

London Advertiser.

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LONDON ADVERTISER CO. (Limited).

London, Friday, June 5.

The Report of the Commission.

The report of the judicial commission on the Gamey charges has been presented in Parliament; and, so far as the general conclusions are concerned, it is only what has been expected. Those who followed with any attention the evidence submitted during the long investigation must have been convinced that the charges were but a tissue of improbabilities at best, and even those Conservatives whose political prejudices caused them to believe the Government guilty of all sorts of corrupt practices, had to admit that the man from Manitoulin had only discredited himself, and that no conviction could result from his own uncorroborated and inconsistent testimony.

Everyone was satisfied that a verdict of "not proven" would be the best that Mr. Gamey and his friends could expect. The judgment of the court, however, is more satisfactory. It is a positive declaration of "not guilty," and a complete vindication of Mr. Stratton and his associates. Indeed, so far as the latter are concerned, the report says that in an ordinary trial the charges would be dismissed by the judge as not worthy of going to a jury. In regard to Mr. Stratton, we are told that "the inference is most persuasive that no bribe or money was received from the Provincial Secretary on the 29th of January"—the date on which Gamey says he was bribed. And the conclusion the judges reach is that "the corrupt charges stand disproved by a great body of evidence, which appears to be more accurate and credible than that adduced in support thereof."

The report of the commission is worth reading carefully. It is a calm review of the evidence; a judicial summary of the actions of Mr. Gamey; and a logical explanation of his conduct. He comes out of the investigation a thoroughly discredited man; while Mr. Stratton is clearly vindicated. That the report will not be accepted by those who speak and write for the Conservative party is certain. In fact, the Conservatives did not want any definite judgment. They did not want a judicial investigation to begin with. They would have preferred a tedious and tangled inquiry by a committee of the Legislature, which would have spread out indefinitely, and only provided campaign material. And then, unless they had to submit to a regularly organized court of inquiry, their next demand was that the court should not render a verdict, but simply submit the evidence for the Legislature to wrangle over. They have not succeeded; there has been a regular trial, and a verdict given. Now, all that is left for them is to fall back on the inalienable right of every British citizen who, when he is dissatisfied with the ruling of the court, can go out in the back yard and swear at the judge. That is the line that will be followed in the present case.

What will become of the heroic patriot from Manitoulin? He might, we think, very properly be expelled from the Legislature. But history shows that expelling a member of Parliament—no matter how worthy of expulsion he may be—generally gives him all the glory and profit of martyrdom. After being discredited as he has been, probably the best thing for Mr. Gamey would be to make a martyr of him. And the statement of Mr. Ross, that the Government intends to pay no further attention to this self-confessed falsifier and convicted liar, may be the wisest policy.

By the Liberals the result will be hailed with satisfaction. A Conservative judge has declared from the bench that the charges brought against the Government have fallen to the ground; that Conservative politicians and journalists should now declare the judge incompetent or partial is to be expected. But the people of Ontario will be right apt to take the verdict of the judge who has nothing to gain by his decision in preference to the opinion of disappointed politicians.

The Grand Trunk Pacific Assured.

The railway committee of the House of Commons has reported the Grand Trunk Pacific bill, the most important railway legislation in Canada since the Canadian Pacific contract. This great undertaking is now practically assured. The railway committee comprises nearly the whole membership of the House of Commons, and its endorsement gives the Grand Trunk Pacific a prior claim on Government assistance over all transcontinental roads. The Government will aid the project, though in what measure is not yet been decided. No doubt the ministers will be influenced by public opinion. The land grants to the C. P. R. have laid such burdens on the Northwest that the administration has declined to follow the precedent. Not an acre of land has been granted to any railway since the Liberals took office at Ottawa. The new policy will probably take the form of a guarantee of interest on the bonds, combined with a relatively small cash subsidy, not as a free gift, but in consideration of public services to be performed by the company or of other conditions in the public interest. It is expected also that the company will receive aid from the Ontario Government for opening up the clay belt comprising millions of acres north and west of Lake Temiskaming. The Provincial Government has more land than cash at its disposal, but if any considerable area of arable land is to be given to a railway corporation, the interests of the settlers must be more carefully guarded than in the C. P. R. agreement.

