THE NEW PUBLIC HEALTH

The Advertiser Bureau of Public Health Information.
QUESTIONS. ANSWERS. COMMENTS.
Conducted by Institute of Public Health, London, Ont.

Questions should be addressed "The New Public Health," care The Advertiser, London, Ont." Private questions accompanied by a stamped, self-addressed envelope, will receive private answers. Medical treatment for individual cases cannot be prescribed.

TUBERCULOSIS OF THE BRAIN.

Question (a) Give me some information regarding tuberculosis of the brain. Is it a common disease?
COMMON SENSE.

Answer. (a) Tuberculosis of the brain occurs in two forms, first as tuberculosis of the brain substance itself; secondly, as tuberculosis of the brain coverings (tuberculous meningitis). The former type is less frequent than the latter, The two forms together occur in about six or seven per cent of all cases of tuberculosis, and are more common in young people. It is ugual in these cases to find tuberculous disease in other parts of the body. Tuberculous meningitis is accompanied by a swelling of the brain due to an increase of fluid, a part of the inflammatory process; this is commonly known as "water on the brain" (acute hydrocephalus), and is seen chiefly in young children.

HAVE WE TWO MINDS?

Question (b) Do you think that any person can have more than one mind?
COMMON SENSE.

Answer. (b) I am myself of two minds how to reply to this question, jocularly or seriously, which you will see constitutes an affirmative answer. Some people are so vacillating that they may be said to have sixty minds an hour. Insane hospitals are evidence that two minds exist in the human race, healthy and unhealthy; and if a man has a mind and goes out of it, he surely stands a fair chance of losing it; how much better for him instead of running such a risk, simply to change it!

Some good ideas to hold on such a subject are that the mind is a machine controlled by a master personality, and that the only way by which the personality can express itself is through this machine. When we control that machine we say we have a conscious mind; when the machine goes on without our control we call it a subconscious mind. There have been several authentic cases of so-called dual personality. One of these was in a man who disappeared suddenly from good surroundings in a large city and found himself like a vagabond at a small village many miles away. He was unaware how he reached there, and on close cross-questioning could not remember anything about it. But later he was hypnotized, and when asked to recount his experiences, gave a straight story, agreeing with that of the railway official who had put him off as a tramp at the village where he found himself. He could not give this story after the hypnotic state passed off.

Was this a case of two personalities with the same mind, or of two minds, say the conscious and subconscious, the former subject to, the latter free from, a single controlling personality? I don't know, and we might argue all evening and each still have different ideas on this subject. We all admit, however, that this mind machine may be overworked and so break down. I think it would be wise to discontinue working on this question, for the new public health preaches the "prevention" of damage, and if I injure my mind-machine, there is no tinker on earth who can really repair it.

E. FIDLAR.

HOT BATHS OR COLD?

Question: Do you advocate cold baths or warm ones in winter?
A SPINSTER.

Answer: Bathing, like dieting, sleeping, etc., is so much a matter of the individual that the best thing the New Public Health can teach about it is that on such matters no general rules can be laid down. Each person must find out for himself or herself by careful, cautious experimenting, what suits best. By gradual training, some people can enjoy and benefit by breaking the ice in winter on a river and bathing in the water. So long as the reaction from it is good, a healthy, wholesome feeling of well-being with a generous "glow," it is all right. All cold baths should be followed by vigorous rubbing. The fad of cold bathing miscellaneously applied to everyone often results in misery at the time and loss of strength later. Exactly the same may be said of warm baths. Don't follow any fad because "they say it's good," but try for yourself, with caution, how it suits YOU. Then, if it suits you, rejoice, but don't insist that everyone must do the same or perish.

In all cases where persons are delicate or have any disease, the question of bathing must be referred to a physician, who can determine exactly what is needed. H. W. HILL.

WANTS TO WEIGH MORE.

Question: What diet would you prescribe for me in order that I might gain weight? I exercise in the open air daily, and have a good appetite, but do not seem to add to my avoirdupois. I will sign myself just what I weigh. NINETY-EIGHT.

