

# Richmond Cigarettes

15 cts. per package

Allen & Ginter  
RICHMOND, VA.

## SCHLEY INQUIRY RESUMED

Admiral Higginson Was the First Witness and Told of the Santiago Fight.

THE FIRST SIGHT OF THE SHIP COLON

Higginson Thought Schley Did Not Do All He Should Have Done That Day.

Washington, Sept. 20.—After an intermission of eight days, the Schley Naval Court of Inquiry resumed its sitting at 11 o'clock today, in the old ship at the navy yard. Rear Admiral Ramsey, occupied the seat that on the first day of the session had been filled by Rear Admiral Howison. All three members of the court were in service uniform, and the morning air was cold enough to make their clothing seem comfortable. Mrs. Dewey accompanied her husband and remained a short time. The general attendance was not large.

The court was called to order by Admiral Dewey. The first order of business was the reading by Judge Advocate Lemly of the order of the Navy Department appointing Rear Admiral Ramsey to a place on the court in place of Rear Admiral Howison, and when this was accomplished, Captain Lemly turned to Admiral Schley and asked him, as he had done when Admiral Howison had been challenged, whether he had any objection to being a member of the court. The Admiral arose as this question was asked, and replied: "I have not."

Formalities disposed of, the Judge Advocate swore the members of the court collectively, and was, in turn, sworn in as Judge Advocate. He then retired for the purpose of discussing the methods of procedure.

At 11:25 the court returned from its consultation, and Captain Lemly introduced a number of official reports for reference.

Admiral Higginson, commander-in-chief of the North Atlantic Squadron, was the first witness called. He gave his full name as Francis J. Higginson. He said he had, as captain, commanded the battleship Massachusetts during the Spanish-American war, and that for a part of the time the Massachusetts had been a part of the "Flying Squadron," of which Admiral Schley had been in command. He told of joining the fleet at Newport News, of going to Key West, and then, on the 22nd of May, of going to Cienfuegos, Cuba.

In reply to a question by the court, Admiral Higginson said he did not believe that Commodore Schley had done all that he should have done to destroy the Colon while the key was at anchor. The defense objected.

Admiral Dewey said the court considered itself obliged to get at all the facts. Judge Wilson, for Admiral Schley, said he would reserve the right to take exception later to requests for opinions of witnesses, even when put by the court.

The witness told of the departure from Cienfuegos and the arrival at Santiago on the evening of the 20th. He also told of the fleet leaving Santiago for Key West on the night of its arrival at the former place, and of how, after steaming westward for some time, the vessels, all in response to Commodore Schley's signals, returned and anchored in the harbor. Three miles from the mouth of the harbor.

"What happened to cause the decision to return to Key West?" the witness was asked.

"I don't know," was the reply.

"What was the condition of the weather at the time for sailing at sea?"

"It was not impossible to sail, I think."

"Did you have any conference with the commanding officer in regard to returning to Santiago after you had gotten on the way to Key West?"

"None. We acted under general orders. All we did was to follow the signals of the flag—ship the signals of the command."

Conditions at Santiago. Speaking of the conditions when Santiago harbor had been again reached, the Admiral said that he could see well into the harbor and that he saw the Spanish ship Colon lying in the outer harbor. He did not remember seeing other vessels, but the Colon was then 1000 yards beyond Morro Castle. The vessel had lain there until she had been fired upon—May 31, and had then retired.

Describing this engagement, Admiral Higginson said it had been on the day before the arrival of reinforcements under Admiral Sampson. He said that Admiral Schley had come aboard and said that he

asked him to go in and fire on the Colon. "So he went in and fired on her," continued the witness. "He said the shots felt short of the Colon, and that the Spanish shore batteries had in turn fired on the bombarding ships."

In reply to questions as to what had been accomplished by the bombardment, the witness replied that it had served to draw the fire of the Spanish shore batteries, and to give an idea of what it was composed of.

"What idea did you get of its composition?"

"I did not think it amounted to anything."

"Where was Admiral Schley during the bombardment?"

"At one time he was with me in the coming tower, but most of the time he was on the outside of it. I was near him most of the time."

