THE BUSY STORES **Whiskard's** 228-230 DUNDAS STREET.

Our Millinery Department Is a Surprise.

In the Hats we are showing.
In the low prices we are asking.

Ladies' Ready-to-wear Hats, in white and different colors, at $1.25 each.

Ladies' Fine Black Silk Tucked Chiffon Hats, sequin crown, regular $4. Our price $2.50 each.

Misses' Hats, ready-to-wear, in castor, navy, brown and white, worth $1.50. Sale price $1.19 each.

Ladies' Untrimmed Straw Hats, new shapes, in black and all the new colors. We are selling these at 75c each. One lady paid $1.75 for the very same hat elsewhere. Motto: Buy your Millinery at Whiskard's.

Boys' and Girls' Fine Sailor Hats, Galatea style, in white and fine mixed straw, regular $1. Sale price 69c each.

Fine line of Boys' White Galatea Sailor Hats, regular 75c. Sale price 50c each.

We have a lot of Black Sequin Wreaths we are clearing at 25c and 35c each. See them.

A lot of Fine Jet Sprays, for Bonnets and Hats, value 20c to 45c. Clear them out at 20c each. See them.

Rhinestone and Steel Buckles, large and small, worth up to 15c, 20c. Sale price 5c each to clear them.

Staple Department.

Cream Mix Flannelette, wide width. Special line to clear at 4c yard.

Hosiery Department.

Ladies' Fine Black Cotton Hose, regular 12½c and 15c. For 10c and 12½c pair.

Double-Knitted Wool Hose, heavy make, in black, regular 25c. Sale price 19c.

Silk Department.

New stripe Waist Silks, raised cord, in shades of rose pink, blue and white, ox-blood and white. These are fine wash silks, value 35c. Our price 25c yard.

New Wash Silks for Waists, open stripe lace work, in pink and white, blue and white patterns, worth 50c. Our price 39c yard.

Special line of Cream Wash Silks, raised cord. Our price 35c yard.

Muslin Apron Department.

One line ladies' very large White Lawn Aprons, wide hem, regular 35c. Our price, 25c each.

Our Linen Department Sale.

Fine Bleached Table Linen, very wide border, in spots and floral designs, 70 inches wide, regular 75c. Sale price 50c yard.

Unbleached Damask Table Linen, heavy and wide width, 25c and 35c yard.

Special Lines We Are Clearing Now.

Don't forget our great Silk Chiffon Sale.

Don't forget our great Flower Sale.

Don't forget our great Osprey Sale.

Don't forget our great Lace Curtain Sale.

Last, but not least, don't forget we are selling 42-inch double-fold Black and White Chiffon, worth 35c and 40c, our sale price is 25c yard.

Great rage for Chiffon this season.

FELL INTO TOGO'S DEATH TRAP

Mine That Sunk Petropavlovsk Was Laid by Japs.

MAKAROFF WAS ENTICED OUT

Gallant Attempt of the Cruiser Bayan to Rescue Torpedo Boat From the Enemy.

Tokio, April 16, 9:30 p.m. — Admiral Togo reports that in the attack on Port Arthur on Tuesday night the Japanese sunk mines at midnight, and at 8 in the morning drew the Russian ships out fifteen miles from the port. The Petropavlovsk struck a Japanese mine and was sunk.