Answer: See answer to Question 8. No one should necessarily wish to change from ninety-eight pounds merely because that weight is less than someone else's. Ninety-eight pounds is proper for certain individuals. Even if you are sure you weigh too little for your height, sex, and age, remember that some perfectly healthy people seem "set" at a certain weight, and cannot alter it much either way, no matter what they do. Others are very sensitive to dieting, losing and gaining almost in proportion to what they eat. Active, robust men, weighing two hundred pounds and upward, sometimes take less food per day than little thin men. Each person is a furnace; some furnaces are wasteful of fuel, others will give out heat on almost nothing. Of course, if you have any disease, that may account for light weight in itself, and loss of weight without satisfactory reason should always be investigated by a physician. If you are healthy in every way and want to be fatter, eat all you can that suits you, and then a little more! Be careful: First, not to get indigestion; second, not to exercise so much that you neutralize the effect of eating, nor so little that you become torpid; third, not to expect too much. You may be thin "constitutionally," or perhaps you worry or don't sleep enough. Practically speaking the only harmless way to "force flesh" on the body is to digest more than you need. Fats, starches, sugar help to add flesh, but always beware of indigestion. Better be thin and healthy than fat and sickly.

H. W. HILL.

CATS AND DOGS CARRY DISEASE.

Question: Is it possible for cats and dogs to carry diphtheria or any other germs to children from garbage?
ANXIOUS MOTHER.

Answer: It is possible for cats and dogs to carry diphtheria or other germs to children from garbage, but only if these germs are present in the garbage; which very seldom happens, in numbers or condition, to be of serious importance. The theoretic possibilities cannot be denied; the practical probabilities are so slight as to be negligible. The dangers in this line from cats and dogs are much greater in other directions; for instance, their feet as they trot down a well-spat-on sidewalk, collect fresh discharges from the mouths of those who did the spitting and carry them into houses. The children play with the animals, and there is a good chance of transferring any disease germs picked up on the animal's paws to the children's hands. Moreover both cats and dogs lick or gnaw their paws and then "kiss" or lick the children's faces and hands; and the children, of course, are constantly engaged in putting their own hands into their own mouths. Occasionally pet animals, admitted to the rooms of children sick with diphtheria, etc., have carried the germs to other children when they run out again. It is said cats sometimes have diphtheria themselves. All told, however, it is probable that cats and dogs are responsible for a small proportion only of the total cases of infectious diseases. The real great danger is infected persons. H. W. HILL.

Do Your Hands Chap?

ZAM-BUK WILL HEAL IN ONE NIGHT.

For badly chapped hands, cold cracks, frost bite, etc., Zam-Buk is the best known balm. Wash the hands or part affected in water as hot as can be borne. Dry with a soft towel, and then smear the Zam-Buk well over the part. If it is the hands, wear a pair of old gloves over night. By morning the pain will be gone. Then use Zam-Buk a few more times and the cracks will be healed. Mrs. A. F. Phillips, of Ayers Cliff, Que., says: "I suffered terribly from chapped hands. At times my hands were so sore that I could almost have cried with the pain. I tried Zam-Buk, and in a very short time my hands were cured."

Mrs. W. N. Ballient, of Port Hawkesbury, N. S., writes: "Some time ago my hands were very badly chapped. Ordinary ointments did not heal them, and I was advised to try Zam-Buk. To my great delight it healed my hands completely."

Zam-Buk will also be found a sure cure for piles, ulcers, blood poison, varicose sores, cuts, burns, bruises, and skin injuries generally. All druggists and stores sell at 50c. box or post free from Zam-Buk Co., Toronto, on receipt of price.

Coughed All Night

Till This Recipe Was Tried. Cure Followed in 5 Hours.

A prominent medical man who suffered with a severe cough and cold on the lungs, often being kept awake all night, and weakened by loss of sleep, finally discovered a simple formula which will cure any cough in five hours by the clock. It is a laxative tonic cough syrup which can be made at home by anyone, and the formula is here given for the benefit of those who pass sleepless nights in painful paroxysms. Those who have tried it say it is magical and beats any high-priced, slow-acting cough medicine ever sold.

Mix in a bottle one-half ounce fluid wild cherry bark, one ounce compound essence cardiol and three ounces syrup white pine compound. Take twenty drops every half hour for four hours. Then take one-half to one teaspoonful three or four times a day. Give children less according to age. This will tone up and rid the system of deep-seated coughs every time. b

LONDON MISSIONARY SENDS CHINESE TOYS FOR USE IN THE CITY MISSION BANDS

Miss Ethel McPherson Accompanies Quaint Playthings of Oriental Children With Interesting Description of Each Object.

