CASTORIA

for Infants and Children.

The Kind You Have Always Bought

BEARS THE SIGNATURE OF

Chas. H. Fletcher.

In Use For Over 30 Years.

THE CENTAUR COMPANY, 77 MURRAY STREET, NEW YORK CITY.

CANTERBURY AT ST. JAMES

Continued From Page 1.

had been adopted in this way, and others whose most devout fervor of religious emotion, as in the cases of St. Augustine, St. Catherine, Bunyan or Keble, took expression in words not suitable to ordinary people. There was a large element of truth in both views of life, but he laid emphasis on one thing.

"Whatever happens let us be real and say what we mean." We must test our phrases and see what they really imply. One of the things that set many people against the Christian faith was that they seemed to be asked to say unreal things, and that they got used to doing it. There was a feeling that Christians desired to live in heaven and not here. But they would fail to find any such imaginative idea if they searched the Bible from first to last that concerned the life of the ordinary man or woman. Such words were eminently suitable and perfectly natural on the lips of St. Paul, the aged, when he desired to depart and be with Christ. Down the ages at various times there had been some who endeavored to inculcate the use of such expressions. On three special occasions a wave of expectation had swept over the world that it was coming to an end, tho nothing but our duty to the present need be dwelt upon. In the tenth century a council had solemnly announced the return of the Lord. At more than one period legal documents contained the phrase "the end of the world being at hand."

The Natural Outcome.

All this was the natural outcome of the transference of the church from this world to the world to come. A very different result ensued when the door was set open for the influence of religion upon the present life, and instead of making the world beyond the grave the object of earnest, exclusive longing, using its splendid sanctions for the cultivation of justice, love and peace. The "Dies Irae," the "Horae Novissima," were the outward expression of the inward thought of some of the world's best and most enthusiastic souls, yet while the medieval phraseology rang true for them, it was utterly unsuitable to others, who should never have been asked to use it. When the worldly influences of a century ago swept over England, it became customary for people to use these overstrained phrases, and a tone of thought was inculcated which led Adam Smith, the type of a shrewd, cool observer, tho scarcely what would be called religious, commenting on what occurred daily before his eyes, and speaking simply as a political economist, to say that the church, which should be an institution for the instruction of people in all ages, aimed not so much to prepare them to be good citizens in this world as to prepare them to be good for a world to come.

This absolute distortion of what was true had to be considered. How could they justify a middle-aged man with a family depending upon him, longing to end his life in this world forthwith? It would be wrong if he did mean the words so glibly said or sung, and it would be ludicrous if it were not so sad. Even the words of some of our best-known collects were, he might say, above our heads, breathing a fervor of faith and depth of penitence which we could only hope to make our own as we ought in a spirit of eager penitential resolve.

The Motto of Faith.

But did anyone feel that these words, "Our citizenship is in heaven," were not meant for us? God forbid. They were the very password of our society, the very motto of our Christian faith. Our citizenship in that larger kingdom or commonwealth may be everything to us every day. In college, in school, most of all in the family, the loyal caring for the community as such was uplifting and stimulating. These ties were broken as life runs on, and very few returned in full the friendships of early years. Success came after those who would most have cared to see it have passed away. But this other society outlasts time, and what we call death is merely an incident and no more in our fellowship with those who have not really passed beyond the range of our caring and our love. Such thoughts float us above the daily sunderings of chance and change.

His grace spoke of the unity of Christ's kingdom here and hereafter, including all sorts and conditions of men. The failures in life of those who had been led away under temptation, those who passed in the springtime of promise prematurely out of sight ere their summer had well begun, came before a juster judge than earth possessed, who knew the value of each endeavor, and the drawback of each disadvantage. That life would give fresh responsibility, fuller opportunity, powers only begun to be used here.

This citizenship had laws, and in baptism or at confirmation they had become loyally and definitely subject to those laws. They might contrast the moral duties which can be enforced by a Christian state with the Christian laws. The laws of the country enjoined and enforced a certain amount of moral purity, honesty, temperance and charity. They must not cheat or forge or unduly adulterate or violate written contracts. The society of Christ laid down with equal clearness other laws of straightforwardness, truthfulness, scrupulous fairness in controversy with an opponent, consideration of the other side.

Law and Society.

In social and domestic purity, offences against the publication and sale of grossly immoral literature were prohibited by the state, which stopped there, but Christ's society bade us use our manhood to shield every woman and girl from evil, and teaching the miserable, contemptible cowardice of such vices, upheld the same standard for men as for women. The state restrained disorderly behavior, and restricted the range of temptation, but the society made it binding on every one of us to learn definite self-restraint wherever it was necessary, for the man who rode with a loose rein and let his passions get the better of him was disloyal to the society of Christ, and such sin was profane.