"Describe the Admiral's manner in this engagement."

"I hardly know how to answer that question, except to say that his manner was that of a commander-in-chief."

"Why did you not go in and destroy the Colon in the engagement on May 31?"

Judge Advocate Lemly asked the witness.

"Because we were not ordered to do so," replied the witness, volunteering the statement: "I think the Colon could have been destroyed where she lay at anchor that day."

Higginson's Report. The Judge Advocate then offered Admiral Higginson's report as read in line of duty. Judge Wilson, of counsel for Admiral Schley, made, but that counsel for the applicant did not desire the unobjectionable acceptance of the report to operate as a precedent.

Admiral Higginson stated in reply to questions from Captain Lemly that there had been no written orders, and so far as he could recall the only verbal orders had been "to go in and destroy the Colon."

The third question, coming as it did from the court, created something of a sensation, which was increased by the reply. The question was:

"Was every effort made by Admiral Schley to destroy or capture the Spanish battleship Colon as she lay at anchor in the harbor at Santiago on the evening of the 20th, and the morning of the 21st?"

"Object, object, object," came from each of the three members of the court. "No," said the witness, "I do not believe a full effort could be called the witness had replied."

"No," said the witness, "I do not believe a full effort could be called the witness had replied."

The question and the reply led to a legal controversy. Judge Wilson and Mr. Ramsey both raised objections. The court then retired for the opinion of the witness, where only facts were admissible.

CROWDS ATTEND BAND CONCERT. Parades of Highlanders in Preparation for the Royal Review.

The 48th Highlanders, under the command of Lt. Col. Macdonald, paraded at 10 o'clock last night. The early part of the evening was devoted to battalion drill outside. Ammunition, and other necessary articles, were issued and pipe bands gave a concert, which was attended by fully 1500 people.

In the regimental orders the announcement is made, unofficially, that the parade, in connection with the visit of royalty will be: Preparatory parade, afternoon, Oct. 9; parade to the line, afternoon, Oct. 10; arrival, afternoon of Oct. 10; royal review, Oct. 11.

Class of instruction. The class of instruction for those desiring to qualify as non-commissioned officers will be continued on Monday and Friday evenings until further orders.

Armour A. Miller, pending his appointment to a commission, will do duty with C Company.

The regiment's annual rifle match will take place on Sept. 28.

Leave of absence has been granted to Capt. A. C. Maclean and Major W. H. Clark. The following promotions have been made in H Co.: To be corporal, Ptes. Charles Rice and F. A. Webster; to be corporal provisionally, Ptes. E. H. Annetie, to be lance corporal, Pte. H. Wilson.

OWEN SOUND NEWS. Owen Sound, Sept. 20.—Harry Clegg, who went from here to Dawson City five or six years ago, is home on a visit, accompanied by his brother, Mr. George Clegg of Chicago.

Rev. H. Henderson of Toronto will preach in Knox Church next Sunday.

The recent high winds have blown vast quantities of apples from the trees in this vicinity. Fortunately, the farmers have a good market for the fallen fruit in the cidermaking and evaporating factories in the district.

The best sugar factory now under construction at Watton was last to Owen Sound. The promoters worked here for several years, unsuccessfully, and finally secured Watton. Invitations to make that town their headquarters.

Arthur Kinney, John Dotts, Frank Gill and Paul Butts, members of the crew of the wrecked steamer Saturn, arrived here last night, destitute, and are seeking passage to the Soo on the way to their homes in the States.

The new church at Bogart, costing \$5000, will be opened by Bishop Baldwin of London, Oct. 22. Mr. William Armstrong of Owen Sound is the contractor, and John Harrison & Sons supply the interior fittings.

The Brydsons firm of Ryan Bros. have purchased two stores opposite their present premises on Poulter-street, at present occupied by Mr. J. W. Redden, hardware, and Mr. J. R. Brown, groceries.

Mr. James D. Brownlee of Niagara Falls, N.Y., is visiting his parents in Brooke. Mr. John Macdonald of Chatsworth is, consequently the arbitrator case of some of the outlying residents of Owen Sound, who petitioned to be transferred to the township of Scotchman, fixed for today, is postponed. Mr. Macdonald being one of the arbitrators.