Admiral Togo reports that the combined fleet, as previously planned, commenced on the 11th of April, the eighth attack on Port Arthur. The fourth and the fifth destroyer flotillas and the fourteenth torpedo flotilla and the Kervo Maru reached the mouth of Port Arthur at midnight of the 12th, and effected the laying of mines at several points outside of port, defying the enemy's searchlights. The second destroyer flotilla discovered at dawn of the 13th one Russian destroyer trying to enter the harbor, and after a 10 minutes' attack, sunk her. Another Russian destroyer was discovered coming from the Liao Tishan, and was attacked, but she managed to flee into the harbor. On our side there were no casualties except two seamen on the Ikazuchi slightly wounded. There was no time to rescue the enemy's drowning crews, as the Bayan approached. The third fleet reached outside of Port Arthur at 8 a.m., when the Bayan came out and opened fire. Immediately afterwards the Novik, Askold, Diana, Petropavlovsk, Pobieda and Poltava came out, and made an offensive attack. Our third fleet hardly answering and gradually retiring, enticing the enemy 15 miles southeast of port, when our first fleet, informed through wireless telegraphy, from the third fleet, suddenly appeared before the enemy and attacked them. While the enemy was trying to regain the port a battleship of the Petropavlovsk type struck mines laid by us the previous evening, and sunk at 10:32 a.m. Although another ship was observed to have lost freedom of movement, the confusion of the enemy's ships prevented us from identifying her. They finally managed to regain the port. Our third fleet suffered no damage, and the enemy's damage, beside above mentioned, was probably slight also. Our first fleet did not reach firing distance. Our fleets retired at 1 p.m., prepared for another attack. They resailed April 14 toward Port Arthur. The second, fourth and the fifth destroyer flotillas and the ninth torpedo flotilla also joined at 3 a.m. and 7 a.m. No enemy's ship was found outside of port. Our first fleet arrived at the port at 9 a.m., and discovered three mines laid by the enemy and destroyed all. The Kasuga and Nishin were dispatched to the west of Liao Tishin, and made direct bombardment for two hours, it being their first action. The new forts on Liao Tishin were finally silenced. Our forces retired at 1:30 p.m.

GALLANT FIGHT OF THE STRASHNI

Russ Torpedo Boat Went Down Battling to the Last.

PEN PICTURE OF THE BIG FIGHT

The Times Man Tells of the Jap Attack and Sinking of the Petropavlovsk.

Liao Yang, April 17.—The Associated Press correspondent, believing that the Japanese would repeat the attempt to block the entrance to Port Arthur with fire ships on Easter Eve, went from Liao Yang to Port Arthur, a week ago yesterday. For four nights I watched with the sentries on Golden Hill. Three nights passed quietly. Tuesday night, April 12, Vice-Admiral Makaroff took to sea with his entire squadron, including fourteen torpedo boats. The next night, April 13, in the teeth of a gale, eight torpedo boats were sent out to reconnoiter. From Golden Hill, on which I was standing, through the blackness the searchlights of the fortifications flashed over the inky waters of the roadstead and far out to the hazy horizon.

At 11 o'clock I heard firing at sea, and counted seven shots, but could see nothing. At daybreak I made out through the light haze to the southward, about five miles from shore, six torpedo boats strung out in line, all firing. In the lead and outstripping the others, was a boat heading at full speed directly for the entrance of the harbor. The last in line was beclouded in steam and lagging. She evidently had been hit. It was difficult to distinguish our boats, but finally, through my glass, I saw that the leader and the laggard were Russian and that the four others were Japanese. The flash of the guns and the splash of the projectiles as they struck the water showed the intensity of the conflict.

The torpedo boat from which steam was escaping was firing viciously. The four center craft drew together, concentrating their fire upon her, but the crippled destroyer poured out her fire and was successfully keeping off her assailants. The signal station flashed the news to the men of the batteries that the vessel was the Strashni. The unequal combat was observed with breathless interest, but the net drew close around the doomed boat. The four Japanese vessels formed a semicircle and poured in a deadly fire. The steam from the Strashni grew denser, covering her like a white pall. Still she fought like a desperately wounded animal brought to bay. Running straight for the adversary barring her way to safety, she passed the Japanese astern and fired at them. At this stage, Vice-Admiral Makaroff, who had been observing the progress of the conflict through a telescope, signaled to the cruiser Bayan, lying in the inner harbor to weigh anchor and go out to the rescue. The Japanese destroyers clung to their victim like hounds in a chase. They had become separated, but again resumed close formation. Small jets of flame and smoke were spurting from the light rapid-firers, varied by denser clouds, as torpedoes were discharged against the Strashni. The stricken boat loosed a final round, and then disappeared beneath the waves, only a little cloud of steam marking the place where she went down.

