentions of its projectors, and is now a regular passenger and freight even if they have the space which such the mechanical novelty requires, says condon Tit. Bits. Nevertheless of the space which such the Rockey Mountain Limited. The road is narrow gauge and the method. London Tit-Bits. Nevertheless, there power is both cable and electricity. are several miniature railways of this The cable that operates the first seckind in existence, and the most elabor- tion of the road is 4,000 feet in length that owned by Percy Leigh, a and in some places it pulls the funny gentleman who resides at Brentwood, little car up a 43 per cent grade, across trestles that it shakes one's nerves to look at, and into a little power-house,

Mr. Leigh has spent on his hobby, but the Dew Drop Inn, that looks like a on his house a special chamber, meas-line, the road changes into an electherein two stations. There is 1,200 tourists who patronize it enjoy riding feet of line altogether, raid in two sets, upon the funniest little trolley car ever built. From a well-informed railroad au In addition there is a perfect thority it was learned yesterday that system of signals, besides tunnels and L. H. Van Allen, former supeintenden

bridges, and all the stations are lit by electric light. Mr. Leigh has spent years in perfecting his railway, which is modeled upon the London and Northwestern line.

Let Adams who two pear Fowey

Let H. Van Allen, former supermented of the Leigh Valley at Buffalo, and of Buffalo's best known railroad men, had been tendered the position of superintendent of the Pere Marquette Railroad with headquarters at Detroit. John Adams, who lives near Fowey, It is rumored Mr. Van Allen's salary in Cornwall, is likewise the owner of a private railway in his house. Mr. will exceed \$10,000. It is said that the intention of the railroad company who, Adams has been an engineer all his it is understood, have secured Mr. Van it is understood, have secured Mr. Van Allen's services, is to place the retiring his own hands. Altogether the line is Buffalo superintendent in charge of 45 feet long, and runs from the din-the Pere Marquette extension into Buffalo.

Longfellow and Holmes. motives, with eight carriages, and One afternoon, in the years of which I trucks. The line is laid on trestles five am writing, I chanced to call upon Mr Longfellow, just after he had received a visit from Dr. Holmes "What a delightful man he is!" said he "But he has left me, as he generally nobleman, is certainly a triumph of does, with a headache." When I inquir-

at the terminus, situated at the end of the grounds. There are two sets of turns of thought were surprisingly bright turns of thought were surprisingly bright turns of thought were surprisingly bright turns of thought and often made with a kind

volubly and think fast. Whatever your occupation may be nowever crowded your hours with affairs, do not fail to secure at least a few min utes every day for refreshment of your inner life with a bit of poetry.—Professor Charles Eliot Norton.

Torturing Piles

First symptoms-Moisture: intense itchnight. If allowed to continue, tumors form which often protrude, ulcerate and bleed. Instant relief; no pain; no knife. Certain cure—simply use

Swayne's Ointment Harmless; healing. Half a century's test proves that it never fails. At druggists. Dr. Swayne & Son, Philadelphia, A SAMPLE BOX FREE.

RAILWAYS AND NAVIGATION ALLAN LINE ROYAL MAIL STEAMSHIPS.

From ST. JOHN, N.B., every Saturday, and from HALIFAX, N.S., every Monday, to Liverpool, via Moville.

First cabin, \$65 and upwards; second cabin, \$37 50 and \$40; and third class, to Liverpool, Derry, Belfast, Glasgow and London, \$25 and \$26. Through tickets to South Africa. London Agents—E. De La Hooke, W. Fulton, F. B. Clarke,

WHITE STAR LINE United States and Royal Mail Steamers. New York, Queenstown and Liverpool

CYMRIC.....JULY 31, 11 A.M.
ARMENIAN...AUG. 4, 6 A.M.
TEUTONIC...AUG. 5, NOON.
ARABIC...AUG. 7, 5 P.M.
GERMANIC...AUG. 12, NOON.
CEDBIC...AUG. 12, NOON.

RAILWAYS AND NAVIGATION. **ANOTHER** CALIFORNIA **EXCURSION**

On July 31 to August 13, inclusive.

The WABASH

will sell round trip tickets to San Francisco or Los Angeles, Cal., at the lowest rate ever made from Canada, tickets good to return until October 15th, 1903.

All tickets should read via Detroit and over the great Wabash line, the short and true route to Pacific coast points. This will be the last, best and cheapest excursion to California this season. Do not miss it. For full particulars address J. A. RICHARDSON, district passenger agent, northeast corner King and Yonge streets, Toronto.

GRAND TRUNK RAILWAY

London Civic Holiday MONDAY, AUGUST 3rd, 1903, Return tickets will be issued at

SINGLE FIRST-FARE to all stations, Kingston and west, in Canada, also to Detroit, Port Huron, Mich., Suspension Bridge, and Buffalo, N. Y., good going afternoon trains AUGUST 1, all trains AUGUST 2 and 3; valid for return until AUGUST UNEXCELLED FAST SERVICE TO

TOURIST RESORTS. Muskoka Lakes, Lake of Bays, Kawartha Lakes, Montreal, Quebec, Okorchard, Portland, White Mountains. NOTICE.-Tickets are now on sale via North Bay and Sarnia, also via lake and rail, to points on Canadian Northern. New fast service has just been inaugurated on this line. For tickets and all information apply to E. D. LA HOOKE, C. P. and T. A., or C. E. HORNING, depot ticket agent,

PERSONALLY CONDUCTED. G. A. R. Excursion to San Francisco.

AUGUST 10th, 1903. Special train of Pullman Tourist Sleep ing Cars from Detroit, Grand Rapids and Chicago, through without change, stopping en route at Colorado Springs and Salt Lake City. Special low rates. Special features. Write for particulars and Pacific Railway, 111 Adams street, Chi-

and Take the New Route to

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