In the care of the helpless poor the limits of state care were that none should starve, or be neglected in grave sickness or when unfit for work, but the Christian society transformed this into something greater. "Bear ye one another's burdens." There was an obligation upon them that no little lad or maiden should grow up ignorant of the splendid heritage into which they were born. They must not overlook this loving bond of loyalty, fellowship and service, nor deem it less binding and practical than it really was.

Not by Tradition.

"You cannot be Christians by mere tradition or respectability," declared the archbishop. The person of the Master must be ever before their eyes, with claims as diversified as their faculties. He would help to purge their pollution, to conquer their lusts, to enlighten their minds, to deepen in them everything brotherly, true, and just. Thus would life be worth having, and increasingly so, to the end. They must not make the fatal mistake of imagining the world could become Christian by any other process than by deliberate and courageous acceptance of the law of Christ, and their decision and resolve to follow that law.

His grace spoke for 40 minutes, and the sermon was listened to with earnest attention. The hymn, "Glorious Things of Thee Are Spoken," followed as a recessional before the communion service. Canon Welch read the morning service, Prof. Clark the first lesson, Provost Street-Macklem the second lesson.

Th Bishop of Toronto took the communion service, the Bishop of Huron reading the epistle.

LITTLE EXCURSION TRAFFIC

On Lake on Saturday or Looked for To-Day.

Saturday was a fairly busy day along the wharves, tho it may be said that the traffic was chiefly inward. There was little to tempt Torontonians to cross the lake, and the Saturday rush to the docks in the early afternoon was noticed by its absence.

Nor is any press of business expected by the steamboat men to take place on Monday. Labor Day has largely lost its meaning of holiday to the waterfront during the past few years, altho it suffices to bring forth considerably larger compliments of passengers than an ordinary day. The Garden City will alternate with the Lakeside on Monday in handling the business, and will then retire for the season.

The last excursion of the season was run by the Society of Amalgamated Engineers to Niagara Falls by Port Dalhousie. Unpromising weather detracted considerably from the attendance expected, only about 200 going.

The Argyle brought up from Port Hope and Colborne shortly after noon a good crowd of exhibition visitors. They will be allowed to remain over until Tuesday. The steamer left at 5 p.m. on a special run to Port Hope, Colborne and Cobourg, where a crowd was taken on for Buffalo.

There were no arrivals of coal.

STREET CAR CUT IN TWO.

Seven Dead as Result of a Collision in St. Louis.

St. Louis, Sept. 3.—Seven persons were killed and 18 others injured, one fatally and nine seriously, to-day by the collision of a Wabash World's Fair shuttle train with a suburban electric car at the Sarah-street crossing. There were 25 passengers in the car, and none escaped injury.

The shuttle train was returning from the World's Fair grounds at 20 miles an hour, it is stated. The street car stopped directly in front of the engine and was cut in two. The trucks of the car were knocked 100 feet away, while part of its roof was carried 200 feet further by the train. Bodies of the dead and injured with wreckage of the dismantled car were scattered along the track for that distance.

POPE TO THE IRISH.

Rome, Sept. 3.—The Pope has addressed a letter to the Irish Episcopacy, recalling the recent visit to Armagh of his delegate, Cardinal Vincenzo Vannutelli, expressing satisfaction at the faith displayed, encouraging the Irish peopleto persevere and blessing them all.

TELFORD DECISION RESERVED.

Vancouver, B.C., Sept. 3.—After lasting three days the trial of Dr. Robert Telford, on a charge of manslaughter, was brought to a conclusion this evening, Judge Bole reserving his decision.

No witnesses were called for the defence.

Claims of France.

Paris, Sept. 4.—The minister of commerce has received an official report of the last census of France in 1901. It shows the population to be 38,961,945, or a gain of only 444,613 in ten years. Comparative tables disclose that there is no other European country in which the population increases so slowly. The percentage of increases in Germany, Great Britain and Russia is almost a third greater than in France for the same period.

Oil at Comber.

Comber, Sept. 3.—The Sovereign Oil Company, who recently struck a good well, on the farm of Jos. Lalonde, a mile and a half north of the village, commenced operations this afternoon. Fully 25 barrels of oil pronounced by the experts to be an excellent quality were pumped. The future looks bright for the oil industry in this vicinity.

Same Old Story.

Port Colborne, Sept. 3.—The severe electrical storm which passed over this vicinity last night destroyed the barns and the contents of the following: Raymond Davis, four miles west of here; Mrs. Fairback, one mile east; and Charles Priestman, on the forks-road.

Cook's Cotton Root Compound.

