

## CANADIAN PACIFIC.

WEST  
No. 3—Daily 12:35 a. m. for Detroit, Chicago, St. Louis and all points West and South.  
No. 5—Daily 1:15 p. m. for Detroit, Chicago, St. Louis and all points West and South.  
EAST  
No. 4—Daily 2:35 a. m. for London, Woodstock, Galt, Toronto, Montreal and all points North East and West.  
No. 6—Daily 3:15 p. m. for London, Woodstock, Galt, Toronto, Montreal and all points North East and West.  
No. 10—(Daily except Sunday) 6:45 a. m. for London, Woodstock, Galt, Toronto and all points North and East.

## PERE MARQUETTE

Leaves Chatham for—

Blenheim and Rond Eau, 6:45 a. m.  
South and P. M. West, 8:20 a. m.  
M. C. R. West, 9:05 a. m., P. M. East  
Blenheim and Rond Eau, 10:30 a. m.  
M. C. R. West, Blenheim and Rond Eau, 4:40 p. m.  
South and P. M. West, 5:15 p. m.  
South and P. M. East, 6:15.

Arrive at Chatham from—

Rond Eau and Blenheim, 8:55 a. m.  
East, 9:35 a. m.  
West, 10:25 a. m.  
Rond Eau, etc., 4:00 p. m.  
East, 6:30 p. m.  
Rond Eau, 7:50 p. m.  
Walkerville, 7:55 p. m.

From the North—

Arrive from Sarnia 9:05 a. m.; 6:15 p. m.  
For Sarnia 9:30 a. m.; 6:35 p. m.

## GRAND TRUNK

Mail train, 8:37 a. m., daily except Sunday.

Mixed, 12:40 p. m., daily except Sunday.

Express, 2 p. m., daily.

International Limited, 5:18 p. m., daily.

Express, 9 p. m., daily except Sunday.

Accord, 8:30 a. m., daily except Sunday.

Express, 12:52 p. m., daily.

Mail, 4:18 p. m., daily except Sunday.

International Limited, 9:24 p. m., daily.

Mixed, 2:30 p. m.

## THE WABASH SYSTEM

Wabash trains leave Chatham:

WEST BOUND.

No. 1—7:12 a. m. for Detroit, Chicago and St. Louis.

No. 2—1:04 p. m., solid train for St. Louis.

No. 13—1:20 p. m., for Detroit and Chicago.

No. 5—9:33 p. m., solid train for Detroit and Chicago.

No. 9—1:10 a. m., fast mail for St. Louis and Kansas City.

EAST BOUND.

No. 2—1:05 p. m., for St. Thomas, Tillamook, Simcoe, Buffalo, New York and Boston.

No. 4—11:57 p. m., fast train for St. Thomas, Buffalo, New York and Boston.

No. 6—2:02 a. m., for St. Thomas, Niagara Falls and Buffalo.

No. 8—2:07 p. m., fast mail for St. Thomas, Buffalo and New York.



## SUMMER TOURIST EXCURSION TO POINTS IN

Colorado, Utah, California,

Oregon, Texas and Mexico.

The Wabash will sell round trip tickets at greatly reduced rates, on all daily (via all direct routes) until September 15th, good to return October 31st, with stop-over privileges west of Chicago and St. Louis. Ask your nearest Wabash Agent for full particulars, or address J. A. Rispin, District Passenger Agent, Northeast corner King and Yonge Streets, Toronto and St. Thomas, Ont.

W. E. RISPIN.

City Passenger Agent.

J. C. FRITCHARD, Agent

GRAND TRUNK RAILWAY SYSTEM

ROUND TRIP COLONIST EXCURSIONS

via Grand Trunk Railway System from

CHATHAM TO

Winnipeg \$32.00, Edmonton \$42.50

Moose Jaw \$36. Red Deer \$41.50

And other Canadian Northwest points.

GOING DATES.

All rail, Aug. 13th, 27th; Sept. 10th and 24th.

Sarnia, Northern Navigation Co., and rail Aug. 14th and 28th.

Return limit 60 days.

Leave Chatham via G.T.R. Eastern Flyer at 5:18 p.m., arrive Toronto 10:00 p.m., leave Toronto 11:30 p.m., arrive North Bay 8:30 a.m., leave North Bay 10:00 p.m., arrive Winnipeg 9:15 p.m. third day.