The Japanese torpedo boats turned and made off at full speed, followed by the Bayan. To their support came six of the enemy's cruisers. Still the Bayan went on, seemingly inviting certain destruction. She soon turned and sent a broadside into the enemy's line. The Japanese returned the fire, all their guns bearing on the Bayan. Projectiles rained around the ship, but none struck home.

To the eastward suddenly appeared five more of our torpedo boats, returning to the harbor under forced draught. Two of the Japanese cruisers were immediately detached to cut them off, but the Bayan, noticing the move, checkmated it by turning a hot fire upon them. The movement was effective. The Japanese cruisers slowed down and the torpedo boats slipped through into the harbor.

Meantime, in accordance with Vice-Admiral Makaroff's order, the battleships and cruisers in the inner harbor slipped anchor. The Petropavlovsk, flying the admiral's flag, steamed through the entrance. On her appearance the more formidable of the Japanese cruisers turned and fled. The admiral signaled, "Bravo, Bayan."

By this time the entire Russian squadron was in the outer harbor. Besides the Petropavlovsk I saw the battleships Peresviet, Poltava, Pobieda and Sevastopol, the cruisers Novik, Diana and Askold and the torpedo boats. Another signal from the flagship and the torpedo boats dashed ahead, and the heavier ships began to spread out. Seeing the flight of the Japanese cruisers the Petropavlovsk opened fire with her great guns, but the enemy was out of range and soon disappeared. Our squadron continued the chase, finally fading from view. In about an hour it came in sight. Far beyond it was the enemy. At last I made out behind our squadron a fleet of fourteen, of which six were battleships and the remainder armored and unarmored cruisers.

Unable to get within effective range of Vice-Admiral Makaroff's ships the enemy stopped eighteen versts from shore. Our squadron, with the Petropavlovsk leading, arrived at the entrance to the harbor and drew up in line of battle. Another signal was floated from the flagship and the torpedo boats at once proceeded through the entrance into the inner harbor. Vice-Admiral Makaroff was evidently unwilling to risk his vlunerable craft to heavy projectiles. I watched the Petropavlovsk closely as she steamed toward Electric Cliff. All was quiet. It was the hush before a battle. I looked for the Japanese ships, but they were without movement, save that caused by the heaving sea. My glance returned to our squadron. The Petropavlovsk was almost without headway, when suddenly I saw her tremble. She seemed to rise out of the water, a tremendous explosion rent the air. Fragments flew in all directions and wreckage and men were mixed up in a terrible mass. I was hardly able to realize the horror of it when the ship began to list. In a moment the sea seemed to open and the water rushed over her.

The Petropavlovsk had disappeared. The floating woodwork and the few men struggling in the water were all that was left to recall the splendid fighting machine which a few hours before had sailed out of the harbor. The same shock experienced by the observers at Golden Hill paralyzed for a moment the men on the ships, but when it passed, torpedo boats and small boats hastened to the rescue of the survivors.

Eager to ascertain what had occured on board the sunken ship I hastened to a landing, where a small remnant of the gallant crew were put ashore and conveyed to a hospital.

A SURVIVOR'S STORY.

Signalmen Perehkoff, who was slightly wounded, was able to give me a remarkably clear statement of the disaster. He said: "We were returning to the harbor, the Petropavlovsk leading. Some of our cruisers which had remained in the harbor came out and steamed toward the enemy, firing sixteen shots at him with their bow guns. They then retired. The enemy numbered fourteen heavy ships, nearly all armored, while ours were nine. Against their armored cruisers we had only the Bayan. I stood in the wheelhouse, on the bridge of the Petropavlovsk, looking up the signal book. The admiral's last signal had been for the torpedo boats to enter the harbor. The Petropavlovsk slowed speed and almost stood still. Suddenly the ship shook violently. I heard a frightful explosion, immediately followed by another and then another. They seemed to me to be directly under the bridge. I rushed to the door of the wheelhouse, where I met an officer, probably a helmsman. I could not pass him, and I sprang to the window and jumped out. The ship was listing, and I feared that every moment she would turn over. On the bridge I saw an officer weltering in blood. He was our Admiral Makaroff. He lay face downward. I sprang to him, grasped him by the shoulder and attempted to raise him. The ship seemed to be falling somewhere. From all sides flew fragments. I heard the deafening screech and the frightful din. The smoke rose in dense clouds and the flames seemed to leap toward the bridge where I was standing beside the admiral. I jumped on the rail and was washed off, but succeeded in grabbing something. On our ship was an old man with a beautiful white beard, who had been good to our men. He had a book in his hand and seemed to be writing, perhaps sketching. He was Verestchagin, the painter."