Miss Ethel A. McPherson, daughter of Mr. Hugh McPherson, of 165 Wharncliffe road, who has been in China for several years as a Methodist missionary, has sent to London an interesting package of Chinese toys which will be used in various mission bands in the city to interest the children in the boys and girls of the Orient and in the wonderful wood-carving art of the Chinese. Miss McPherson has recently returned to Chengtu from Shanghai.

In an accompanying letter Miss McPherson writes an interesting description of the toys and their representations, as follows:

Kuling, China, Aug. 24, 1912.

Dear Mrs. Berry: Just before leaving Shanghai I purchased some few models in wood and sent them to you for the Mission Band. Now, parcel post is always much more tardy than letter, and so I thought wise to delay my letter, else the time elapsing between letter and parcel, might seem hardly to be borne.

In sending these models I selected what I thought might be used with profit for the kiddies. They are typical of life in the west as well as Eastern China and ought to bring before the children a vivid realization of mission stories. And now, about the material for use with them. I am sure you already have a great fund of information about such things and will be able to weave interesting stories for the children. But perhaps you would be glad of a summary of a few facts about each of these things, not from one who is an authority, but from one real live person to another. Don't you know, sometimes the same facts with a personal note behind them bring more real information to one's mind than the same things written in a more cleverly and scholarly manner. With this apology for my presumption in repeating what may be old to you, I will proceed:

Water Buffalo.

A great many of China's people are of necessity tillers of the soil, or farmers. With over four hundred millions of mouths to feed China has a busy time growing enough rice and vegetables. If she had our steam and mechanical appliances for reducing labor there would not be so much work. But she is poor; too poor to buy cultivators, harrows, rakes, binders and threshing machines, even if they were here for sale. This means the old-fashioned implements must be used, and so she plows up the ground with a very old and simple plow, cultivates it by hand and reaps it with a sickle. Our house in Shanghai was in the centre of a rural district and I saw the harvesters and gleaners in the fields during harvest, cutting down the grain by hand, binding it by hand, gathering it without aid of horse or wagon, and afterwards saw the women beating off the heads and winnowing, just the way we read the people did hundreds of years ago. At eventide, when the harvesters were leaving the field, it was such a pretty sight to see the Chinese women, like Ruth of old, gleaning the few stray wisps that had fallen by the wayside. But I must begin away back at the beginning again, for I started to talk about plowing. At home, in Canada, we have plenty of fine, large horses to harness to our farm implements, but horses are very rare and very, very expensive in China, and no farmer would be able to buy one. Instead, the Chinese farmer uses a great, awkward, clumsy-looking animal called the water buffalo. The little wooden model shows him at work, turning up the sod. They move very slowly, but that matters not, as the working folk in this empire take life very leisurely and easy, so far as hurry goes. The Chinese are very superstitious about killing this animal for food. I am sure he would be very tough eating anyway. However, they do not KILL him to eat, but when he DIES they then use him for meat. Even when an animal dies of disease they know no better than to use him for food and this is one of very many reasons of sickness and death among them.

Small Boat.

In no country in the world are there so many miles of waterways as in this broad land. The mighty Yangtse springs from among the mountains of Thibet, and flows four thousand miles to the ocean. And the great Yellow River in the north winds through eight provinces. In addition there are hundreds of smaller rivers and many miles of canals. These waters provide a livelihood for a large portion of the population. I will not tell about all the different ways, as it would make a long story. This time I will just mention those who live on the waters in small boats like the model, called a "san pan." The words mean "three boards," and will give you an idea of how tiny it is. Our first sight of these Chinese boats was at Woosung, when coming into Shanghai. They were filled with Chinese beggars, miserable, dirty, unkempt and in some instances with unsightly sores upon their bodies. The man-of-the-house stood at the back, as does the chap on the model, and his wife and children held up long poles, on the end of which were suspended a net or pouch into which we were invited to throw gifts of money. But all san pans are not used by beggars. At all the ports of call upon the rivers scores of these little craft make their livelihood by taking aboard passengers to and from the shore and from one boat to another. Many a ride I had at Ichang, from the shore to our houseboat, for the river was too shallow to permit the houseboat drawing quite to shore. The covering that you notice in the centre is usually made of bamboo matting and is not a very good protection, but it satisfies the Chinese. The Chinese have another boat called an "uban," or "five boards," patterned after this small one, and this we often use for cargo. When we had to flee from Chengtu last fall we could not put our baggage in the holds of the houseboats at Chengtu, because the river was then so shallow the bottom would have been grating on the stones all the time, so we hired three of these little boats and piled on our luggage. The first night out from the city one of the large boats stuck in a shallow place. The boatmen tugged and tugged and finally off she slid with great rapidity and down stream. One of our little ubans was just a little ahead and the larger boat crashed into her. The frail covering of matting was badly torn and some of the side boards were smashed, but fortunately no baggage was damaged. The covering on an uban is, of course, a little longer than on a san pan, and indeed, was all the shelter a good many folk had, coming down from Chengtu last fall, for houseboats were not to be had, and the large majority of foreigners ate and slept and lived for several days on little boats. You may know they were very uncomfortable, for one could not stand upright under the covering. When going through the rapids the breakers splashed up over the front of the small boats and not being very heavy they were tossed from side to side. These boats are used by the Chinese much more extensively than houseboats, and so hundreds and thousands of Chinese find employment plying their wee craft up and down Chinese waters.