The provisional directors of the Grand Trunk Pacific are substantial men, who have the necessary capital and experience for the enterprise. Among them are Hon. George A. Cox, president of the Bank of Montreal; H. M. Pellatt, the millionaire broker of Toronto; E. R. Wood, manager of the Central Canada Loan Company, Toronto; Senator Wm. Gibson, J. R. Booth, the lumber king, and owner of the Canada Atlantic Railway; Hon. H. B. Rainville, speaker of the Quebec Legislative Assembly; Charles M. Hays, Frank W. Morse, Wm. Wainwright and John Bell, leading officials of the Grand Trunk Railway Company, which is behind the new project, morally and materially. The bill provides for a stock issue of \$75,000,000 in \$100 shares. The company may bond the road to the extent of \$30,000,000 per mile upon the section between Quebec and Winnipeg; \$20,000 per mile for the prairie section between Winnipeg and the Rockies, and \$50,000 upon the mountain section to the Pacific Coast. It is claimed by some that the bond issue will almost pay for the road, but the Government will provide against the evils of inflated capitalization. The Government is also pledged to make it a condition of any grant that the Grand Trunk Pacific shall be an all-Canadian road from tidewater to tidewater. Quebec will be the summer port and the company has been obliged to agree to an extension to Moncton, N. B., as a guarantee that traffic will be carried to Maritime Province ports in winter. Moncton, midway between St. John and Halifax and is convenient to other ports. The Moncton extension would parallel the Intercolonial, but it will not be built if an arrangement can be made whereby Grand Trunk Pacific freight will be handed over to the Intercolonial at Quebec. It is probable, however, that much of it will find its way to Portland in spite of legislation, unless the rates for the longer haul to the Maritime Provinces can be fixed as low as those to Portland. This is a point of greater interest to the provinces than to Ontario, Quebec and the West. It makes no practical difference to the West whether the crops are moved by Canadian or American railroads, so long as the facilities are provided, on national and sentimental grounds, however, it is desirable that Canadian traffic should move through Canadian channels and that Canadian ports should be built up.

The construction of the Grand Trunk Pacific will give an immediate impulse to the country. The expenditure of many millions will help to bring prosperity and offset any reverses caused by a failure of the crops in the interval. Great tracts of undeveloped country will be opened to settlement, and many districts already in process of settlement will be given access to the world's market. The ultimate result for the benefit of Canada is beyond all calculation.

Haman and Gamey.
 Then said Zereah his wife and all his friends unto him: Let the gallows be made fifty cubits high and tomorrow speak thou unto the King that Mordecai may be hanged thereon; then go thou in merrily with the King unto the banquet. And the thing pleased Haman, and he caused the gallows to be made.—Esther vii. 14.

So they hanged Haman on the gallows that he had prepared for Mordecai.—Esther vii. 10.

Mr. Brock's Absurdity.
 Mr. Brock, M. P., Center Toronto, blames the Ames failure on the Dominion Government. His theory is that a boost in the tariff would have prevented the tumble in Canadian stocks. Mr. Brock would have been just as rational if he had held the Government responsible for the present drought. Had the fiscal policy of this country anything to do with the slump in Twin City, Sao Paulo, and other American securities? Had it anything to do with the drop in C. P. R. stock? The C. P. R. has no interest in tariff legislation. If the tariff policy of the

Government is accountable for the fall in Dominion Coal, Dominion Steel, Nova Scotia Coal and other Canadian Industrials, how did it happen that these stocks had such a boom during the past year or two? Mr. Brock as a business man, must know that the vagaries of the stock market have been due to other influences. C. P. R. stocks have fallen from 140 to 122 in the past nine months. Is the earning power of the C. P. R. any less than it was a year ago, or its prospects not so bright? Quite the contrary. Is there anything in the condition of the Dominion Iron and Steel Company's property to warrant a drop from 74 to 17 in its securities? Dominion Coal has gone down from 43 to 35, and Nova Scotia Steel from 115 to 85, but these companies are in as strong a position as they ever were and their securities are as valuable as ever. The decline in these stocks is the result of various causes—the contraction of the money market, the indiscretion of Canadian speculators during the bull movement and the manipulation of a group of American operators, who determined to squeeze Canadian holders. The stock market will right itself in time, and the securities which are now artificially depressed will recover their normal level. These fluctuations cannot affect their inherent value, which is based upon the earning capacity of the industries and enterprises issuing the stock. There is good reason to believe that these are all sound and have a career of prosperity before them.

Still no reply to the question, "Where did the money come from?"
 The Gamey case is unique to the last. It ended in the complainant being found guilty.
 Mr. Gamey isn't the only one on that side of the House who forgot the ninth commandment.
 The extreme unpopularity of Mr. Chamberlain's policy in foreign countries is not necessarily a handicap on it within the empire.
 Some of our contemporaries are attaching too much importance to the misconduct of the Philadelphia jingoes who tore down a British flag the other day. Contrast that mob with the company which can be got together in Philadelphia, or any other large American city to honor the British flag.