Ladies' Favorite,

Is the only safe, reliable regulator on which woman can depend "in the hour and time of need."

Prepared in two degrees of strength. No. 1 and No. 2.

No. 1.—For ordinary cases is by far the best dollar medicine known.

No. 2—For special cases—10 degrees stronger—three dollars per box.

Ladies—ask your druggist for Cook's Cotton Root Compound. Take no other as all pills, mixtures and imitations are dangerous. No. 1 and No. 2 are sold and recommended by all druggists in the Dominion of Canada. Mailed to any address on receipt of price and four 2-cent postage stamps. The Cook Company, Windsor, Ont.

Wood's Phosphodine is sold in Toronto by all druggists. 135

MUNICIPAL PHONES PAY SOME RESULTS IN BRITAIN

Conclusions of Expert Dagger of Toronto Wholly Favorable to Civic Ownership.

In the current number of The Canadian Engineer, F. Dagger, telephone engineer of Toronto, has an exhaustive and highly interesting article on "Municipal Telephony in Great Britain." The conclusions at which he arrives are wholly favorable to municipal systems and certainly the figures which he quotes are convincing proof of the advantages accruing from public ownership.

At the present time, says Mr. Dagger, municipal exchanges are in operation or in course of construction at Glasgow, Portsmouth, Brighton, Swansea and Hull. Of these Glasgow was the first to be established, its service having been opened in March, 1901. There are now 11,500 telephones in operation, the average revenue per telephone being $21, from which must be deducted the postoffice royalty, making the net average receipts $18.90.

As to the quality of the service rendered, Mr. Dagger quotes the statement of Frederick Upham Adams in The Brooklyn Eagle, that the Glasgow telephone service was the best he had ever inspected, and that the arrangements for users were a most decided improvement over the clumsy and antiquated system which yet prevails in most exchanges in the United States.

Mr. Dagger furnishes a tabulated statement taken from the report of the corporation telephone department for the year ending May 31 last, which shows the yearly progress of the experiment and the striking fact that the undertaking is growing financially stronger every year, so much so, indeed, that the already low rates may in the near future be reduced. The chief figures for the year to May 31, 1904, are: Capital expenditure, $1,525,208; gross revenue, $359,450; net revenue, $241,742; working expenses, $112,760; interest paid, $41,575; sinking fund paid, $40,630; depreciation fund, $17,776.

The municipality out of the small charge to subscribers has thus met all operating and maintenance expenses, provided for interest and for the sinking fund, established for repayment of capital expenditure, and has been able to set aside $17,775.50 for depreciation. This, says Mr. Dagger, is an exceptionally good showing for two years and nine months' working, and FURNISHES UNDENIABLE PROOF THAT MUNICIPAL TELEPHONY IS ANYTHING BUT THE FAILURE ALLEGED B YITS OPPONENTS.

That the Glasgow municipal system has proved popular with the citizens is conclusively demonstrated by the extraordinary rapidity with which it has grown—it having practically doubled in less than three years. The number of stations originally estimated for was 5250; there are now 11,405, and the switchboard capacity had risen from 6050 in the first estimate to 12,062 in 1904. With the exception of the new London postoffice telephone system, the Glasgow municipal plant is the largest underground service in the United Kingdom.

In connection with the Portsmouth municipal system, which is next to Glasgow in importance, and was opened in March, 1903, Mr. Dagger refers to the worthlessness of expert opinion when put forward by monopolies. At the local government board enquiry, held in connection with the town council's application for borrowing power, two witnesses were put forward by the National Telephone Co.—the "Bell" of the United Kingdom—to oppose it. Both of these had "Bell" interests, and neither made any difficulty about declaring the Portsmouth business to be uncommercial and that the rates charged could not possibly be remunerative.

The value of their opinion can be gauged from the fact that Portsmouth, in its first year of working, comes out with a surplus "such as was not got in its electric lighting scheme until it had worked several years. The rates charged are, per annum: Unlimited service, $28.61; measured service, $17.05 and one cent per outgoing call, or $12.18 and two cents per outgoing call. The gross revenue was $29,137, and after paying operating and maintenance expenses and all overcharges, the net revenue amounted to $13,095, equal to a dividend of 9 per cent. on the capital expended, $141,230. After paying interest and sinking fund, a surplus of $6136 remained and has been set aside towards a depreciation fund.

Swansea municipal exchange has only been in operation since August, 1903, and the year's report is not yet available, but from the experience of eight months' actual working, there is good reason to anticipate a satisfactory surplus. According to the latest available returns, there were 750 subscribers connected and 205 additional orders on the books.