The people of the United States eat up $150,000,000 worth of candy in a year, and there are nearly 5,000 factories making it, with a capital of $38,000,000.

THE WEATHER TODAY—Cloudy.

CLEARING ODD LINES OF

RAINCOATS and HEPTONETTES ...

We have a few odd lines of Raincoats in Rubber and Heptonette, in cape style. You will recognize these as real bargains. We have placed them out at very low prices to clear. Don't miss getting one, for you'll need it right along.

13 only Ladies' Rubber Coats, in cape style, worth $2.50 each, for only 75c
5 only Ladies' Rubber Coats, worth $2.00 each, a great bargain at 50c
3 only Children's Rubber Coats, sizes 34, 44 and 46, were $2.00 each, now only 75c
3 only Children's Heptonette Raincoats, in brown and navy, cape style, were $4.50 each, very special bargain at $2.00
8 only Ladies' Heptonette Raincoats, in navy, castor and black, cape style. Get one of these at, each only $2.25

Specials at Cotton Counter.

Five Pieces English Circular Pillow Cotton—Heavy linen finish, regular 25c value, today and while it last at only 18c

Three Specials in Pillow Slips.

English make, excellent quality, hemstitched ready for use. If they're missed by you they're a bargain for someone else.

Size 42 x 36—Because they're specials they go at each, only 20c
Size 44 x 36—If this is the size you require don't miss them, at each 22c
Size 50 x 36—Extra large and extra big bargain at each, only 25c

Ten Pieces Bleached Sheeting at Old Prices

Few pieces 8-4 Bleached Sheetings, English make, plain or twill. These were bought at old prices and cannot be again duplicated until the market recedes. We are selling them at our same old low prices. Don't miss such big values. Per yard 25c

Suede Lisle Gloves for Spring Wear.

From our very complete stock of Gloves you will be sure to get the very newest styles at moderate prices. Showing a full assortment of Suede Lisle Gloves for spring and summer.

Milanese Suede Lisle Gloves, 2-clasp, in black, white, gray, modes and champagne. Our low price per pair 65c
Milanese Suede Lisle Gloves, in black, white, gray, modes, champagne 40c
Suede Lisle Gloves, 2-clasp, in black, white, modes, champagne, etc 25c
A full assortment of Children's Suede Lisle Gloves, in all sizes, ranging in price from, per pair, 12½c to 30c

SMALLMAN & INGRAM,

149, 151 AND 153 DUNDAS STREET.

GOT CONTRACT OVER AMERICANS

English Journal Takes Satisfaction Out of Southwestern Traction Deal.

The following article from the Commercial Intelligence of London, Eng., of a recent date, deals with the building of the line of the Southwestern Traction Company, and is of interest:

"When we were engaged in drawing attention to the systematic neglect of the British market exhibited by Canadian public authorities in failing to acquaint British contractors with their requirements, we were as good as told in official quarters that Americans were in such a strong position in Canada that British competition in many lines was hopeless. How wrong that impression was, is shown by the fact that an Edinburgh firm has succeeded in obtaining a contract for a complete power house equipment for a new Canadian electric railway as well as the motor cars for the same. The plant will comprise 1,000 horse-power power station, equipment, three-phase transformers, etc. Ten 250 horse-power three-phase motor cars, each to seat 50 passengers, speed 30 miles an hour. The whole system of the plant will be on the Ganz system, and will be built in Edinburgh by Messrs. Bruce, Peebles & Co., Limited. The contract price is £42,250, and it says volumes for the progress of British electrical engineering that important business of this character should be carried on in the face of American competition. The plant is to the order of the Canadian Electric Traction Company, for their London, St. Thomas and Port Stanley Railway, and we give below some interesting particulars of the undertaking, which appear in our London contemporary, the Electrical Review.