A CANADIAN IN SANTA FE WRECK

A Mount Forest Man Severely Injured in Collision That Kills Nine Passengers.

Kansas City, Mo., June 5.—Further details of the wreck on the Santa Fe Railroad at Stillwell, Kan., yesterday, show that nine people were killed, and six seriously injured. Among the dead were J. J. Plunkett, N. J.; E. H. Ward, of Newcastle, Pa.; and Carlos M. Torpado, a Porto Rican, who was studying in Kansas University, and who was on his way to New York.
 Of the injured, Wm. Woods came from Mount Forest, Ont. He is injured internally and is in a serious condition. The dead were taken to undertakers' establishments here and the wounded to the Missouri Pacific Hospital.
 The trains that collided were the third section of No. 4, northbound, from California to Chicago, and No. 1, southbound, the California limited. Each train consisted of nine cars. The baggage cars and the smoker of each were completely demolished. The Pullmans and chair cars kept to the track. The road owing to damaged culverts and to the bumpers of a baggage car, were occupants of the chair car of the southbound train.

SMOTHERED BY GRAIN
 The Peculiar Death of a Campbellford Lad.
 Campbellford, Ont., June 4.—A young boy named Fred, aged about 12 or 13, was smothered to death in Fould's grain elevator here yesterday. It seems that he got in the grain bin for some purpose while the grain was running out, the suction drew him in down to the chute, where his foot stuck, the grain forming around him. A portion of the floor was quickly cut away to get him out, but life was extinct before he could be liberated.

Mary's Solace.
 [Harvard Lampoon.]
 "A pain I have from eating jam,"
 Said philosophic Mary Jane;
 "But, oh, my glad, how glad I am,
 My bed has got a counterpane."

Should Say, But Didn't.
 [Philadelphia Press.]
 He—I know your family doesn't like me, but will you be so kind as to tell me, what I should say to you?
 She—Well, I should say to you, He—(taken aback)—Whew, that's a short repeat, I should say not, but as a girl in love doesn't always say what she should, I'll say "Yes."

A Practical View of It.
 [Cleveland Plaindealer.]
 The thrum of a patient piano filled the air with tremulous distress.
 "Your neighbor next door seems to have a delicate ear for music," said the visitor.
 "I don't know anything about her delicate ear," said the afflicted householder. "What bothers me is her powerful hands."

Mr. Chamberlain.
 [Washington Star.]
 Mr. Chamberlain's tariff proposal becomes the more interesting upon examination. He is playing world politics, and the world is beginning to give attention to the play-actor, the car salesman and the city engineer get their free. That's unjust discrimination. The city fathers enjoy the same favored nation privilege.
 Now what I want to do is to put a few questions to this August or September body:

1. If it takes 60 seconds to discharge 80 people from a big Springfield car, how long would it take for 100 passengers through fifteen entrances, how long would it take to load 40 people through a single door?
 2. If it takes five minutes for a big pea-green Palace of Pleasure to pull in, unload, load and get away with 80 people, how long would it take for two little four-wheeled bob-o-links to do the same amount of business?
 3. If you know what you wanted and could get it, what would it profit the plain white people of London who too busy attending to their own business to run the road?
 Answer me those and I'll tell how and where to kick to give 'em cramps. THE CHEERFUL KICKER.

Another Royal Visit.
 Berlin, June 5.—The Morning Post correspondent at Vienna learns from a reliable diplomatic source that the German Emperor and the Czar of Russia will visit Vienna simultaneously at the beginning of September. The Czar will then continue his journey to Rome by way of Trieste.

Bu Harama Losing.
 Madrid, June 5.—Premier Silveira has informed the King that the rebellion in Morocco, led by Bu Harama, the pretender to the throne, is almost suppressed.

The Pope is Well.
 Rome, June 5.—The Pope was enjoying his usual health this morning. He showed no trace of his recent indisposition and resumed his audiences. Among those who were received by the pontiff were the general of the Augustinians, the Very Rev. Father Rodriguez and Cardinal Capelatro.

The King's Irish Trip.
 London, June 5.—It is officially announced that King Edward and Queen Alexandra will arrive in Dublin on July 21 on their visit to Ireland.

Ragged clothes quickly—that's what common soaps with "premiums" cost; but

SUNLIGHT SOAP REDUCES EXPENSE
 Ask for the Octagon Bar

a notable matter. He is regarded both at home and abroad as the strongest all-around man among the English statesmen of the day, and one singularly well-equipped to grapple with the lary well equipped to grapple with the war. He is a man of great energy, and how to hold them when secured. Competition is red-hot, and still "a-hen-in," and on all sides to be observed a strenuous effort to keep near the head of the procession.

