

MONSOON

The body and aroma of Monsoon (Indo-Ceylon) Tea satisfies tea thirst perfectly. It permeates the palate with its grateful zest, and refreshes the system with its vitalizing strength. Yet, Monsoon is simply a carefully selected tea—without any of the usual artifices which makes most other package teas heavy, astringent and so highly flavored.

MONSOON

THE LAND OF GOLD

Major Walsh's Estimate of the Klondike Output.

This Season's Clean-up Placed at \$11,000,000—Next Year's, \$20,000,000.

Seattle, Wash., Aug. 30.—The steamer Laurada has arrived here from St. Michaels and Dutch Harbor, with 200 passengers and gold dust estimated at \$100,000.

Seattle, Wash., Aug. 30.—Major J. M. Walsh, ex-commissioner of the Yukon district, who has arrived here from Dawson, on route to Ottawa, Canada, to make his official report, estimates this season's gold output at \$11,000,000, while the clean-up for next year will undoubtedly aggregate \$20,000,000. He predicts that further developments in the Yukon will go beyond the expectations of everybody. Concerning the situation at Dawson, Major Walsh said: "The district in the vicinity of Dawson is over-populated by about 10,000 people, and they must either move out and prospect new territory, or leave the district."

INTERNATIONAL CONFERENCE

Adjournment for Several Days Agreed Upon—Courtesies Exchanged.

Quebec, Aug. 29.—It is possible that an adjournment of the international conference may be had for several days owing to the absence of Sir Wilfrid Laurier, who has been called to Athabasca by his brother's death.

Invitations have been issued by the American delegates for a return banquet to Sir Wilfrid and his friends on Tuesday evening next at the Chateau Frontenac.

Hon. Charles Fitzpatrick, solicitor-general, gave a banquet at the Garrison Club Saturday night.

FROM A POLAR CLIME

Arrival of the Steamer Hope at St. John's, Nfld.

St. John's, Nfld., Aug. 30.—The steamer Hope has arrived here last night from Greenland, having left the Peary expedition at Foulkeford. After leaving Sydney, C. B., their first landing was at Cape York, but the party was disappointed, all the natives having left. The expedition then sailed for Snow Point Bay, but here again they were disappointed. They then proceeded to Saunders' Island, finding the natives there in poor condition, they having had an exceptionally bad winter, snow falls which lasted for weeks forcing them to quit their old haunts in quest of food. The natives were delighted to see Lieut. Peary, and swarmed all over the ship. The Hope took on board a number of Eskimau, and sailed for Whale Sound, but owing to the heavy ice pack, was unable to get in. She came out all right, though she received some bad scrapes. The party then decided to return to Saunders' Island, and spent a fortnight there, but here again the Eskimau and a quantity of seal were obtained. Then the Hope proceeded for Foulkeford. She met the Windward on her way. The latter is a poor ship for this work, being

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Abbey's Effervescent Salt.

We know that if you once tried Abbey's Effervescent Salt you would all ways use it thereafter on account of the benefit you would derive from its use. The daily use of Abbey's Effervescent Salt will keep you in good health. Every Medical Journal in Canada has endorsed it, and physicians generally prescribe it. Abbey's Effervescent Salt is sold only through the retail drug trade, at 60 cts. a large bottle. Trial size 25 cts. Sample bottles are not for sale.

To give you an opportunity of trying this sterling English preparation, we will send you a free sample, providing you mention this paper and comply with the following condition. The Canadian Postal authorities require that we pack each sample bottle in a wooden box, to cover this expense, and the cost of postage and packing, enclose ten (10) cents in stamps or silver with your request. Only one sample will be sent to any one address.

Address,
Advertising Department,
The Abbey Effervescent Salt Co., Ltd.,
Montreal, Canada.

IRON HIGHWAYS

Rapid Progress Made at Crows' Nest Pass.

Sir Charles Rivers-Wilson and Party at St. John.

The Company Has No Definite Plans Regarding That Port.

Great Importance of the Recent Erie and Union Railway Deal.

James Egan, formerly baggage agent at Exeter, and lately assistant freight clerk for the C. T. R. at St. Marys, has been appointed chief clerk for the same company there.

A new G. T. R. station agent has been appointed for Port Hope, in the person of J. S. Cameron, of Alma. Mr. Milligan, who filled the position for six months, returns to Clifford.

Following are the official returns of traffic on the Grand Trunk Railway for the week ending Aug. 21, 1898, as compared with the corresponding week of the previous year: 1898, \$462,794; 1897, \$487,093; decrease, \$24,299.

The Lake Erie and Detroit River Railway has already commenced to overhaul its newly-acquired property, the Erie and Huron Railway. The first thing to be done is to repair a number of the cars, both passenger, box and flats. A number of these cars are being taken to Walkerville to be repaired, and the work will be hastened through as soon as possible.

The new officers of the Erie and Huron Railway, recently purchased by the L. E. and D. R. Co., are as follows: President and managing director, E. C. Walker; vice-president, Dr. S. A. King; treasurer, J. H. Walker; secretary, J. E. Foreman; solicitor, H. H. Colburn. The present operative force of the Erie road will have jurisdiction over the Huron line also.

The fastest run ever made over the tracks of the Philadelphia and Reading and the Central Railroad of New Jersey, was that made last week by train 500, known as the Royal Blue Line Express, which left Jersey City at 3:42 p.m. It was made up of an engine, four coaches and a Pullman palace car. The record run was made between Elizabeth and Jeddietown, a distance of 69 miles, which was covered in 61 minutes, including the time consumed in twice slowing up for water, once near.