For tickets, reservations, etc., call on Mr. W. E. Rispin, City Agent, 115 King Street; Mr. J. C. Fritchard, Depot Agent.

## OUR ICE CREAM

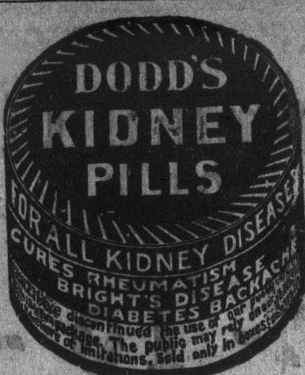
IS

Warranted Pure

We make it in any color or flavor desired, and deliver just when you want it. Special prices for picnics and excursions.

MOUNTEER'S, KENT BAKERY

Minard's Liniment used by Physicians.



CURES RHEUMATISM, GRAVEL, DIABETES, BACKACHE, NEURALGIA, HEADACHE, TOOTHACHE, PERIOD PAINS, etc., are due to blood congestion. Dr. Shoop's Headache Tablets simply kill pain by coacting with the unnatural blood pressure. That is all. Address Dr. Shoop, Racine, Wis.

Sold by All Dealers.

Italian Food Fatal.

Ankstrub, O., Aug. 12.—An old feud between Italians resulted Saturday night in the killing of Marco Bonocci and the fatal wounding of Angelo and Leo Bonocci.

The police are looking for Basquale and Stephen Berpe and Salsano Cose.

IS YOUR COLD BETTER?

No, it's as bad as ever. Nothing seems to help. Why not use the up-to-date specific, Catarrhose, which drives out cold in one day. Inhalas Catarrhose, and you will be relieved in two minutes. Continue the treatment and cure is assured. Healing, germ-destroying, and pleasant, Catarrhose compares with Catarrhose. Sold everywhere, 25c. and \$1.

Dissatisfaction has a way of intruding itself and holding a strong position in the mind.

The tourist's season is now on and we are advised by W. E. Rispin, general passenger and ticket agent, that he has some especially attractive tours for the present summer season leading to all the summer resorts of Canada, including Muskoka Lakes, the Temagami District, Georgian Bay, Lake Superior, River St. Lawrence, and Gulf and Atlantic Coast points, and would be very pleased to furnish information to any intending passengers.

## A TERRIFIC EXPLOSION

Car of Dynamite Is Blown Up at Essex.

Brakemen Moved Boxes—Were Blown to Atoms—Scores of Persons Injured—Enormous Damage to Property—Every House in Town Ruined—Station Buildings in Ruins—Felt for Miles Round.

Essex, Ont., Aug. 12.—An explosion of dynamite in the Michigan Central Railway yards Saturday morning killed two men, seriously injured several and slightly injured scores of persons, and wrought great damage to property.

The train of which the dynamite car formed a part, the depot and the freight house were totally wrecked, every house in town was shaken, had its window glass shattered and its chimneys cracked and broken, and the shock of the explosion was felt for 10 to 15 miles around the county.

Saturday night Provincial Detective Campmen of Windsor, with 50 picked men, arrived and placed the town under a mild form of martial law. The guards were given orders to give scant notice to any persons acting in a way that would pass without question on ordinary days.

Licence Inspector Smith also took prompt action. As soon as the effects of the explosion were realized he ordered that all the hotels should close until Monday. When his authority was questioned by the liquor men he wired to the license department at Toronto and received instructions to do as he thought best. This time the hotels obeyed his orders and the sale of liquor to the swarming crowds ceased.

Just what caused the explosion is not known.

The wheels of the locomotive ignited enough of the leaked liquid to send a spark or spurt of flame either upward from the track or from the tire of the fatal car as it was moved in the coupling, and this, catching the dripping fluid above, let off the dynamite.

Brakemen Torn to Bits.

Brakeman Joseph McNary, Amherstburg, who was about to make the coupling, was torn to pieces. For 50 yards from the side of the car the path his head took could be traced by splinters and shrapnel, and finally it brought up with a terrific crash against a toppling lumber pile.

The immeasurable force let loose and the wild chase its movements followed may be imagined when it is understood that while the head of the unfortunate brakeman was driven northward, his body was forced southward, and was 100 rods away when flying missiles caught it and reduced it to gory debris.