Heard Again.
 [Old Joke.]
 "Is your wife entertaining this year?"
 "Not very."

A Necessary Interruption.
 [Baltimore News.]
 "We cannot continue our story," "to bury Caesar, not to praise him." There was a movement in the rear as a large, fat gentleman pushed to the front. "One moment, Mark!" he exclaimed; "this funeral can't go on until Undertaker Claudius Eronicus joins the union!"

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New Goods! New Store!

KINGSMILL'S

Perfect Light. Goods Sold Upon Their Merits.

Today--Seasonable Goods.

Cream Serges, all wool, 42 inches wide.....	34c
Cream Serges, all wool, 44 inches wide, fine weave.....	50c
Cream Serges, all wool, 44 inches wide, heavy twill.....	55c
Cream Serges, all wool, 46 inches wide.....	62c
Cream Serges, all wool, 46 inches wide, very rich finish.....	73c
Cream Serges, all wool, unshrinkable, 44 inches wide.....	85c
Cream Serges, all wool, unshrinkable, 46 inches wide.....	\$1 00
Cream Serges, all wool, unshrinkable, 48 inches wide.....	\$1 20
Cream Canvas Suits, unshrinkable, all wool, 56 inches.....	\$1 30
Cream Serge All-Wool Suits, unshrinkable, 58 inches.....	\$1 30
Cream Foulle, all wool, worth 45c, for.....	30c
Cream Nuns' Veiling, all wool, 36 inches wide.....	25c
Cream Albatross, all wool, 44 inches wide.....	60c
Cream Crepe de Chene, silk and wool, 46 inches wide.....	90c
Cream Crepe de Chene; Panne finish, 46 inches wide.....	\$1 10
Cream Voille, 48 inches wide.....	75c
Cream Alpaca, 46 inches wide.....	50c
Cream Sicilian, Mignonette and Forget-Me-Not designs, 46 inches wide, pure mohair.....	90c
Cream Bedford Cord, English make, wash and look new, unshrinkable, 46 inches wide, the BEST QUALITY, Turner's make. Price.....	\$1 00
Cream Crepe de Chene, all silk, 46 inches wide.....	\$1 50
Cream Wash Silk, pure silk, NOT HABUTAI.....	35c

The Largest Variety. The Best Possible Value.

One Price, All Goods Marked in Plain Figures.

King'smill's

Tomorrow, Look for Black Voilles.

QUEBEC SWEEPED BY FIRES

Railroads Are Unable to Operate Their Trains.

Quebec, June 5.—Yesterday morning the atmosphere was quite clear, but smoke can be seen rising on the mountains to the north of the city. The fires along the Lake St. John Railway are still burning vigorously at different points. The lumber mills near Lake Edward have been destroyed, but no details are procurable owing to the destruction of the telegraph wires. Trains are held up on the road owing to damaged culverts, but it is expected the line will be open again shortly. The Intercolonial Railway was blocked by fires in the woods in Drummond county. Three of the stations, St. Wenceslas, Ash-ton Junction, and Forestdale, have been burnt down, and at Forestdale it is reported the whole village has been swept away. The Canadian Pacific offices, Montreal, reports have been received of serious forest fires on various parts of the system. At St. Jerome, on the St. Agathe and St. Jerome line, the conflagration raged with the greatest fierceness, and there is little hope of its being under control for some time. The running of all trains to parts of that line has been suspended. The line has been abandoned until further notice. The country round about St. Agathe is wrapped in flames, and great excitement prevails. Fires are raging in the neighborhood of Yamachiche, eighty miles east of Montreal, on the Quebec line, and at St. Anne de la Parade, about 120 miles east of Montreal, on the same line.

BULLMAN MAY DIE

Famous Jockey Attacked by Horse and Badly Injured.

New York, June 5.—While Jockey Bullman, who was engaged to ride McChesney in the Chicago Derby, was rubbing down his valuable trotting horse The Ravena, at Sheepshead Bay yesterday, the animal attacked him with hoofs and teeth, and so severely injured him that his life is despaired of. Had it not been for Hiram Pierce, who was in the stable and beat the crazy brute with an iron bar, Bullman would have been killed. The horse The Ravena, at Sheepshead Bay yesterday, the animal attacked him with hoofs and teeth, and so severely injured him that his life is despaired of. Had it not been for Hiram Pierce, who was in the stable and beat the crazy brute with an iron bar, Bullman would have been killed. The horse The Ravena, at Sheepshead Bay yesterday, the animal attacked him with hoofs and teeth, and so severely injured him that his life is despaired of. Had it not been for Hiram Pierce, who was in the stable and beat the crazy brute with an iron bar, Bullman would have been killed.