Sedan Chair.

But sometimes folk want to travel where there is no water. We have in the west no street cars, no automobiles, no trains, and not even an old-fashioned 'buss, so how do you suppose we and the Chinese there travel? Why, by sedan chair! This little model shows how compact and cozy our chairs are. First, take a look at the men who carry. This man who is travelling in this chair is not very heavy, and two men can carry him nicely. The long poles that slip along the side of the chair are made of bamboo. So is the cross piece by which they carry and which rests upon their shoulders. This is heavy, hard work, and men who make their living this way often have great sores upon their shoulders, and all of them have marks of the chair poles. Some passengers are too heavy for two men to carry and so three men take up the burden and sometimes four men are necessary. An official always travels with several men. Some of them run along in front and others just run alongside of the chair to make an appearance. And now about the chap inside the chair: When he wishes to get out he calls to the chairmen to put the chair upon the ground and then he lifts aside the curtain which screens his feet while travelling and steps out. Chinese women travel with a curtain in front of their faces as well as below, but this cannot be very pleasant, as it keeps out so much air. However, there are curtains made of finely-woven bamboo reeds which prevent anyone from seeing who is in the chair, but permit air to go in and also allow one inside to see what is going on without, although not very distinctly. The first time I rode in a chair I was fearful the men might drop me. That was my first sensation, but I learned the Chinese are usually surefooted and rarely stumble. Once when it was rainy and slippy one of my men slipped down a wet and muddy embankment, dragging the chair after him. It tipped over on one side and I came very nearly rolling out into a rice field. Thirty miles is a good day's journey. Not quite as fast as the C. P. R., is it? I suppose you think one would get very tired sitting all day in a tiny chair. Well, we might, but the chairmen stop every few li for a rest and a drink of tea. Sometimes they stop a long time and we have to call them again and again to hurry up for fear we will not get to the end of our journey by night. You know that Chinese cities are walled, and unless one gets to the city early the gates will be locked and you have to stay out all night. This was my experience last year. We reached Chengtu just about half an hour after the gates were closed and we could not get in. The night was dark and the roads very rough and muddy, for the weather had been wet and the poor chairmen were quite tired, but we could not stay on the road all night and they had to go away around the outside of the city wall to the south, where our university property was and where we have three houses. It was half past 2 o'clock in the morning when we reached one of these houses and everybody was tired and sleepy.

Wheelbarrow.

But it is rather expensive riding in sedan chairs and the most of the Chinese have to seek a less expensive means of transportation, if they cannot walk. The wheelbarrow fills this need.

On the little model there are two passengers. This barrowman has a very light load. I have seen many a time as many as ten persons on one barrow. Usually the barrowmen fasten a stout strap of strong linen from one handle to another, leaving sufficient length to go over their heads, thus bringing a good share of the weight upon their shoulders. But this, too, is heavy, hard work, and my heart has often ached as I watched a poor fellow trudging along with a great load and gasping and panting under the effort. But look again at the model. This is probably a man and his wife and they are going quite a distance, because of the baggage on the back. In our country gentlemen usually sit beside their wives, but Chinese custom demands the men to sit apart from the women, if at all possible. You know our churches are built with a high board partition down the centre, and the men sit on one side and the women on the other. The partition extends to the altar rail. The minister stands at his pulpit desk, which is in the centre of the front, and thus can be seen by folk on both sides of the board wall. The man is carrying a large umbrella, made of oiled paper, of course, but nevertheless quite a protection from sun and rain. The frame is made of bamboo. My! what would this people do without the bamboo tree? They use it for many, many purposes, over a hundred, I have heard said. This is one of the many. The Chinese lady carries her fan, as all Chinese do, in warm weather. And China is so very warm that fans are a greater comfort than you have ever felt them in London. All the children will think it fine to ride a wheelbarrow, but if the ride was long they would both tire and ache, for roads are rough and the vehicle is without any apology for springs.

