

## CANADA'S PROGRESS

Has No Better Example Than the  
Adapted Methods in  
Railroading.

The Grand trunk's General Improvement—Double Tracks, New Bridges, Letter-Padded, Big Elevators, New Station—Adoption of Standard Rules of Signals—An Idea of the Systems Magnitude.

[Toronto Globe.]

One of the marks of the industrial progress of Canada in recent years has been a very general improvement in the roads, bridges, stations, rolling stock and general equipment of the Grand Trunk Railway. It may be well before entering upon any of the details of this work to mention the result. The International Limited train, which formerly occupied twelve hours in the run from Montreal to Toronto, 333 miles, now travels from Montreal to Toronto, 337 miles in the same time. Between Montreal and Toronto a large amount of double-tracking has been done. At Trenton there have been heavy grade reductions, the roadway embankment has been raised about 21 feet at the highest point, and a double track bridge is being constructed across the Trent River. Between Vaudreuil and Ste. Anne's also some heavy grades have been eliminated by the raising of the roadway embankment. Contractors are now at work double tracking the section between Hamilton and Niagara Falls. The reorganization of the Chicago and Grand Trunk Railway embraces the double tracking of the 335 miles of railway from Port Huron to Chicago, including heavy grade reductions, and much of the work is already being done. Double tracks and reduction of heavy grades of course conduce to speed as well as to safety, and a similar remark may be made in regard to the ballasting of many miles of track and the substitution of eighty-pound rails for lighter material. Large expenditures have been made for new rolling stock, powerful modern locomotives have been built, freight cars of 30 tons capacity have replaced the old twelve and fifteen ton cars, and the passenger service has been improved by new coaches, parlor cars, two new dining cars of the latest design, and four cafe parlor cars, introduced for the first time into Canada.

The Niagara steel arch bridge was completed and formally opened for traffic in September, 1897. The arch, which is the longest in existence, is 550 feet in length, and the bridge, including approaches, has a total length of 1,100 feet. It replaced the old suspension bridge which was built in 1855. The new bridge is double-tracked and designed to carry on each track a load of two locomotives with four pairs of drivers each, and carrying 40,000 pounds on each pair, followed by trains weighing 5,000 pounds per running foot on the lower roadway, over six times the capacity of the old suspension bridge.

The Victoria Jubilee bridge, replacing the old tubular bridge which was completed and opened for traffic by the Prince of Wales in 1860, is composed of 24 spans, averaging 245 feet each, making a total length of about one and a half miles. It is a double track structure with driveways and foot walks on each side. This bridge was constructed in eight months' actual working time, as there were some delays due to severe weather. Railroad traffic over the bridge was conducted as usual and without interruption during its construction, and the total delay to trains during the entire period of eight months was equal to but 22 hours, the longest single delay being about two hours. The old bridge weighed 9,044 tons, while the new structure weighs over 22,000 tons. The width of the old bridge was 18 feet. The new one is 66 feet 3 inches wide. The height of the old bridge was 18 feet; the new, over all, is from 40 to 60 feet high. It is designed to carry a total load of 11,000 pounds per lineal foot, while the old bridge was designed to carry but 2,500 pounds. The cost of reconstruction of the new bridge was about \$2,000,000. The new bridge with its additional capacity of double-track and roadways on each side was conceived by Mr. Hays and was considered by him necessary to properly develop the possibilities of the railway and meet the demands of increasing traffic.

The international bridge connecting Port Erie, Canada, with Buffalo, N.Y., is really two structures; one across the Niagara River proper, 1,967 feet long, the other structure across Black Rock Harbor, 517 feet long, with a draw bridge 214 feet long. This bridge is being reconstructed, and it is expected will be completed with the close of the year. It will cost in the neighborhood of \$300,000. The new bridge is designed to carry the heaviest weight required by the use of modern rolling stock and loads, being considerably more than double the capacity of the old bridge. Many improvements have been made in smaller bridges all over the system, aggregating a total expenditure of upwards of three-quarters of a million dollars; comprising the entire renewal of every bridge on the line from Montreal to Portland, including the bridges

across the Ottawa River at St. Anne's and Vaudreuil, across the River Rouge west of Port Union, and on lines west of Toronto, across the Grand River at Paris, across the Thames at London, and across Six Mile Creek east of Hamilton—all of these latter being double-track structures.