Pig's Livers Barred.

Berlin, June 5.—The importation of pigs' livers from the United States has been practically forbidden by the German Government. A decree was issued yesterday prohibiting the importation of all livers weighing less than four kilos (ten pounds).

Burglars Pardoned.

Pretoria, Transvaal, June 5.—The Lieutenant-Governor of the Transvaal, Sir Arthur Lawley, has remitted the remainder of the sentences of the majority of the former burglars convicted of military offenses during the late war.

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IN NATURE'S STOREHOUSE THERE ARE CURES.

Medical experiments have shown conclusively that there are medicinal virtues in even ordinary plants growing up around us, which give them a value that cannot be estimated. It is held by some that Nature provides a cure for every disease, which, neglected and ignorance have visited upon man. However this may be, it is well known that Farmacia's Vegetable Pills, distilled from roots and herbs, are a sovereign remedy in curing all diseases of the digestion. When you conquer your enemy by force, his better part remains unconquered.

A LADY WRITES: "I was enabled to remove the corns, root and branch, by the use of Holloway's Corn Cure." Others who have tried it have the same experience.

SPECIAL NOTICES.

No Slight Advantage. The New York Central is the only trunk line with a depot in New York City (Grand Central Station), corner Fourth Avenue and Forty-second Street, in the heart of the city. See Michigan Central agent.

Saturday to Monday Excursion Fares.

Commencing Saturday, June 6, the Grand Trunk will issue round trip excursion tickets from London to points within a radius of about 75 miles, including Glencoe, Ingersoll, Spring, Sarnia, St. Marys, Stratford, Strathroy, Woodstock, etc. Tickets good going from London Saturday and Sunday, valid to return Monday following date of issue. For tickets and all information, apply to ticket office, corner Richmond and Dundas streets, or "Pet ticket office."

Westward Bound.

Homeseekers' excursions to Manitoba and the Canadian Northwest are announced by the Canadian Pacific from stations in Ontario, Azilda, Sault Ste. Marie, Ont., Windsor and east, going June 4, 15, and July 4, to points Winnipeg west to Madoed, Calgary and Strathcona. Return rates good for 60 days are \$25 to \$40, according to destination. Passengers have choice of routes via North Bay and Canadian main line or via Owen Sound and Canadian Pacific Upper Lake steamships to Port Arthur or Port William, thence Canadian Pacific. An extension of return limit not exceeding two months may be obtained on application to agent at destination on payment of \$5 for each month or part thereof. Excursionists may stop over between Wolfe River, Ont., and Dryden, Ont., and at Winnipeg or West thereof, within limit of ticket on going or return trip, on application to conductor. The facilities afforded excursionists on these excursions will no doubt attract large numbers to the west in view of the glowing accounts of the prosperity in that country. 13-c cod

For the Denver C. E. Convention.

Very low excursion rates have been arranged from all points in Canada to Colorado, leaving July 6, 7 and 8, good for return up to Aug. 31. Everybody can go, the rate is wide open, and this is a splendid opportunity to spend a vacation among the Rockies at slight expense. The Chicago, Milwaukee and St. Paul Railway will also extend its special standard first-class and tourist sleeping cars through to Denver, besides the regular daily service from Chicago.

For full information, time tables, pamphlets, rates, and sleeping car reservations, write to A. J. Taylor, Canadian Passenger Agent, 5 King Street East, Toronto, Ont.

THE T. MILBURN CO. Limited.

TORONTO, ONT.

Milburn's Heart and Nerve Pills CURED.

Read what Miss L. L. Hanson, Water-side, N.B., says: "I feel it my duty to express the benefit I have received from Milburn's Heart and Nerve Pills. A year ago last spring I began to have heart failure. At first I would have to stop working and lie down for a while. Then I got so bad I had to give up altogether and go to bed. I had several doctors attend me but they did me no good. I could get no relief until urged by a friend to try Milburn's Heart and Nerve Pills. Before I had used three quarters of a box I began to feel the benefit and by the time I had taken three boxes I was completely cured."

Milburn's Heart and Nerve Pills cure nervousness, sleeplessness, palpitation of the heart, skip beats, and all troubles arising from the heart or nerves.

Price 50 cts. box, or 3 for \$1.25, all dealers.