Coolie With Load.

Did you ever stop to think how goods were transported from place to place in the parts of this country where there are no freight trains, baggage cars, or even drays? Well, look at this chap with the bamboo pole over his shoulder, and behold the answer. Yes, all of our goods are carried by men such as this coolie. Hundreds of thousands of Chinese day after day, and year after year, until they wear out and can carry no more, make their livelihood in this manner. In Sz Chuan the men carry 110 pounds, 55 at each end of the pole. They will swing along the road 30 or 40 miles a day, with this amount, and think nothing of it. Now, sometimes we have stoves, tables, chairs and awkward pieces of furniture that cannot be balanced on one pole. Then such things are tied together, with a pole through the centre, and a man at each end manages it. Or if it be an organ or a large cook stove, two poles are used, one at each side, and more men are added according to the weight. A great portion of business is done in China by merchants who peddle their wares or edibles from door to door in the one-pole fashion. It is a very pretty sight to see the men who deal in vegetables, with a flat woven tray at each end of the pole, suspended by ropes, of course, heaped up with fresh green goods. Flowers are peddled in this way and all sorts of fruit. Pails of water are carried in the same way, both hot and cold, and sold on the street. And so we might go on, but I think you will have before you now a few pictures of real life in China. For all that the work is hard, the coolies are usually good-natured and even merry. But of real, true and abiding happiness there is a great lack.

Even small children in Canada have learned that to be happy means to BE and to DO good. Our mothers and fathers and our grandmothers and grandfathers and their grandmothers and grandfathers away back, have known how to BE and to DO good. Fathers and mothers told their children, and then when the children grew up, they in turn told their children, until it has come to us, and we know that to love Jesus every day and all day, with a love so great, we have no room for any love of Satan and his evil, is the secret of being happy. The girl who loves her mother wants to do something for that mother, and the boy shows his love for father by doing only what father wishes him to do, and that is just the way we learn to DO good, by loving Jesus and wanting to show our love in action. But the Chinese fathers and mothers away back did not hear about Jesus. Only a few years ago did a few of them learn about loving Him, and so they have not nearly all heard about Him yet, and millions of children are denied the joy of knowing that Jesus loves them. They have gods made of wood, painted bright colors, and some of them with very hideous faces. But not one of these gods is ever looked upon with love. They do not worship them because they love them, but because of the fear if they don't some misfortune will come upon them. And when trouble and sorrow comes they go off to the temple and offer sacrifices to the little wooden or mud gods, who cannot hear or answer. If by any means they receive help they believe the god has heard and answered them. If not they say they must have grieved the god, and he is angry with them. Do you think you would be happy living like this? No, I fear not any more so than are the Chinese. Thus we want them to know about Jesus and His love for them, and when they know and realize His love of course they will love and serve Him as we do, and will be as happy as we have been all our lives.

The pennies you give help buy Bibles for the Chinese, and help send missionaries here to tell its meaning, and I want to tell you of something else that is mightier than money or missionary, and it is prayer. Many of the little children who have been in our mission schools pray for you who have sent the gospel to them, and they would be helped and blessed if every member of the Mission Band remembered to pray God to bless their little Chinese brothers and sisters. Some of them live in heathen homes, and we might pray God to help these little children be true messengers of His, so that their parents may be happy in Jesus' love.

Lovingly yours,
ETHEL A. McPHERSON.

Mrs. Winslow's Soothing Syrup has been used for over SIXTY YEARS by MILLIONS OF MOTHERS for their CHILDREN WHILE TEETHING, with PERFECT SUCCESS. IT SOOTHES THE CHILD, SOFTENS THE GUMS, ALLAYS ALL PAIN, CURES WIND COLIC, and is the best remedy for diarrhoea. Sold all over the world.

A GOOD RIDDANCE

Winnipeg Man Finds that GIN PILLS Keep Away LUMBAGO

ANY man or woman who has ever suffered, winter after winter, with Lumbago, will be able to imagine how glad Mr. Jukes is to find that he need not suffer with it any more. This is how he manages:

Winnipeg, January 6th, 1912.