Brighton exchange was opened in November last, the unlimited rate being $26.80, and the number of subscribers 800. The whole of the plant is underground. In consequence of the National Telephone Company's officials' assertion that the municipal service was "inferior and inefficient," the town engineer issued cards to all subscribers having the telephones of both systems. Of the replies received, 398 were marked in favor of the municipal system, and only 5 in favor of the company's service.

The Hull municipal system will be opened shortly, the rates proposed being: Unlimited service, $30.68; second and subsequent connections of the same form, $28; measured service, $14.61 and two cents per outgoing call. There are over 1000 subscribers, and additional contracts are coming in rapidly.

Municipal telephony, Mr. Dagger concludes, has evidently come to stay, and THE RESULTS UP TO DATE WILL MAKE IT EXCEEDINGLY DIFFICULT FOR ITS OPPONENTS TO PRODUCE ARGUMENTS SUFFICIENTLY CONVINCING TO STEM THE TIDE IN ITS FAVOR.

THIS AUTO RAN AWAY.

Incident on Yonge-Street Wharf Which Might Have Been Worse.

A runaway auto furnished some excitement on Yonge-street dock Saturday afternoon.

The machine had just been run down the gang plank of the Chippewa and its owner had alighted and was standing in front, while a lady occupied the seat.

Suddenly and without warning the auto, which was of the massive touring kind, sprang forward. Just what caused the wheels to be set in motion was a mystery then and afterwards.

As it was, the chauffeur and another individual who was standing in front, gripping the auto in a vice-like grip and not daring to let go for fear of going under the machine, accomplished a backward run of about 20 yards at a speed never equaled in a contest of that nature.

Somehow each got his opportunity and slipped thankfully to one side just as the auto in mad career ran full tilt into a couple of trucks, scattering the grips they contained right and left and generally upsetting things.

Simultaneously with the impact, the lady made a desperate experiment with the brake. It proved a success. The auto stopped.

Had the machine's course been diverted to the right instead of the left, as actually happened during its dash, it must have inevitably plunged into the slip.

GRAFT CAUSES SUFFERING.

Russian Hospitals Poorly Equipped Thru Officials' Stealing.

St. Petersburg, Sept. 4.—The Russkia Vedomosti publishes an account of the awful needless sufferings of Russian sick and wounded, which, tho a Russian journal dare not say so, are due to the fact that a greater part of the money which should have been spent in equipping hospitals has been the spoil of grand dukes, notably the Grand Duke Vladimir, father of Boris.

The Vedomosti draws a picture of the horrible torments endured on account of the lack of ordinary necessities. One hospital, which was almost entirely without sugar, milk and lamp oil, and absolutely without soap and dairy produce, was obliged to take in whole wagonloads of Gen. Count Keller's wounded beyond what it could properly accommodate and feed.

The wounded and sick are invariably brought in, clad in their shirts only. When they recover, the hospitals are without garments to reclothe them. The unfortunates arrive at the hospitals in shocking conditions, most of them having been abandoned to chance help during the long train journey in common freight cars, uncovered and covered, but invariably dirty.

The Vedomosti, continuing its account, says:

"The railroad cars are not provided even with litters for the miserable inmates, so a soldier who is seriously wounded is laid down on bare boards and left here for several days and nights. They are no sanitary arrangements, not even those of the most primitive character. There is not even a ladder whereby those who are able might leave the cars at stations. When it is remembered that the majority of those invalided from the front are suffering from dysentery, the condition in which they arrive at the hospitals after several days on a train may be imagined.

"The work of placing the wounded in cars is characterized as being done without any system. The very seriously wounded and the dying are not given the best places, all are thrown in helter skelter, here a man terribly mutilated, and hard by another in a dying condition, lying helpless on the bare planks.

"One of the most serious difficulties of the wounded is the lack of certificates, without which they lose the right of a pension for themselves, and, if they die, for their families. These certificates should be given as soon as the wounded are taken into the ambulance tent, but seldom are.

"There is practically no post or telegraph at the front for ordinary people. Even telegrams between the hospital and the military authorities are seldom received in time, and often not at all. Thus, the generals are unaware of the hospital's ability to receive wounded, and the hospitals are not warned of their despatch from the front, and are not ready to receive them, thus resulting in further torture for the unfortunate soldiers."

22 TEMPERANCE RESOLUTIONS

And Not One Lived Up to—A.M.E. Minister Objects.

Windsor, Sept. 3.—The delegates at the A.M.E. Convention to-day enquired into the characters of the ministers, and Rev. E. H. Shepperd of Toronto was dismissed from the conference. He has not been attending the meetings for four years.

Rev. Alex. Kercy was charged with conduct unbecoming a clergyman, and a committee was appointed to investigate.