"The railway passes through an agricultural district of Canada, the first portion of which—30 miles—runs from London, Ont., through the city of St. Thomas, to Port Stanley, on Lake Erie. As soon as this line is energized, the remaining portion from London to Hamilton will be electrified on the same system, making a total distance of 160 miles. We are informed that the Ganz system has been adopted, because the guaranteed figures in comparing continuous current, single-phase and three-phase estimates showed a saving of 30 per cent both in first cost and in running cost in the Ganz three-phase system. The power will be transmitted at 10,000 volts, 25 periods, and will be transformed down to 1,000 volts for the motor cars, of which there are 10, each motor car being designed to go at a speed of 30 miles an hour on the level, and 15 miles on hour up grades of 1 to 25. Each car holds freight or passenger trailer in addition. The line is built partly across private right-of-way and partly across public roads as is the case with urban railways in Canada and the United States, and considerable interest will await the results in practice as the line is under contract to be completed in six months from date.

Could scarcely get up or down without help.

Had a severe pain in the small of the back.

Was treated in the Hotel Dieu, Kingston, but not cured.

Kidney trouble was the trouble.

Doan's Kidney Pills

Cured Mr. George Graves, Pitts Ferry, Ont., of a very bad case of kidney trouble.

He tells about the cure in the following words: "I cannot recommend Doan's Kidney Pills too highly. I never took anything that did me so much good. I had a severe pain in the small of my back and could scarcely get up or down without help. I could hardly urinate, but when I did the pain was terrible. I was in the Hotel Dieu, Kingston, last winter and when I came out I was some better but not cured. It was then I saw Doan's Kidney Pills advertised. Since taking them I have been completely cured and have not had any trouble with my kidneys since."

Doan's Kidney Pills, 50 cts. per box or 3 for $1.25, all dealers or

THE DOAN KIDNEY PILL CO., TORONTO, ONT.

STEAMERS ARRIVED.

April 15.—At New York—Bethania, from Hamburg; Citta di Torino, from Genoa; Campania, from Liverpool; Columbia, from Genoa; Pretoria, from Hamburg.

At Havre—La Touraine, from New York.

At Rotterdam—Potsdam, from New York.

At Genoa—Princess Irent, from New York.

At Plymouth—Princess Alix, from New York.

At Halifax—Arcadia, from Hamburg

April 16-17.—At New York—Campania, from Liverpool; Pretoria, from Hamburg; Columbia, from Genoa; Philadelphia, from Southampton; Calabria, from Naples.

At St. John—Lake Manitoba, from Liverpool.

At Liverpool—Sylvania, from New York; Armenian, from New York; Lucania, from New York.

At London—Lancastrian, from Boston.

At Boston—Cymric, from Liverpool.

At Naples—Liguria, from New York.

At Copenhagen—Norge, from New York.

At Halifax—Parisian, from Liverpool.

OTTAWA'S 'PHONES.

Ottawa, April 18.—The Bell Telephone Company have refused the city $20 house 'phones. The special telephone committee met and decided to ask for $23 'phones.

FROST HURTS WHEAT.

Chatham, Ont., April 18.—Farmers in Kent County are greatly discouraged over the outlook for the winter wheat. They declare that the crop has been practically ruined by heavy frosts.

CAPTAIN KNAPP'S DEATH.

Ottawa, April 17. — A post-mortem examination was held Saturday on the body of Capt. Knapp, late of the British army, who was found dead in bed at the Russell House. The doctors will testify at the inquest on Monday night that there were no traces of poison, that the organs of the body were normal, and all the indications point to death from natural causes. There was a suspicion that he might have drugged himself into the unending sleep, especially as rumor had it that he took an overdose of morphine just prior to Easter.