"I have been a sufferer from Lumbago for some years past and during Christmas week had a very acute attack which confined me to the house. About the latter part of April, I met your Mr. Hill and mentioned my complaint to him. He advised me to take GIN PILLS.

I have been taking them at intervals during the early part of the present winter, and up to date have had no return of my old trouble—in fact, I feel better than I have for years and think that my old enemy has vanished for good and all."

H. A. JUKES

GIN PILLS have been doing just this kind of service for many years, and for many thousands who were once sufferers.

They contain the healing, medicinal properties of Gin, or rather of the Juniper Berries from which Gin derives its value for Kidney troubles. But in GIN PILLS these valuable properties are combined with other curative agents, and it is this **combination** which gives them their wonderful power over Lumbago, Rheumatism, Backache, Painful, Scanty or too Frequent Urination, Soreness of Hands or Feet, Swollen Joints, and all the train of ills which come from sick or inactive Kidneys.

GIN PILLS are wonderful in their actions on the Kidneys and Bladder. They neutralize the Uric Acid, purify the blood, strengthen the weak Kidneys and give quick relief from the agonizing pain.

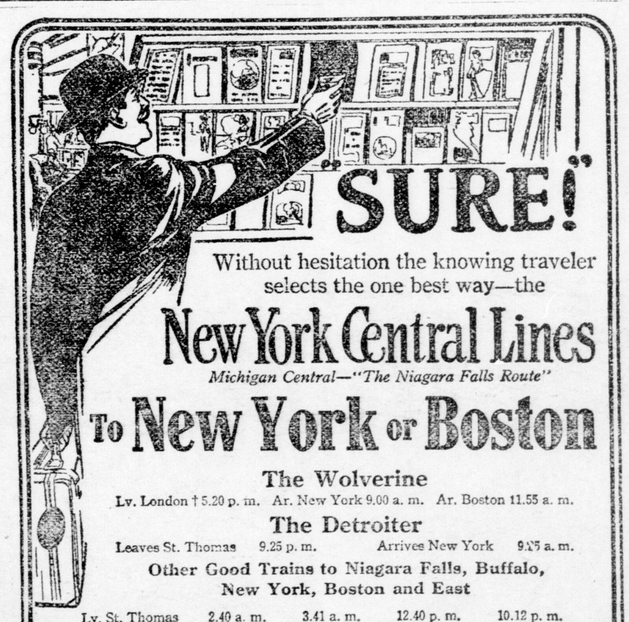
You don't have to buy GIN PILLS to try them. Simply send your name and address and the National Drug and Chemical Co. will mail you a trial package absolutely free. Then you can get further supplies from your dealer at 50c. a box or 6 for $2.50. Write National Drug and Chemical Co. of Canada, Limited, Toronto.

Eddy's Antiseptic Bags

Antiseptic in as much as the paper and the bag are made in the same building, while EDDY'S mechanically perfect machines eliminate the need of handling the paper from the time it is put in the beater until the bag is complete.

Therefore insist upon having your eatables wrapped in Eddy Bags

ywt



"SURE!"

Without hesitation the knowing traveler selects the one best way—the

New York Central Lines

Michigan Central—"The Niagara Falls Route"

To New York or Boston

The Wolverine

Lv. London † 5.20 p. m. Ar. New York 9.00 a. m. Ar. Boston 11.55 a. m.

The Detroiter

Leaves St. Thomas 9.25 p. m. Arrives New York 9.25 a. m.

Other Good Trains to Niagara Falls, Buffalo, New York, Boston and East

Lv. St. Thomas	2.40 a. m.	3.41 a. m.	12.40 p. m.	10.12 p. m.
Ar. Buffalo	6.30 a. m.	7.00 a. m.	5.05 p. m.	1.00 a. m.
Ar. New York	8.45 p. m.	6.00 p. m.	7.03 a. m.	3.30 p. m.
Ar. Boston	10.45 p. m.	8.15 p. m.	7.05 a. m.	2.55 p. m.

Electric-lighted sleeping cars, coaches and dining car for all meals.

To Detroit, Chicago and West

Lv. London	.....	.....	† 5.20 p. m.	
Lv. St. Thomas	6.20 a. m.	11.40 a. m.	6.20 p. m.	11.23 p. m.
Ar. Detroit	8.10 a. m.	1.30 p. m.	8.45 p. m.	1.05 a. m.
Ar. Chicago	3.30 p. m.	9.10 p. m.	7.20 a. m.	8.25 a. m.