Rev. Mr. Johnson objected to the passing of another resolution of sympathy with the temperance movement. He said that within his recollection had been 22 such resolutions there passed by the A.M.E. conference and none had been lived up to.

Funeral of Mrs. Mills.

The funeral of Mrs. Mills took place Saturday afternoon, from the residence of her daughter, Mrs. Price, 512 Bathurst street, to Mount Pleasant. The service was conducted by Rev. Lewis W. Hill, Rev. Peter Addison, and Mr. Baker. The pallbearers were: William Mills, J. S. Mills, G. G. Mills, Dr. John Mills and Alexander Mills, sons of deceased. The chief mourners included, Dr. Bannerman of Owen Sound; Dr. J. Mills, Spadina avenue; Jas. Mills, Wm. Mills and Henry Mills, nephews, and Frank Mills and James Mills of Packenham, brothers-in-law.

America Cup Designers.

Glasgow, Sept. 4.—George L. Watson the yacht designer, giving as a reason ill-health, has positively decided not to design a new challenger for the America's Cup. Mr. Watson's refusal is much regretted in yachting circles.

William Fife, jr., says that he will never design another challenger. One of Mr. Watson's pupils is desirous of undertaking such a task, but it is said that Sir Thomas Lipton is not willing to make an experiment with a young designer.

To Montreal and Seaside Resorts.

The Grand Trunk Limited at 9.50 a.m. daily carries beautiful new coaches, cafe, parlor and Pullman cars to Montreal, also through Pullman sleeper to Boston.

9.00 p.m., daily except Sunday, Pullman to Montreal.

10.30 p.m., "Eastern Flyer," three Pullmans to Montreal and one to Kingston Wharf, where connection is made with R. & O. steamers.

This is the only double-track route. Call at City Office, northwest corner King and Yonge-streets, for tickets and further information.

Morgan Aids Boyhood School.

New Haven, Conn., Sept. 4.—J. Pierpont Morgan has pledged a sufficient sum to make certain the construction of a $10,000 hospital for Cheshire Academy, the first Episcopal diocesan school in America. As a boy Mr. Morgan attended this school for his preparatory college education.

To Eat and Sleep

you must get your liver, stomach and bowels right. Beecham's Pills act like a charm in setting you right. The appetite of youth comes with all its old relish after using Beecham's Pills. Natural sleep is the result of a short course of this famous remedy.

To Work and Play

use Beecham's Pills. You will find a vigor and life which adds zest to both work and play after using Beecham's Pills. You will feel like a new person with a clear eye, sweet breath and a keen brain. To enjoy life take

BEECHAM'S PILLS.

Prepared only by Thomas Beecham, St. Helens, England.
Sold everywhere in Canada and U. S. America. In boxes, 25 cents.

Exhibition Visitors Come to Cook's Turkish Baths

We have recently purchased adjoining property which enables us to double our sleeping accommodation.

When you arrive in the city bring your grip here and secure your bed.

You can come in at any hour, have a good, exhilarating bath, a good sleep, wake up in the morning feeling like a young lion, and it costs no more than a cot in an hotel hallway.

A dainty bill-of-fare at all hours.

Ladies' days Monday, Wednesday and Friday, 9.30 to 12 a.m., closing at 2 p.m. Prices, 6 to 9 p.m., 75c. Before 6 p.m., during the day, or all night, including bed, $1.00.

Cook's Turkish Baths

202-204 King Street West, Toronto.

WM. CROFT & SONS

Established 1855.

Just passed into stock following SPECIALS—

FANCY SHELL HAIR PINS—Assorted shapes and colors from $2.25 to $4.50 per cabinet.

PEARL BUTTONS—Wonderful values from 20c. per gross up.

Complete range "DIANA" HOSE SUPPORTERS—Direct from Paris from $2.25 to $7.20 per doz.

"PEGGY FROM PARIS" BAGS—From $2.00 to $36.00 doz., complete range.

FANCY CUT STEEL BUCKLES—Direct from Paris, singly and in setts, $1.75 doz. to $12.00 per doz.

THREE-IN-ONE POMPADOUR PUFF COMB—$2.00 per doz. Never sold less than $3.50.

150 different styles of Pipes, ranging in price from 30c. to $48.00 per doz., including G. B. D. and B.B.B.

Full range Cigar and Cigarette Cases, Harmonicas, Souvenir Playing Cards, etc., etc.

Take Broadview car at Front and York-streets—passes the door. Temporary premises. Come and see us.

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COWAN'S COCOA

Given Free, at the Exhibition.

COWAN'S

Milk Chocolate, Chocolate Cream Bars, &c.