In order to accomplish the present passenger and freight service it has been found necessary to rearrange and improve the yards and buildings at many important points, such as York Station (East Toronto), Sarnia, Port Huron, Niagara Falls, Port Erie and others. At Sarnia and Port Huron there have been constructed entirely new engine houses of thirty stalls capacity, comprising modern coal chutes, sand houses, etc. Much has been done in the way of rearranging switching yards, coaling and water facilities at Toronto, Belleville, Montreal, London, Hamilton, Island Park, Portland and all the larger terminals.

A marked improvement has been made in replacing old wooden station buildings with handsome new brick and stone, or frame structures, arranged to meet the increasing requirements of growing towns. Among these may be mentioned the new buildings at Berlin, Guelph, Galt, Merriton, Vaudreuil, Ste. Anne's, LaSalle, St. Henri, St. Lambert, St. Hyacinthe, Arthabaska, etc. A new general office building is under construction in the heart of the city of Montreal, on a valuable piece of land donated by the city for that purpose. It will be a handsome building, five stories high, of Quebec, gray granite up to the first floor, and then of Indiana gray limestone. It will occupy an entire city block, 200x135 feet, will provide double the present office space, and will be one of the finest buildings in America devoted to the exclusive office purposes of one railway company. The expenditure will be half a million dollars. There have also been erected at the company's works, Point St. Charles, Montreal, handsome offices for the use of the motive power department. Arrangements have been made with syndicates under which elevators have been constructed at Midland and Goderich, and one is now under construction at Meaford, for the handling of large quantities of grain. Double the latter point is involved in the deviation of the railway from its present location to a position on the harbor of the town.

In connection with the administration of the railway one of the most important changes that has been made under Mr. Hays' management has been the introduction of the standard rules approved and adopted by the American Railway Association for the running of trains. These rules, relating to signals, etc., are in use upon the greater part of the 100,000 miles of railways in the United States, and the importance of uniformity will be at once apparent. In order to provide for the safety of its employees the company has spent \$1,100,000 in equipping cars and engines with automatic air brakes and couplers. An idea of the magnitude of the concern will be gathered from the statement that the company employs about 24,000 people, and pays out annually in salaries and wages from \$10,500,000 to \$11,000,000. Although Mr. Hays is a strict disciplinarian, insisting upon close attention to duty, yet his uniform courtesy wins him the respect and hearty co-operation of officers and employees.

The result of the policy which we have outlined has been a vast improvement in the securities of the company. The stock securities have an enhanced value of \$30,000,000, as compared with the market prices of 1895, and the early part of 1896. This improvement is due to the increased payments of dividends to the English holders, amounting to \$3,762,434 for the four years from Jan. 1, 1896, to Dec. 31, 1899. A deficiency in interest on perpetual debenture stock, which existed on Dec. 31, 1895, has been earned and paid by the company since that date. The total value of the company is now \$14,850,000. This is only \$2,814,025 less than the net dividends earned in the ten years preceding the time when Mr. Hays took charge of the road.

Among the financial successes of the present management has been the incorporation in the Grand Trunk System of the Central Vermont Railway. This road is the chief artery of commerce of the State of Vermont, with an important line extending through Massachusetts and Connecticut to Long Island Sound, having a total length of 250 miles, and affording an outlet for the system direct to New York and Boston. Under the recent reorganization of the Central Vermont Company the Grand Trunk was awarded more than two-thirds of the stock as well as a large proportion of the \$12,000,000 of bonds issued. In return the Grand Trunk claims against that property. The leasing of a portion of the system to the Canadian Pacific Railway between Toronto and Hamilton, to the Wabash Railroad between the St. Clair and Niagara Rivers, and to the Intercolonial Railway east of Montreal were good strokes of policy and in the best interests of Canada, affording the same competition as would have been brought about by unnecessary duplication of lines.

There was a time, as most of our readers will remember, when the service of the Grand Trunk was uniformly bad, when the delays in the running of trains were subjects for angry derision, and when the curses of shareholders were heard by every Canadian who visited England. For the change which has taken place the new general manager is entitled to a very large share of credit, and there is good reason for congratulating not only those who are financially interested in the road, but the traveling and shipping public and the country at large, for the national credit abroad has certainly been improved by the betterment in the position of so large and important a concern.

WE HAVE NO hesitation in saying that Dr. J. D. Kellogg's Sundry Cordial is without doubt the best medicine ever introduced for dysentery, diarrhea, cholera and all summer complaints, seasickness, etc. It promptly gives relief and never fails to effect a positive cure. Mothers should never be without a bottle when their children are teething.

It costs Chicago automobilists \$10 for each repair of a punctured tire.