Brakeman Leo Conlon, also of Amherstburg, was near the engine when the coupling was made, and his body was driven like a pointed spike into a pile of lumber, death resulting instantaneously, although his body was badly scorched by a fire which started in the car behind the wrecked one.

The scene of the wreck is almost impossible of description. There was little on the spot to see but a hole in the ground. When the nitro-glycerine and dynamite let go, the downward force of it was so great that rails, ties and earth gave way for a space double the length and depth of the car in which the explosives were carried.

Car Utterly Demolished.

The rails were bitten off as one would bite a toothpick. The car was simply nowhere to be found. Nothing remained of it but part of the forward trucks just coupled to the engine at the instant of the explosion. Even half of that truck was missing, having been torn from it—its pieces of iron 2 inches thick and 3 1/2 feet long, was found the distance of five city blocks away in the yard of D. C. Haggood. Mr. Haggood says it came into his yard as if it had fallen directly from the sky, and hardly an appreciable time after the shock.

The Have.

The railroad depot was unroofed. It was a pretty building of field stone, but the flying missiles plowed completely through its side walls. Its roofs were smashed and twisted and laid out on the road.

When the telegraphers came to tap the wires there was not a cleared space within the building large enough for the men to get up their instruments, and so a door laid over the remains of the two ruined benches were set up in the driveway of the depot.

The remains all around the depot were destroyed.

An excursion train with a number of Brantford people aboard was due at Essex station at the moment the explosion happened. "If it had not been a few minutes late," it is said, "it would have been along the depot platform awaiting orders, how many lives might have been sacrificed?"

The Trumbull residence was damaged to the extent of \$3,000; the Murray residence \$1,000; the Methodist Church \$1,000; the Presbyterian Bank of Canada building \$1,000; the Aberdeen Hotel \$2,000; Barber Departmental Store \$5,000; E. L. Park's jewelry store \$1,000 (mostly in dentured silverware); A. S. Perry's merchants who \$500 and sundry other shops.

The Essex Canning Co.'s plant, where 75 girls are employed, presented a lively scene at the time of the explosion. The girls ran screaming to the street, many of them suffering from violent bleeding at the nose, while tin cans and peeled tomatoes and other fruits rolled from benches out of windows and down stairways. None of the girls were seriously hurt, although all of them suffer what, besides deafness, is the Essex ailment, severe thumping headache, for miles around was that of glass. Not a window within a radius of three miles remained whole. The glass panes were not only broken, but shattered, hardly a jagged edge remaining in the sashes.

Dr. Jas. Brian, reeve of the town-

ship, had been unconscious 36

hours previous to the explosion. His

house and bed were violently jarred

by the explosion and he died a minute

afterwards. He was 59 years old.

The people of Essex appeared to be

too dazed to rally to the situation in

any adequate way. They simply did

n't know what to do. Injured persons

were left to shift for themselves un-

til outside help arrived.

Engineer Badly Hurt.

Engineer David Cottrell was most

terribly injured, and pulled himself

by body-wracking efforts from the de-

bris of his engine. Then two citizens

gingerly responded to his appeals for

aid. They put an arm under the torn

and bleeding arm of the man and

started to walk him—walk him to the

centre of the town, fall six city

blocks away. The gritty engineer

stood the ordeal until he reached the

end of the station walk when he

fainted.