Are Delicious Confections.

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TRY OUR CELEBRATED PLYMOUTH **COAL**

AND YOU WILL BURN NO OTHER.

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STEAMER

GARDEN CITY

—TO-DAY—

50 CENTS RETURN

Leaving at 2 p.m. Two hours in St. Catharines.

LAST EXCURSION OF SEASON

BACK FROM EUROPE.

Montreal, Sept. 4.—(Special.)—D. McNicoll, vice-president of the Canadian Pacific, returned to-day from a two months' sojourn in Europe. He says he went on pleasure, but kept his eyes open. The general manager announces that the C. P. R. will extend their immigration operations amongst the people who have been able to eke out an existence on the poorer lands of Great Britain. Mr. McNicoll argues that if these people have been able to live and keep their families on these poor lands, they will do exceedingly well in the Canadian Northwest. He says the tendency is to cut down big dividends in Britain, and this may tend to a more general dealing in Canadian securities.

AUTOS FAVORED IN ENGLAND.

London, Sept. 4.—Tho automobiles are comparatively rare in the streets of London, the increasing popularity of automobilism in England is revealed in a striking manner by the home office. The return on April 1 last of the number of motor cars and cycles registered in England and Wales was: Cars, 13,302; motor cycles, 14,771. The most remarkable feature of the return is the increase between Jan. 1 and April 1 in the number registered, these three months showing motor cars, 5731; cycles, 10,148. The number of drivers' licenses is increasing in a corresponding degree.

Rossland Ore Shipments.

Rossland, Sept. 3.—Shipments for the week are: LeRoi 1850, Centre Star 2400, War Eagle 1440, LeRoi 2, 440; ditto milled, 300; Spitzee, 30; Jumbo, 300; Cliff, 125; I. X. L., milled, 100; White Bear milled, 400; Velvet Portland milled, 250; total, 7635 tons. Year to date 239,003 tons.

Visitors to Exhibition

Should take advantage of low rates via Grand Trunk to Muskoka, Georgian Bay, Kawartha Lakes, Lake of Bays, Lake Simcoe, etc.

For tickets and further information call at City Ticket Office, northwest corner King and Yonge-streets.

Loses His Right Leg.

Brockville, Sept. 3.—While boarding a moving freight train Alfred King, 27 years old, who was intending to work his way back to Scotland owing to non-employment, fell beneath the wheels. His right leg had to be amputated.

Provincial Appointments.

Helen Fraser of Kingston, to be surrogate registrar for Frontenac; Thomas Milne Asseltine of Kingston, to be local registrar for Frontenac; Wm. N. Munro of Wiarton, to be notary public.

CASTORIA.

Bears the Signature of Chas. H. Fletcher. The Kind You Have Always Bought

ESTATE NOTICES.

JUDICIAL NOTICE TO THE CREDITORS of the A. O. Boehmer Co., of Berlin, Limited, in the High Court of Justice.

In the matter of the Winding-Up Act, being chapter 129 of the Revised Statutes of Canada and the Amending Acts; and in the matter of the A. O. Boehmer Company of Berlin, Limited.

Pursuant to the winding-up order made by the High Court of Justice, in the matter of "The A. O. Boehmer Company of Berlin, Limited," and dated the 25th day of August, 1904, the creditors of the above named company and all others having claims against the said company, having its head office in the Town of Berlin, are on or before the 28th day of September, 1904, to send by post, prepaid, to Osler Wade, the provisional liquidator of said company, at his office in the Board of Trade Building, Toronto, their Christian and surnames, addresses and descriptions, the full particulars, verified by oath, of their claims, and the nature and amount of the securities, if any, held by them, and the specified value of such securities, or in default thereof, they will be peremptorily excluded from the benefits of the said winding-up order. The undersigned Duncan Chisholm, local judge, will, on the 30th day of September, 1904, at eleven o'clock in the forenoon, at his chambers, in the Town of Berlin, hear the report of the said provisional or other liquidator or liquidators upon the said claims, and let all parties then attend.

Dated at Berlin this 1st day of September, A.D. 1904.

D. CHISHOLM,
Local Judge.

EDUCATIONAL.

Shaw's School

—THE—

Central Business College

OF TORONTO

Solicits the chance to send a copy of its prospectus to every young man and woman who would like a better place in life. Your name and address on postal. Do it NOW, and send it to

W. H. SHAW, Principal

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TECHNICAL HIGH SCHOOL

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DAY SESSION OPENS SEPT. 6th

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Free classes for young women in the handicrafts, such as sewing, knitting, dressmaking, millinery, raffia work, cookery.

Classes in mathematics, science, language and art for students in engineering, electricity, mechanics, draughting, designing, chemistry, etc.