Cured Painful Irregularities

STRONG TESTIMONY FROM A LADY RESIDENT OF CLARKSBURG, PROVING THAT FERROZONE SURPASSES ALL OTHER REMEDIES FOR DISEASES PECULIAR TO WOMEN.

If the thousands of women who silently suffer from functional derangements were to tell their sad story, it would make a book of countless pages. The health of many women is constantly imperiled through failure of certain organs to work according to nature's requirements. Where this condition occurs there is no safer remedy to employ than Ferrozone, which has specific action in female troubles. Not only does it act directly on the organs, insuring regularity and freedom from pain, but by forming rich red blood fortifies the system against weakening drains.

Every young girl and woman will find a true friend in Ferrozone. It is a special remedy for their troubles that offsets the deadening influence of ill-health by restoring order and regularity. Ferrozone possesses a volume of merit totally absent in the ordinary medicine, and its superiority is proclaimed by thousands of women it has restored to vigorous health. From Mrs. F. G. Caldwell comes the following indorsement written from her home in Clarksburg. "I went through a most trying experience with what is commonly known as 'Female Trouble.' It isn't necessary to state my symptoms but I suffered a great deal. My health was well-nigh ruined, and I got into such a condition that I couldn't even slep. I was dreadfully nervous, weak and pale. Different prescriptions were recommended and I tried them. But Ferrozone was the first to help. I improved steadily under Ferrozone, and normal conditions were finally established. I gained weight, my color and spirits improved and my former health was restored. Ferrozone cured me, and with a full heart I recommended this good medicine to all other women.

No greater blessing ever came to suffering women than Ferrozone. It deserves a trial because it is the best medicine, tonic and rebuilder money can buy. Beware of imitations. Don't allow a druggist to palm off anything else for Ferrozone, which costs 50c per box, or six boxes for $2 50, at druggists, or by mail from The Ferrozone Co., Kingston, Ont.

FERROZONE MAKES STRONG WOMEN.

The people of the United States spend $10,000,000 a year in adultered foods which are classed as having "poisonous and otherwise noxious ingredients," by the Government analyst.

THEY ARE NOT VIOLENT IN ACTION.—Some persons, when they wish to cleanse the system, resort to Epsom and other purgative salts. These are speedy in their action, but serve no permanent good. Their use produces incipient chills, and if persisted in they injure the stomach. Nor do they act upon the intestines in a beneficial way. Parmelee's Vegetable Pills answer all purposes in this respect, and have no superior.

The hydroscope, invented by Pino of Genoa, is a long tube, with optical instruments in one end, which, when submerged, will reflect any submarine object upon canvas aboard ship.

The Home Life.

Protection for the "Home" is the appropriate motto adopted by the Home Life Association of Canada.

STYLE 414. Satin ribbon girdle, for young ladies with slender figures.

For comfort's sake don't make your figure fit any corset you buy. The E. T. Corset provides a distinct model that gives a stylish figure to each different build of woman.

That means comfort, health, graceful, stylish carriage, and perfect fitting garments.

If you get anything short of perfection in E. T. Corsets, return them and get a new corset or your money back.

Most all dealers sell E. T. Corsets.

ET Corsets

BELTING

You are interested in buying our **"Extra,"** as your requirements call for the best.

Montreal THE J.C. McLAREN BELTING CO. OAK EXTRA TANNED EST 1856 Toronto

BIG G CURES in 1 to 5 days. Guaranteed not to stricture. Prevents Contagion. THE EVANS CHEMICAL CO. CINCINNATI, O. U. S. A.

MEN AND WOMEN. Use Big G for unnatural discharges, inflammations, irritations or ulcerations of mucous membranes. Painless, and not astringent or poisonous. Sold by Druggists, or sent in plain wrapper, by express, prepaid, for $1.00, or 3 bottles $2.75. Circular sent on request.

RAILWAYS AND NAVIGATION.