Conductor Burridge staggered to the

Aberdeen Hotel, his head cut and his

whole body bruised, and lay there in

a heap unnoticed, until a passer-by

dragged out to ambulance. He was

laid him on a cot, and laid him on a

cot, and laid him on a cot, and laid

him on a cot, and laid him on a cot,

and laid him on a cot, and laid him

on a cot, and laid him on a cot, and

laid him on a cot, and laid him on

a cot, and laid him on a cot, and

laid him on a cot, and laid him on

a cot, and laid him on a cot, and

laid him on a cot, and laid him on

a cot, and laid him on a cot, and

laid him on a cot, and laid him on

a cot, and laid him on a cot, and

laid him on a cot, and laid him on

a cot, and laid him on a cot, and

laid him on a cot, and laid him on

a cot, and laid him on a cot, and

laid him on a cot, and laid him on

a cot, and laid him on a cot, and

laid him on a cot, and laid him on

a cot, and laid him on a cot, and

laid him on a cot, and laid him on

a cot, and laid him on a cot, and

laid him on a cot, and laid him on

a cot, and laid him on a cot, and

laid him on a cot, and laid him on

a cot, and laid him on a cot, and

laid him on a cot, and laid him on

a cot, and laid him on a cot, and

laid him on a cot, and laid him on

a cot, and laid him on a cot, and

laid him on a cot, and laid him on

a cot, and laid him on a cot, and

laid him on a cot, and laid him on

a cot, and laid him on a cot, and

laid him on a cot, and laid him on

a cot, and laid him on a cot, and

laid him on a cot, and laid him on

a cot, and laid him on a cot, and

laid him on a cot, and laid him on

a cot, and laid him on a cot, and

laid him on a cot, and laid him on

a cot, and laid him on a cot, and

laid him on a cot, and laid him on

a cot, and laid him on a cot, and

laid him on a cot, and laid him on

a cot, and laid him on a cot, and

laid him on a cot, and laid him on

a cot, and laid him on a cot, and

laid him on a cot, and laid him on

a cot, and laid him on a cot, and

laid him on a cot, and laid him on

a cot, and laid him on a cot, and

laid him on a cot, and laid him on

a cot, and laid him on a cot, and

laid him on a cot, and laid him on

a cot, and laid him on a cot, and

laid him on a cot, and laid him on

a cot, and laid him on a cot, and

laid him on a cot, and laid him on

a cot, and laid him on a cot, and

laid him on a cot, and laid him on

a cot, and laid him on a cot, and

laid him on a cot, and laid him on

a cot, and laid him on a cot, and

laid him on a cot, and laid him on

a cot, and laid him on a cot, and

laid him on a cot, and laid him on

a cot, and laid him on a cot, and

laid him on a cot, and laid him on

a cot, and laid him on a cot, and

laid him on a cot, and laid him on

a cot, and laid him on a cot, and

laid him on a cot, and laid him on

a cot, and laid him on a cot, and

laid him on a cot, and laid him on

a cot, and laid him on a cot, and

laid him on a cot, and laid him on

a cot, and laid him on a cot, and

laid him on a cot, and laid him on

a cot, and laid him on a cot, and

laid him on a cot, and laid him on

a cot, and laid him on a cot, and

laid him on a cot, and laid him on

a cot, and laid him on a cot, and

laid him on a cot, and laid him on

a cot, and laid him on a cot, and

laid him on a cot, and laid him on

a cot, and laid him on a cot, and

laid him on a cot, and laid him on

a cot, and laid him on a cot, and

laid him on a cot, and laid him on

a cot, and laid him on a cot, and

laid him on a cot, and laid him on

a cot, and laid him on a cot, and

laid him on a cot, and laid him on

a cot, and laid him on a cot, and

laid him on a cot, and laid him on

a cot, and laid him on a cot, and

laid him on a cot, and laid him on

a cot, and laid him on a cot, and

laid him on a cot, and laid him on

a cot, and laid him on a cot, and

laid him on a cot, and laid him on

a cot, and laid him on a cot, and

laid him on a cot, and laid him on

a cot, and laid him on a cot, and

laid him on a cot, and laid him on

a cot, and laid him on a cot, and

laid him on a cot, and laid him on

a cot, and laid him on a cot, and

laid him on a cot, and laid him on

a cot, and laid him on a cot, and

laid him on a cot, and laid him on

a cot, and laid him on a cot, and

laid him on a cot, and laid him on

a cot, and laid him on a cot, and

laid him on a cot, and laid him on

a cot, and laid him on a cot, and

laid him on a cot, and laid him on

a cot, and laid him on a cot, and

laid him on a cot, and laid him on

a cot, and laid him on a cot, and

laid him on a cot, and laid him on

a cot, and laid him on a cot, and

laid him on a cot, and laid him on

## TROOPS FOR MOROCCO

British Soldiers Held in Readiness to Proceed if Required.

Fierce Fighting Between French and Tribesmen—Arab Losses Are Enormous—Casablanca an Appalling Sight—Not a Building Undamaged—Twenty Thousand Arabs Gathering—Europeans Not Safe From Savage Fanatics.

Gibraltar, Aug. 12.—Two companies of the border regiment are held in readiness here to embark for Tangier in case their services are required by the British Legation. They will only be utilized as a last resort, the British Government being anxious not to interfere with the French-Spanish arrangements in Morocco.

Casablanca, Aug. 12.—Fierce fighting between fanatic tribesmen and the