The names of Robert Hamilton have received word from Vancouver, B.C., that he has been killed, but have yet no particulars. He left here ten years ago, and is about 40 years of age.

Can't Instruct Our Mayor. The Mayor of Ottawa, it is understood, has received a letter from the Governor-General's secretary, telling him how he should act when he has his official capacity. There is no necessity for sending such a letter to Toronto's Mayor, but if the royal party want to be assured of every comfort the Queen City can afford, they should instruct the Mayor to program a few bottles of Shamrock ale from Taylor's, the progressive liquor man at 205 Parliament-street, who handles the best brands of wines and liquors at most moderate prices, and delivers the goods promptly and satisfactorily to all parts of the city.

Visitor From Mississippi. A caller at the Parliament buildings yesterday was Prof. W. L. Hutchins, superintendent of Farmers' Institutes in Mississippi, and director of the Experimental Station there. He speaks highly of Ontario's agricultural prospects.

# THE MONEY IN OIL

BEFORE ADVANCE IN PRICE

5 DAYS MORE

## THE ONTARIO and CALIFORNIA OIL CO

(LIMITED.)

Non-Personal Liability.

Have Your Orders Booked In Time.

"Whereas, owing to the result of recent negotiations and developments, it has been decided to advance the price of the Treasury Stock of the Ontario and California Oil Company, but owing to certain options, formerly given on portions of said stock extending to the 25th day of September next, it would be impracticable to do so until that date: **RESOLVED**, that the Treasury Stock of the Ontario and California Oil Company, Limited, non personal liability, at present selling at SIX cents per share, be advanced to **TWENTY-FIVE** cents per share—such advance to take effect after the 25th day of September next."

## ONTARIO--

Contracts will be let within the next few days for the sinking of twenty additional wells on the Company's Ontario properties.

## CALIFORNIA--

Look out for some surprising results on the California properties, controlled under option for development agreement by the Ontario and California Oil Company.

## TEXAS--

The Ontario and California Oil Company have secured the option on the control of the stock of the "Blue Bonnet Oil Co." of Galveston and Beaumont, Texas, owning valuable oil lands on Spindle Top Heights, about half a mile from the famous Lucas "Gusher," which has been gushing liquid money at the rate of seventy thousand barrels per day; also three more blocks of valuable oil lands at Sour Lake, Diamonds Mound, and close to the Town of Beaumont—all in the very richest oil-bearing lands so far discovered in Texas. The Blue Bonnet Oil Company and its directors are highly endorsed by Walter C. Jones, Mayor of Galveston, Texas.

The above advance is gratifying to the Company's Directors and Shareholders, but is only an earnest of what may be expected in The Ontario and California Oil Company, and looks small when compared with some other oil stocks which have actually advanced from fifty cents to two hundred dollars per share.

All orders for the present issue at SIX cents per share must be forwarded before the above date, accompanied by the cash or equivalent, payable to

**J. L. FINCH,**  
Sec. Treas. Ontario and California Oil Company,  
21 Adelaide St. East, Toronto.

Or to **FOX & ROSS,** Stock Brokers, Toronto.  
NOTE—Mail Orders Must Be Postmarked Before the 25th.

### Appointment of Guardians

A minor may be quite young at the time of the appointment of the guardian, and it is possible that the guardian, in which case another guardian, which person may not be suitable, and such complications would be avoided if a Trust Company is appointed to the guardianship, as it offers perpetual existence and the requisite efficiency.

**THE TRUSTS & GUARANTEE COMPANY, LIMITED.**  
CAPITAL \$2,000,000.  
Office and Safe Deposit Vaults: 24 King St. W., Toronto.  
Hon. J. H. STRATTON, President.  
T. P. COOPER, Manager.

### SHORT LINE TO ASIA.

Denver, Sept. 20.—The announcement of the incorporation, under the laws of the State of Washington of the Trans-Alaska Railway Company, with headquarters at Seattle, is made. The company is capitalized at \$50,000,000.