CANADIAN PACIFIC

$42.25

VANCOUVER, B.C., VICTORIA, B.C., SEATTLE, WASH., TACOMA, WASH., AND PORTLAND, ORE.

$39.75.

NELSON, B.C., ROSSLAND, B.C. From London, one way, second class. On sale until April 30. Lower rates to many other places.

Apply to any Canadian Pacific agent. W. FULTON, C. P. and T. A., London; A. H. NOTMAN, assistant general passenger agent, Toronto.

GRAND TRUNK RAILWAY SYSTEM

It is the Wonder of the Century.

The Great World's Fair, St. Louis, Mo.

All the World is Epitomized in This Exposition.

RETURN FARES FROM LONDON: $16.05 Good 15 Days, $21.40 Good 30 Days, $25.70 Good for Season

Tickets on sale April 25.

Stop-over allowed at any intermediate station, also at Detroit and Chicago.

$59.25 to Los Angeles or San Francisco, Cal., and Return.

Going April 22 to 30, inclusive, limited to June 30, 1904.

$34.25 to $42.25.

One way special tickets on sale daily to points in Montana, Utah, Colorado, British Columbia, California, etc.

For tickets, illustrated literature regarding World's Fair, and all information, call at city ticket office, corner Richmond and Dundas streets, or depot ticket office.

ALLAN LINE

ROYAL MAIL STEAMERS

From St. John every Saturday, and Halifax every Monday, to Liverpool, via Moville.

First cabin, $55 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.

RAILWAYS AND NAVIGATION.

WHITE STAR LINE

United States and Royal Mail Steamers

New York, Queenstown and Liverpool.

CEDRIC.....APRIL 20, 8 A.M.
MAJESTIC.....APRIL 27, 10 A.M.
ARABIC.....APRIL 9, 5 P.M.
OCEANIC.....MAY 4, 9 A.M.

Saloon rates from $75 up. Second saloon from $45 up, according to steamer and accommodation. Third class rates to Liverpool, London, Glasgow and Derry, $28 and $29 50.

Accommodations for all classes of passengers unexcelled.

E. DE LA HOOKE, CLOCK CORNER, Sole Agent for London.

MICHIGAN CENTRAL

"The Niagara Falls Route."

CHEAP ONE-WAY COLONIST

EXCURSIONS

TO THE

West, Northwest, California, Montana, Washington Territory, Oregon, British Columbia,

March 1 to April 30

All information at city ticket office, 395 Richmond street. 'Phone 205.

O. W. RUGGLES, C. P. and T. A. JOHN PAUL, Agent.

World's Fair

ST. LOUIS, MO.

From April 25 to Dec. 1 inclusive, the Wabash Railroad will sell round trip tickets to the Great World's Fair, St. Louis, at the lowest one-way first class fare, good for fifteen days; fare and a third good for thirty days; good either via Wabash direct line, or via Chicago, with stop-over privileges. Canadians going to this, the greatest of all expositions, should remember the great Wabash line is the shortest, quickest and best route. The only line that owns and controls its own rails direct to the World's Fair gates.

For timetables and descriptive World's Fair folder, address any ticket agent, or J. A. RICHARDSON, district passenger agent, northeast corner King and Yonge streets, Toronto.

—THE— INTERCOLONIAL RAILWAY

CALENDAR FOR APRIL SAYS;

"Surely no one who has the opportunity should omit to travel. The world belongs to him who has seen it."---Lubbock.

"NO matter how vivid and accurate the description, the reality will burst upon us like a revelation. Yet the description may at least persuade us to avail ourselves of the great advantages of travel, and to those who have traveled, descriptions and pictures will afford an inexhaustible delight in reviving the memories of beautiful scenes and interesting expeditions."

"THE PLEASURES OF LIFE."

"FOREST, STREAM AND SEA-SHORE," a beautifully written and illustrated book, is issued by the Intercolonial Railway to persuade and delight, and may be had on application to General Passenger Department, Moncton, N. B.

Write for timetables, fares, etc., to

51 KING STREET, EAST TORONTO, ONTARIO.