### After Operation Fails We Cure Cancer

Sometimes people write and ask us if our treatment will cure them, even after they have been operated on and the operation has proved a failure. We say decidedly, YES, unless you are absolutely in the last stages of the disease; then all we can promise is considerable prolongation of life, comfort and ease from pain. But we have a number of cases on record where, after two and three operations have failed, our constitutional remedy has effected a cure. Full particulars sent on receipt of two stamps. Stott & Jewell, Bowmanville, Ont.

## RED-HOT AEROLITE EASTERN FORESTERS

Dropped From the Sky Near a Scared New York State Couple.

Danville, N. Y., Aug. 25. — Mr. and Mrs. D. E. Monroe, of Monticello, Sullivan county, N. Y., who are making a tour in a carriage, were sufficiently close to an aerolite that it dropped into the ground to feel its heat. They left Danville about noon, and were on their way to this city. Losing their way, about midnight they found themselves on a lonely stretch of road remote from any dwelling. The spot, about 10 miles from this place, is low and swampy, and surrounded by wooded hills. Suddenly the sky was illuminated with a strange light, which the next instant lit up the entire landscape, giving it a brilliancy that was blinding. At the same instant a loud hiss or swishing sound struck the ears of the man and woman, and simultaneously, it seemed, a blazing mass, not more than ten yards ahead, struck the earth. The roadway trembled under the mighty impact. The occupants of the buggy were nearly overcome by the appalling spectacle, while the horse stood trembling in its tracks.

Monroe alighted from the buggy, and led the horse to the spot where the aerolite had struck. The only trace of the celestial visitor was a volume of steam, which rose from the spot, indicating the presence of water. Mrs. Monroe was made quite ill by the shock and the couple were obliged to stop at a farm house for the night.

### DYSPEPSIA AND HEADACHE.

An Elderly Lady Tells of Her Cure Through the Use of Dr. Williams' Pink Pills After a Score of Other Remedies Had Failed.

Dyspepsia causes more genuine distress than most diseases that afflict mankind. In this country no one cause or another, its victims are numbered by the hundreds of thousands, and these afflicted always feel tired, worn out and miserable, and are subject to nervous and hysterical fits, without apparent cause. It is obvious that the human body, in order to perform its functions, must be properly nourished, and this cannot be done when the food is improperly digested. When the sufferer from indigestion should exercise care as to what and only easily digested foods should be taken. But more than this is required—the blood needs attention in order that the stomach may be strengthened, and the secretion of the gastric juices properly carried on. There is no medicine offered the public that will act so promptly and effectively as Dr. Williams' Pink Pills. Proof of this is given in the case of Mrs. F. X. Doddridge, St. Sauveur, Que. In consultation with a reporter, Mrs. Doddridge said: "For quite a number of years I have been a terrible sufferer from dyspepsia, accompanied by the sick headaches that almost invariably come with this trouble. I suffered from terrible pains in the stomach, bloating and belching wind. All food seemed to disagree with me, and as a result of the trouble, I was very much run down, and at times I was unable to do even light housework. I am sure I tried a score of different medicines, but without success, and as I am 50 years of age, I had come to believe that it was hopeless to expect a cure. A friend who had used Dr. Williams' Pink Pills with good results, urged me to try this medicine. I bought a box, and bought home a couple of boxes. Before the week was finished I felt much better, and we then got another half dozen boxes, and these have completely restored my health, and I not only feel better than I have done for years, but actually feel younger. I cheerfully recommend Dr. Williams' Pink Pills to similar sufferers.

### The Mystery of Chinese Names.

The mysterious names appearing in the Chinese dispatches become familiar enough when translated thus: Tung means east; si, west; nan, south; pei, north; while tai, kin, or king, stands for capital or metropolis. Peking (northern capital) and Nankin (southern capital). Tien means heaven, so Tien Tsin signifies heavenly metropolis. Ho or kiang means river, so Pei-ho is north river; Si-kiang, west river; is south river. Shan is mountain, and Shan-shan, east mountain, and Shan-si, west mountain. Pai is white, and Pai-shan, white mountain. Hai is sea, and kwan is north river, so Hai-kwan (the maritime customs) is gate of the sea, and Shan-hai-kwan, mountain and sea gate. Shang is a city, and Shanghai, city by the sea. Hoang is yellow; Hoang-ho, Yellow River, and Hoang-tse, son of the ocean, and Tien-tse, son of heaven (the emperor). Ku or kow is a mouth or pass, and Tai, big or great, so Tai-ku means big mouth (of Peking), while Nan-kow stands for south pass (from Mongolia). Hu is lake; ling, a hill; hsiang, a village; hsien, a tax district; fu is a prefecture; tai, a governor; tao, a circuit or group of administrative departments; so fu-tai is a governor of a circuit, and the United States, and means great America—Leslie's Weekly.