The plan, as outlined by the promoters, is to build and operate a line of railroads in Alaska to connect with the Trans-Siberian Railroad at some point opposite Cape Prince of Wales on the American coast by a line of steel ferry boats across the Bearing Straits.

The president is J. J. Frey, now president of the Florence and Cripple Creek consolidated lines, and formerly general manager of the Santa Fe system.

### Manitoba Business Boom.

A Western merchant at the Walker last night told The World that business men from Manitoba and the Territories are flooding the Eastern cities, laying in large stocks. The success of the marketing operations and the unexpected yield has put the farmers in funds and there promises to be an era of prosperity such as the West has never known.

### A CURE FOR ASTHMA.

Asthma sufferers need no longer leave home and business in order to be cured. Nature has produced a vegetable remedy that will permanently cure Asthma and all diseases of the lungs and bronchial tubes. Having tested its wonderful curative powers in thousands of cases with a record of 90 per cent. permanent cures, and desiring to relieve human suffering, I will send free of charge to all sufferers from Asthma, Consumption, Croup, Whooping Cough and nervous diseases, this recipe in German, French or English, with full directions for preparing and using. Sent by mail. Address with stamp, naming this paper, W. A. Noyes, 347 Powers' Block, Rochester, N.Y.

### A "Busy" Telephone Line

Is a Telephone Line in use.

If you receive many complaints that your line is always "busy" it shows that while someone is talking to you someone else wants to talk to you—that your correspondence is too much for your Telephone facilities.

**The Bell Telephone Co.**  
Of Canada.

**Chairs & Tables For Hire.**

If you want chairs and tables for your parties, musicales, etc., Telephone 3444.

**The Schomberg Furniture Co.,**  
651 and 653 Yonge-street.

### The Union Consolidated Oil Co.

A group of Oil Wells in Los Angeles, California, showing some of the producing wells of The Union Consolidated Oil Co. and adjacent wells pumped by the Company.

The regular QUARTERLY DIVIDEND on the outstanding stock of the UNION CONSOLIDATED OIL COMPANY will be paid on Oct. 5th, 1901.

**18 WELLS PRODUCING—5 BEING DRILLED.**

Present Production Per Month, 5,000 to 8,000 Barrels.

A LIMITED NUMBER OF SHARES FOR SALE AT 25c. (par value \$1.00).

Purchasers this month will receive the THREE MONTHS' DIVIDEND—July, August, and September.

**STOCK ADVANCES TO 30c ON OCTOBER 5th.**

18,000 Acres Not Yet Developed.

Company will pay expenses of any person visiting the oil fields who does not find them as we represent.

**BUTCHART & WATSON,**  
Confederation Life Building, Toronto. Phone Main 1442.  
Branch—DOUGLAS, LACEY & CO., New York, Members Petroleum Exchange.

### KINGS MET IN SWEDEN.

Helsingborg, Sweden, Sept. 20.—King Edward and Queen Alexandra arrived here at noon today on the British royal yacht Osborne. The King of Sweden received them at the landing stage. The royal party drove to the Castle of Sofiero, cheered by the populace.

**Fire-Delayed Trains.**

The big fire in the lumber yards at Buffalo on Thursday night had the effect of delaying the trains bound for Toronto yesterday morning. The trains from the Pan-American city were all late in arriving here.

### Want to Wear Khaki.

A correspondent writes that a mass meeting of returned veterans from South Africa will be held in this city shortly to protest against the effect of Gen. Halcyon prohibiting the wearing of khaki at the presentation of medals by H.R.H. the Duke of York in this city. The hope is to present that members of the Dragoons, H.R.C. and C Battery will be present.

### White Star Line

Royal and United States Mail Steamers.

New York to Queenstown and Liverpool.  
S.S. TRITONIC...Sept. 25, noon.  
S.S. CYMBRIO...Oct. 1st, 8 a.m.  
S.S. BERGAMON...Oct. 8th, noon.  
S.S. MAJESTIC...Oct. 15th, 8 a.m.  
Saloon rates \$20 and up. Superior second class accommodation on Triniton, Majestic and Cymbrion. For further information apply to CHAS. A. PIPON, General Agent for Ontario, 8 King-street East, Toronto.