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Saturdays 9 a.m. to 1 p.m.

OPEN EVERY SATURDAY NIGHT
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JAMES MASON, Managing Director

INLAND NAVIGATION.

GRAND EXHIBITION EXCURSIONS S. S. TURBINIA

The company will issue excursion tickets to Hamilton and return, good going any day between 27th August and 10th September, good to return up to and including 10th September, at special rate.

FIFTY CENTS.

Leave Toronto daily, except Sunday, at 9.45 a.m., 2.15 p.m. and 7 p.m.

TICKETS

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NIAGARA RIVER LINE

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TORONTO FAIR AUGUST 29th to SEPT. 10th.

SPECIAL EXCURSIONS.

Niagara Falls and return ..$1.50
Buffalo and return 2.00

Tickets good for two days.

Wednesday and Saturday Afternoon Excursions—Niagara, Lewiston and Queenston and return—75c.

Good Sept. 5th only, Niagara, Lewiston or Queenston and return—$1.00.

NIAGARA RIVER LINE

6 TRIPS DAILY, EXCEPT SUNDAY

Steamers leave Yonge-street Dock (east side): 7.30 a. m., 9 a. m., 11 a. m., 2 p. m., 3.45 p.m. and 5.15 p. m. for NIAGARA, LEWISTON and QUEENSTON, connecting with New York Central & Hudson River R. R., Michigan Central R. R., Niagara Gorge R. R., and International Railway, arrive Toronto 10.30 a. m., 1.15 p. m., 3.15 p. m., 4.45 p. m. 8.30 p. m. and 10.30 p. m.

Wednesday and Saturday afternoon excursions, Lewiston, Queenston or Niagara-on-the-Lake and return 75c.

40 CENTS RETURN

To BURLINGTON BEACH and HAMILTON

Per Steamers

Modjeska and Macassa

Tickets good returning any time until Sept. 13th

10 TRIP TICKETS FOR $1.50

Good any time during season.

Steamers leave Toronto at 11 a.m., 2, 6 and 8.30 p.m., and leave Hamilton at 7.45 and 9.30 a.m., 2.15 and 5.30 p.m.

Special Saturday Excursion

leaving at 2 p.m., arriving home at 8.15 p.m.

Labor Day Excursion, Monday Sept. 5th.

Steamer CITY OF OWEN SOUND

Leaves daily (except Sunday) at 8.30 a.m., making connections at Port Dalhousie with the Niagara, St. Catharines and Toronto Railway for

ST. CATHARINES, NIAGARA FALLS and BUFFALO

LABOR DAY—

SPECIAL

Port Dalhousie - - -
St. Catharines - - -
Jordan Beach - - -
AND
Grimsby Park - - -

50c. Round Trip

Steamer Leaves 8.30 a.m.

For tickets and information apply to S. J. SHARP, 80 Yonge-street. Phone Main 2930. J. ED. FENNELL, General Passenger Agent. Steamer will call daily at Grimsby Park and Jordan.

Next Saturday Night, 11.30 o'clock, for Olcott, N.Y., round trip, $1.25. Buffalo, N.Y., round trip, $2.00. Returning early Monday morning.

Steamer Lakeside

Leaves Yonge-street Wharf daily except Sunday at 5 p. m., making connection at Port Dalhousie with the Niagara, St. Catherines and Toronto Railway, for Niagara Falls and Buffalo. Returning leaves Port Dalhousie at 8 a. m.

Special rates going Saturday and returning Monday.

N. B.—On Saturday, Sept. 3rd, steamers leave Toronto at 8 a.m., 2 p.m. and 5 p.m. On Monday Sept. 5th, at 8.30 a.m., 2 p.m., 5 p.m. and 10.30 p.m.

50 CENTS RETURN SATURDAY AFTERNOON

Str. ARGYLE

Leaves Geddes' Dock every Tuesday and Friday at 5 p. m. for WHITBY, OSHAWA, BOWMANVILLE and NEWCASTLE.

Thursday and Saturday at 5 p.m. for PORT HOPE, COBOURG and COLBORNE.

Telephone M. 1075. F. H. BAKER, Gen. Agt., Geddes' Wharf.

R. & O. Richelieu Ontario Nav. Co. Ticket Office 2 King Street East

STEAMER LEAVES DAILY, INCLUDING SUNDAY, 3 P.M.

OUTINGS FOR LABOR DAY

$12.00—MONTREAL AND RETURN—$12.00

Also to 1,000 Island ports, $5.50; Brockville, $6.75, and Prescott, $7.00. Going Sept. 3rd, 4th and 5th, returning until Sept. 6th.