### COAL DEALERS' ASSOCIATION.

Brantford, Aug. 25. — Ontario coal dealers have elected the following officers for their new association: President, T. Elliott, Brantford; first vice-president, Noel Marshall, Toronto; second vice-president, Capt. Fairbank, Hamilton; secretary, G. H. Bowman, London; secretary, G. H. Bowman, Brantford; Executive Committee—C. C. Ray, Ottawa; R. E. Gibson, Toronto; A. J. McIntosh, Woodstock; J. N. Peregrine, Hamilton; J. M. Daly, London.

India has a greater variety of plants than any other country in the world.

High Court Officers Elected—Cornwall the Next Meeting Place.

Brockville, Aug. 24.—The high court, I. O. F., Eastern Ontario, reassembled Wednesday, Bro. Spence, H. C. R., presiding. A motion was passed allowing the members mileage at the rate of 4 cents per mile and \$1.50 per day while at the high court.

Cornwall was chosen as the place for the next meeting of the high court. The election of officers resulted as follows: H. C. R., A. W. Fraser, Ottawa; H. V. C. R., Dr. Herald, Kingston; H. S. G. L. Dickinson, Manotick; H. P. Dr. Crain, Chryser; H. C. O., H. C. Pratt, Ottawa; H. Auditors, S. Lane, Kingston, W. Ronon, Ottawa; High Organizer, Rev. W. H. French, Grafton; High Organist, J. C. A. Alexander; H. J. Sec. W. Miller, Brockville; H. S. W. A. Dion, Ottawa; H. J. W. Dr. Faulkner, Foxboro.

### NEARLY KILLED

Balloonist Hogan Meets With an Accident at Niles.

Niles, Mich., Aug. 24. — Wm. M. Hogan, the noted balloonist, met with a serious yet not fatal accident here Wednesday afternoon. When his balloon was in readiness and the word had been given to "let go," the rope holding the parachute became entangled in a network of wires. This caused the balloon to veer to one side and Hogan, seeing the danger, did the quickest act of his life. He cut the rope which freed the balloon and he was thrown against a high building. His right arm was badly bruised and his left leg mangled. Hogan did not lose his nerve, but clung to the trapeze until the balloon struck the top of the Main street bridge, where it turned over and fell into the St. Joseph River, and the plucky balloonist was obliged to either let go or be drowned. Hogan fell in a dazed condition in mid-stream. Edward Wyant swam to his rescue, bringing him ashore.

Hogan says he will be able to fill his engagements, and he telegraphed to his home in Jackson for another balloon. Hogan has been in the business for 21 years, and is the third and last one of the family. Two of his brothers lost their lives in making balloon ascensions.

### Light and Shade.

Wife—Here's the longest word in the language. There's twenty syllables in it.

Husband—Just the same it isn't. The longest word is the comparative degree of long.

Wife—How do you make that out?

Husband—Easy enough. I don't care how long your word is, that is longer.

Mother—Why, children, what's all this noise about?

Little Freddy—We've had grandpa and Uncle Henry locked in the cupboard for an hour, and when they get a little angrier I'm going to play going into the lions' cage.

Sunday School teacher to Tommy—Who came after Solomon?

Tommy—The Queen of Sheba came after Solomon, but he was married already; and when she saw all his wives she said, "The half was not told unto me."

He (with the contempt of a boy of sixteen)—Girls always giggle more than boys.

She (with the acuteness of fifteen)—That's because they have to look at boys.

Father (calling from head of stairs at 11:30 p.m.)—Jennie, don't you think you are getting late?

Jennie—Yes, papa dear. What on earth keeps you up so late?

Mrs. Horse—I can see that we are losing prestige daily.

Mr. Horse—Noneense! What would an equestrian statue on an automobile look like?

Hewitt—What are you raising whiskers for?

Jewett—Well, I don't mind telling you that I am wearing a necktie my wife gave me.

"A financier is a man who makes lots of money, isn't he, father?" "No, Freddy; a financier is a man who gets hold of lots of money other people make."

Little Elmer—Papa, what is hope?

Professor Broadhead—Hope, my son, is what we have left.

Mamma—You know, Johnny, when mamma whips her little boy she does it for his good.

Johnny—I wish you didn't think so much of me.

"Did he propose last night?" asked the blonde.

"He did," answered the brunette.

"As I recollect it," suggested the blonde, "you said that he had been so three or four times that you proposed giving him a short answer."