† daily except Sunday.

For Tickets, sleeping car accommodations and further information consult

Michigan Central Ticket Agent

NEW YORK CENTRAL LINES

F1,8,13,19,25

CANADIAN PACIFIC EMPRESSES

AND OTHER STEAMSHIPS

Empress of Britain	Feb. 21
Empress of Ireland	Mar. 7
Empress of Britain	Mar. 21
Lake Manitoba	Mar. 27
Empress of Ireland	April 4
Empress of Britain	April 18
Lake Manitoba	April 26
Empress of Ireland	May 2
Empress of Britain	May 16

Tickets and all information from any steamship agent, or W. Fulton, C. P. A., C. P. R., London.

Traction Company

Cars hourly between London and St. Thomas from 7 a.m. to 10 p.m.; last car at 11:15 p.m.

Cars every hour and a half between St. Thomas and Port Stanley until 10 p.m., then 11:15 p.m. St. Thomas. Time card No. 2 at all stations.

TRAVELLERS' GUIDE

GRAND TRUNK RAILWAY.

SARNIA TUNNEL TO SUSPENSION BRIDGE AND TORONTO.

Arrive from the East—*3:52 a.m., 10:56 a.m., *11:12 a.m., *11.28 a.m., *6:30 p.m., *8:00 p.m., 10:45 p.m.

Arrive from the West—*12:14 a.m., 8:43 a.m., 8:50 a.m., *11:55 a.m., 1:10 p.m., *4:10 p.m., 6:25 p.m.

Depart for the East—*12:19 a.m., *3:48 a.m., 7:20 a.m., 9:00 a.m., *12:05 p.m., 2:05 p.m., *4:25 p.m., *8:53 p.m.

Depart for the West—*3:57 a.m., 7:40 a.m., *11:18 a.m., *11:35 a.m., 1:40 p.m., 8:20 p.m.

LONDON AND WINDSOR.

Arrive—10:23 a.m., *4:00 p.m., 6:50 p.m., 11:05 p.m.

Depart—6:35 a.m., *11:43 a.m., 2:05 p.m., 8:05 p.m.

STRATFORD BRANCH.

Arrive—11:15 a.m., 1:39 p.m., 6:45 p.m., 11:25 p.m.

Depart—6:00 a.m., 10:25 a.m., 12:30 p.m., 2:45 p.m., 4:55 p.m.

LONDON, HURON AND BRUCE.

Arrive—10:00 a.m., 6:10 p.m.

Depart—8:30 a.m., 4:40 p.m.

Trains marked * run daily. Those not marked, daily, except Sunday.

CANADIAN PACIFIC RAILWAY.

Arrive from the East—*11:42 a.m., 6:50 p.m., *8:15 p.m., *11:12 p.m.

Arrive from the West—*4:30 a.m., 11:20 a.m., *12:15 p.m., *5:45 p.m., 5:15 p.m.

Depart for the East—*4:38 a.m., 7:00 a.m., *12:25 p.m., *5:55 p.m.

Depart for the West—8:00 a.m., *11:50 a.m., 7:00 p.m., *8:23 p.m., *11:20 p.m.

Trains marked * run daily. Those not marked, daily, except Sunday.

MICHIGAN CENTRAL RAILWAY.

Arrive—7:04 a.m., 11:10 a.m., 4:55 p.m., 9:40 p.m.

Depart—7:20 a.m., 2:20 p.m., 5:20 p.m., 10:11 p.m.

PERE MARQUETTE RAILWAY.

Arrives—8:45 a.m., *12:50, 1:50, 5:10, *10:10 p.m.

Depart—5:40, *7:10, 9:45 a.m., 2:30, *4:20, †7:00 p.m.

*To and from Walkerville. All trains to and from Port Stanley, except trains marked with star. †To St. Thomas only. All trains week days only.

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Empress of Asia will sail from Liverpool June 18; particulars of trip will be announced later.

Most direct connection for April 1 sailing is via "Empress of Britain," from St. John, N. B., March 21.

RATE FOR ENTIRE CRUISE, $639.10, exclusive of maintenance between arrival time in England and departure of "Empress of Russia," and stop over at Hong Kong.

Particulars from Canadian Pacific Agents, W. Fulton, City Agent, London. M. G. Murphy, D. P. A., C. P. Ry., Toronto.

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	From Portland.	From Boston.
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