### Atlantic Transport Line

Memphis...Sept. 21, 9 a.m.  
Minneapolis...Sept. 22, 9 a.m.  
Hankow...Sept. 23, 9 a.m.  
Hankow...Sept. 24, 9 a.m.  
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Hankow...Dec. 31, 9 a.m.

### EUROPE

Magnificent Steamers of the CUNARD LINE

Every Saturday for Liverpool via Queenstown.

**WINTER RATES**  
(which are lower than even now in force.)

**A. F. WEBSTER,**  
City Passenger Agent

### ELDER, DEMPSTER & CO.

Beaver Line—Montreal to Liverpool.

Lake Simcoe...\$20 and upwards, Sept. 4th.  
Lake Ontario...\$20 and upwards, Sept. 11th.  
Lake Champlain...\$20 and upwards, Sept. 18th.  
Lake Megantic...\$20 and upwards, Sept. 25th.  
Steamers sail from Montreal at daybreak, passengers embarking the evening previous.

Second cabin rates \$35 and \$37.50; steerage, \$24.50 and \$25.50.

All modern vessels, up-to-date in every respect; electric light, blue heels, state rooms, amplitudes and best of fare.

For rates, reservation of berths and any further information, apply to

**J. SHARP,**  
Western Manager, 80 Yonge-street.

### Franco-Canadian Line

10 days, Montreal and Quebec to Havre, from Havre.

Sept. 18th... "Garth Castle"...Sept. 30th, 1st. Steerage.

Havre, Southampton...\$20 and upwards, Sept. 18th.  
London...\$20 and upwards, Sept. 25th.  
Paris...\$20 and upwards, Sept. 25th.

Superior accommodation, doctor and stewards on board. Free cooking, and the wine free for all classes.

Goods from Havre, 11 days; Paris, 14 days; Bordeaux, 16 days; Nantes, 17 days; Orient, 17 days.

For particulars and shipping directions apply to H. Gendron & Co., 223 Commercial-street, Montreal.

**J. SHARP,**  
Western Freight and Passenger Agent, 80 Yonge-street, Toronto.

### DOMINION LINE | MAIL | STEAMSHIPS.

LIVERPOOL SERVICE.

"Cambrian", Sat., Sept. 21st, 9 a.m.  
"Vancouver", Sat., Oct. 12th, 9 a.m.

Rates of Passage—Cabin, \$30 and upward, single; \$50 and upward, return, according to season and berth. Second cabin, \$25 and upward, single; \$40 and upward, return, according to season and berth. Third cabin, \$15 and upward, single; \$25 and upward, return, according to season and berth.

BOSTON SERVICE.

"Commonwealth", from Boston, Sept. 25, 7 a.m.  
"New England", from Boston, Oct. 9th, 8 a.m.

**A. F. WEBSTER,** King and Yonge-streets.  
D. W. RANNEY & CO., General Agents, Montreal.

### Manchester Liners

LIMITED.

Montreal to Manchester.

"Manchester Commerce"...Sept. 24, 10 a.m.  
"Manchester Commerce"...Sept. 27, 10 a.m.

A Limited Number of Cabin Passengers Carried.

Apply to—**R. DAWSON HARLING,**  
28 Wellington-street East, Toronto.  
FURNISS, WHITE & CO., Montreal.

### Dominion S.S. Line

BETWEEN BOSTON AND LIVERPOOL.

Via QUEENSTOWN—  
New and Magnificent Steamships.

"Commonwealth"...Oct. 9th, 8 a.m.  
"New England"...Oct. 9th, 8 a.m.

"SECOND TO NONE."

For all information apply to

**A. F. WEBSTER**

### INLAND NAVIGATION.

Toronto-Montreal LINE.

Steamers leave weekly day after day, and Saturday night, on arrival of the I.C.R. express connecting Port-Bureau with the NEWFOUNDLAND RAILWAY.