"And that's just what I gave him," asserted the brunette, defiantly. "I said 'Yes.'"

### RAILWAY MISHAPS

Car Plunges Into Trees and Suspended 150 Feet—Spreading Rails Cause a Disaster.

CAR SUSPENDED 150 FEET.

Beaver Falls, Pa., Aug. 25.—At midnight a closed car on the River View Line, jumped the track on a steep grade, overturned and plunged into two trees, where it hung suspended 150 feet above the Fort Wayne Railroad tracks. There were about 50 passengers on board, many of whom were injured; two will die. The others were seriously shaken up and will recover.

### JUMPED THE TRACK.

Rochester, N. Y., Aug. 25.—A west-bound closed car on the Rochester, Tonawanda and Manitou Railway jumped the track one mile and a quarter west of Charlotte last evening and went down a ten-foot embankment, striking heavily on its side among a heap of large boulders which lined the roadway. The car was running at a rate of eight miles an hour, when suddenly the rails spread, throwing the car to the left of the track, where it ran along on the ties for nearly 100 feet and then toppled over. Many of the passengers were pinned under the heavy car, and were with great difficulty rescued.

Your Grocer Knows His Business if He Sells

## GELLYVOID STARCH

It brings you back again and again for more.



### A FIERCE BATTLE IN HOT WEATHER.

During the hot season, there is a fierce battle with Cholera infantum. Mothers cannot be too careful with their infants, especially if they are cutting teeth during the summer months. The irritable condition subjects them to peculiar danger.

DOCTOR HAMMOND-HALL'S ENGLISH TEETHING SYRUP COMFORTS CRYING CHILDREN

Without dangerous opiates, narcotics, or stupefying drugs. The infant's stomach and bowels during the summer season become easily disturbed. Sour stomach, Wind Colic, Diarrhoea, Cramps, Spasms, Fever, etc., prevail, and require the most prompt and effective treatment. In such emergencies, ENGLISH TEETHING SYRUP should be kept on hand; it sweetens the stomach, neutralizes the acid condition of the bowels, expels wind, allays irritation and inflammation, promotes refreshing rest, and relieves promptly and safely all teething troubles. Mothers traveling or taking their baby to summer resorts, should have this remedy for Diarrhoea. It positively prevents Cholera infantum. It is the favorite prescription in the British hospitals for children, and all English physicians endorse it, consequently it has

THE LARGEST SALE IN THE WORLD. Price 25 Cents. For Sale By All Druggists.

BRITISH CHEMISTS COMPANY. 87-180 LONDON, ENG., NEW YORK, TORONTO.

### 169,164 PERSONS IN INDIANAPOLIS.

Washington, Aug. 25.—The population of Rochester, N. Y., made public by the census bureau, is 162,455; against 133,896 in 1890, an increase of 28,559. The population of Indianapolis is 169,163, against 165,425 in 1890, an increase of 3,738, or 60.44 per cent.

Give Holloway's Corn Cure a trial. It removed ten corns from one pair of feet. What it has once done, it will do again.

Proposals to tax cyclists are growing in favor with the English parish councils.

FOR NINE YEARS.—Mr. Samuel Bryan, Theoford, writes: "For nine years I suffered with ulcerated sores on my leg; I expended over \$100 to physicians, and tried every preparation I heard of or saw recommended for such disease, but could get no relief. I at last was recommended to give Dr. Thomas' Electric Oil a trial, which has resulted, after using eight bottles (using it internally and externally) in a complete cure. I believe it is the best medicine in the world, and I write this to let others know what it has done for me."

SHIRT COLLARS IRONED 'STRAIGHT' so as not to hurt the neck. Stand up collar ironed without being broken in the wings does to look like new. Give me a call. If you are not suited no pay. Washed and pressed in 24 hours. All hand work. Heat in the city. Parcels called for and delivered.

Last, best and only one that was satisfactory made for me by S. B. ALTON, Apply, Ont.

So 4000

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has no superior, no matter how expensive.

Sold by the pound by high-class grocers. Made by

THE TILLSON COY., LIMITED, Tilsonburg, Ont.

## TEA.

All grocers sell Tea, but all Teas are not the same. Some are good and some are not. We have had a great many years' experience, and after carefully studying the productions of all the countries we recommend the use of

Pure Indian or Ceylon.

Make your Tea in an earthen pot, use boiling water, let it draw seven minutes. Buy our 25c or 35c Indian or Ceylon.

Fitzgerald, Seandrett & Co 169 DUNDAS ST.