New Factory for East End.

An application will be made to council to sanction the establishment of a factory for treating sheep skins to be located on the east side of River-street, opposite Wilton-avenue. It is claimed that there will be no nuisance created, as no tanning is to be done.

PASSENGER TRAFFIC.

CANADIAN PACIFIC

Labor Day Single Fare

Going Sept. 3rd, 4th, 5th
Returning until Sept. 6th

Between all stations in Canada, Fort Arthur and East.

19.20 TO WORLD'S FAIR, ST. LOUIS, and return. Stopover at Canadian points, Detroit and Chicago.

THROUGH SLEEPER TO ST. LOUIS leaves Toronto at 7.55 p.m. DAILY.

Full particulars from Canadian Pacific Agents or A. H. NOTMAN, Toronto.

GRAND TRUNK RAILWAY SYSTEM

Labor Day Single Fare

Good Going To-Day | Returning Until Sept. 6th

SPECIAL TRAIN SERVICE OUT OF TORONTO—ACCOUNT EXHIBITION.

For Brampton, Georgetown, Guelph, Berlin, Stratford, Elora, Fergus, Wingham, and intermediate stations, at 10.30 p.m., North Parkdale 10.40 p.m., Sept. 5, 6, 7, 8 and 9th.

For Preston, Hespeler, Galt, 10.30 p.m., North Parkdale, 10.40 p.m., Sept. 6 and 8th.

For Hamilton and Brantford, 10.05 p.m., Exhibition Grounds 10.10 p.m., Sept. 5, 6, 7 and 8th.

For Whitby, Oshawa Junction, Bowmanville, Port Hope, Cobourg, Trenton, Belleville and intermediate stations, at 8.30 p.m., Sept. 5, 6, 7, 8 and 9th.

For Stouffville and intermediate stations, train due to leave Toronto 2.40 p.m., will leave at 6.00 p.m., Sept. 5 to 10th, inclusive.

For Lindsay and intermediate stations, at 6.40 p.m., Sept. 5, 6, 7, 8, 9 and 10th.

For Barrie and intermediate stations at 11.00 p.m., North Parkdale 11.10 p.m., Sept. 5, 6, 7, 8 and 9th.

Through Sleepers at 8 a.m. and 4.40 p.m., to

WORLD'S FAIR ST. LOUIS $19.20 Round Trip

With stop over privileges at Chicago, Detroit and Intermediate Stations.

CHANGE IN SERVICE NOW IN EFFECT.

Pullman sleeper for Muskoka Wharf leaves at 12.01 a.m., daily, except Sunday, instead of daily, and Pullman from wharf leaves at 8.00 p.m. daily, except Sunday, instead of daily.

Trains leaving Toronto 8.45 a.m. for North Bay, and leaving North Bay 10.50 a.m., arriving Toronto 8.00 p.m. daily, except Sunday, will not run to Maganetawan Dock.

For tickets, illustrated literature and further information, call at City Ticket Office, or at Depot Ticket Office. (Phone Main 4209).

Canadian Lines, Limited

Direct Service of First-Class Steamers to Havre and Rotterdam.

Proposed Sailings from Montreal

SS. LAKE SIMCOE .....Sept. 14
SS. HALIFAX ..... Sept. 24
SS. QUEBEC ..... Oct. 10

And fortnightly thereafter.

Above steamers have splendid accommodation for saloon and steerage passengers. Carry doctor and stewardess.

Have also cold storage chambers for perishable cargo.

Through bills of lading issued from all points in Canada or Western States.

For all information apply to

A. F. Webster, Toronto
or THOMAS HARLING, MONTREAL.

HOLLAND-AMERICA LINE

NEW YORK AND THE CONTINENT.

(Mail Steamers)

Rotterdam, Amsterdam and Boulogne

SAILINGS:

Sept. 6th.....ROTTERDAM
Sept. 13th.....RINEDAM
Sept 20th.....NOORDAM
Sept. 27th.....STATENDAM

For rates of passage and all particulars apply R. M. MELVILLE, Can. Pass. Agent, Toronto. 136

CANADIAN PACIFIC RAILWAY CO.

ATLANTIC STEAMSHIP SERVICE

80 YONGE STREET

MONTREAL TO LIVERPOOL.

Lake Erie .....Thursday, Sept. 1st.
Lake Manitoba .....Thursday, Sept. 8th.
Lake Champlain .....Thursday, Sept. 22nd.
Lake Erie .....Thursday, Oct. 6th.

—Rates of Passage.—

First Cabin—Reduced to $47.50 and upwards.

Second Cabin—Reduced to $30.

Third Class—Reduced to $15.

For further particulars apply to S. J. S