Tuesday leave St. John's Nfld., every Tuesday (Thursday, Saturday and Sunday) at 8 o'clock, connecting with the I.C.R. express at North Sydney morning, Thursday and Saturday morning. Through tickets issued, and freight rates quoted at St. John's, Nfld., C.T.R. and D.A.R.

**B. G. REID,**  
St. John's, Nfld.

### NIAGARA RIVER LINE

CHANGE OF TIME.

On and after Monday, Sept. 16th, steamers leaving Toronto 9 a.m., Lewiston 7:30 p.m. and Niagara-on-the-Lake 7:02 p.m. will be discontinued.

Steamers leave Toronto daily (except Sunday) 7 a.m., 11 a.m., 2 p.m. and 4:45 p.m. until further notice.

**JOHN FOT,** Manager.

### CHANGE OF TIME

Commencing Friday, Sept. 13th, STEAMERS

**Garden City and Lakeside**

Steamers will leave Yonge St. Wharf at 11 a.m. and 5 p.m., making connections at Port Dalhousie for St. Catharines, Niagara Falls, Buffalo, and other points.

**Special Rates to Pan-American**

Sunday Service Discounted.

**H. G. REID,** Agent.  
Tele. Main 2533, 2547, Yonge-st. Wharf.

### THEIR SERVICES APPRECIATED.

The Lombard Fire Department received a letter yesterday, signed by Mr. J. Ingham, on behalf of himself and a number of neighbors, thanking the department for efficient service at the fire which occurred at Mr. Meade's residence on the Don Mills Road on the morning of Sept. 16, and enclosing a cheque for \$20 for the Firemen's Benefit Fund.

### GRAND TRUNK RAILWAY SYSTEM

PICTURESQUE PAN-AMERICAN ROUTE.

## WESTERN EXCURSIONS

SEPT. 26, 27, 28, 1901

From Toronto to

Port Huron, Mich. .... \$ 5.00  
Detroit, Mich. .... 5.00  
Saginaw, Mich. .... 7.25  
Bay City, Mich. .... 7.25  
City, Mich. .... 7.25  
Columbus, Ohio .... 9.00  
Chicago, Ill. .... 10.00  
Cincinnati, Ohio .... 12.50

ALSO TO

St. Paul and Minneapolis, Minn. \$35.40  
All Rail via Chicago or North Bay.  
Valid to Return until Monday, Oct. 1, 1901.

## RAILROAD DAY

Saturday, Sept. 28th

**BUFFALO Good for \$2.10**

AND RETURN 3 Days

Special train will leave Toronto at 7 a.m., South Parkdale 7:00 a.m., arriving Buffalo at 10:00 a.m. Retaining by special train leaving Buffalo at 10:00 a.m., arriving Toronto at 10:00 a.m. By all regular trains up to and including Sept. 30th. Street cars connect on arrival.

Passengers may return via Suspension Bridge without having tickets exchanged. Stop-over allowed at Niagara Falls.

In connection with this excursion, engraved souvenir admission tickets will be sold at 25c each, and 50c for round trip. J. W. REID, C.P. & T.A., N.W. Cor. King and Yonge streets, Phone Main 4200.

**M. C. DICKSON,** Dist. Pass. Agent.

## CANADIAN PACIFIC

THE

## FAST SHORT LINE

Toronto to Buffalo

AND RETURN, GOOD FOR 3 DAYS \$2.10

**SATURDAY, Sept. 28**

Good going only on fast special train leaving Toronto at 7:25 a.m. on above date, RUNNING DIRECT TO EXHIBITION GROUNDS, arriving Buffalo at 10:00 a.m. For return on special train leaving Buffalo at 10:00 a.m., arriving Toronto at 10:00 a.m. For full particulars apply to Ticket Office, North York, or City Ticket Office, Toronto, or to Agents, St. John's, Nfld., C.T.R. and D.A.R.

## Toronto to Buffalo and Return \$3.15

Tickets on sale every day. GOOD FOR SIX DAYS. Electrical Illumination commences at 7:30 each evening. Special attractions every day. Compare our rates with other lines.

All trains run through Toronto and Buffalo without change.

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