According to the latest reports received by the Canadian Pacific Railway, work on the Crow's Nest Pass Railway is making rapid progress. There was considerable difficulty in getting sufficient labor, particularly after the report of the government commissioners, but that has been overcome and matters are going smoothly. The men being content with the way in which they are treated. The idea, however, of bringing out old country laborers, with the thought of having them take up land after the work was finished, and becoming citizens of the country, has had to be abandoned, owing to the fact that the first batch of laborers sent home as to the conditions, which, in their unfamiliarity, appeared worse than they really were, as judged from the standpoint of the trained navy. The wages now are \$1.75 a day, with deduction for transportation.

Sir Charles Rivers-Wilson, Lady Rivers-Wilson, Miss Pauncefoot (the daughter of Sir Julian Pauncefoot), Mr. Hays (general manager of the Grand Trunk), Mr. Phillips (private secretary), and Mr. Pottinger arrived at St. John, N. B., Friday, and were welcomed by Mayor Sears and other prominent men. When asked as to the plans of the Grand Trunk relative to St. John, Mr. Hays replied that they were extremely flattered by the reception which had been accorded them, and the desirability of having to welcome the railroad to the port, but the Grand Trunk had no definite plans as regards St. John. It would watch with interest the progress of the winter export business and western freight to this port. Mr. Hays said that the railroad was met with commendation from Windsor to the east to assist in developing the country, and it was impossible to meet them all at once. The party left for Quebec in the afternoon.

The purchase of the Erie and Huron Railway by the Walkers, of Walkerville, who own the Lake Erie and Detroit River road, constitutes one of the most noteworthy railway deals of the day. The possibilities which the transaction begets are wide-extending, for the road has always been regarded by capitalists and promoters of large transportation enterprises as an excellent link in a long-contemplated route from Ohio through Canada into Northern Michigan, opening up, developing and controlling an immense and valuable trade. The Erie and Huron Railway is a remarkable line of road, running from Sarnia to the piers at Port Hope Harbor on Lake Erie, about twenty miles south of Chatham. It intersects and has excellent connections with four other roads—the Canadian Pacific, the Grand Trunk, the Michigan Central and the Lake Erie and Detroit River. It serves a large agricultural district and enjoys a traffic, passenger and freight, both large and profitable. Moreover, it has this trade all to itself, besides sharing with connecting lines a large amount of business. Competent authorities regard the Erie and Huron as the best paying railway in Canada. A complete overhauling and reorganization will at once take place. This is imperative, so far as the rolling stock is concerned, at all events. But the new owners have millions at their back, and will spare no expense to put their latest acquisition into the best possible shape. With the change in ownership, it is learned, from an authoritative source, the Cleveland-Rondeau lake transportation scheme will be revived, and carried through without delay. Mr. E. Chandler Walker, managing director of the L. E. and D. R., will have control in the transportation scheme, which already several large capitalists in the States are preparing to back.

DEADLY WIRES

Two Boys Fatally Injured While at Play.

Decatur, Ill., Aug. 29.—John Hamilton, 6 years old, while playing in the yard at his home, became entangled in a live electric wire. The 8-year-old son of James Lee tried to pull him out, and was instantly killed by the shock. The Hamilton boy was burned from head to foot and will die. The wire was a private telegraph wire that had fallen over a trolley wire and into the yard.

UPTON IS A HERO.

Montreal, Aug. 30.—Henry Miles has written to Adam Brown, president of the Canadian Humane Society, at Hamilton, drawing his attention to the conspicuous bravery of Edward Upton, in rescuing two young men from drowning at Beauséjour last week.

Don't judge a woman's complexion by the box it comes in. Don't attempt to borrow money on your wheel. It won't stand alone.

Oh, boys, was that Fly a Buzzard?

OAK HALL

This Week Is for the Benefit Of the School Boys—

So we shall make the balance of our August Sale and Call It

BOYS' WEEK

School Opens Sept. 1.

NOW FOR THE BARGAINS:

LOT 1—Boys' 3-Piece Suits, \$2.75, regular price \$3.75. These are heavy all-wool well-lined Suits.

LOT 2—3-Piece Double-Breasted Suits, suitable for fall and winter, \$2.75, regular price \$3.75.

LOT 3—3-Piece Suits, \$3, regular price \$5.

TWO-PIECE SUITS.

LOT 1—Children's 2-Piece Suits, \$2, regular price \$2.50.

LOT 2—Children's 2-Piece Suits, \$2.25, regular price \$3.

LOT 3—Children's 2-Piece Suits, \$2.75, regular price \$4.

LOT 4—Children's 2-Piece Suits, \$3, regular price \$4.50.

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Your Grocer

secured 25 carefully prepared and plainly printed recipes for a delicious, wholesome Flake Barley Pudding with every 25 pound keg of Flake Barley we send him. Ask him for one of the recipes when you buy a pound or two of the Flake Barley. If your husband won't eat puddings as ordinarily made, he will eat that easy-to-digest Flake Barley Pudding made from

Tillson's Flake Barley

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Is made from pure Chiclé Gum. It is by a long way the best of all chewing gums. See that the trade mark name "Tutti Frutti" is on each 5c. package.

ALL OTHERS ARE IMITATIONS.

FREE. A variety of very handsome souvenirs and prizes are sent free for the return of sets of coupons from the 5c. packages of Adams' Tutti Frutti Gum. Sold by druggists, confectioners and grocers, or sent 5c. for sample package and list of prizes to Adams & Sons Co., 11 & 13 Jarvis St., Toronto, Ont.

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Forty years experience in the belting business has placed our goods as the first on the market.

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RUPTURE—AUTHORS & COX, 135 Church Street, Toronto.

My experience with trusses: First truss bought in Hamilton, \$2.00. Second truss, bought in Toronto, \$5.00. Third truss, bought in Toronto, \$7.00. Fourth special truss, \$10.00. Five others, at different times, \$68.00.

Cost of failures, \$202.50. Last and best—only one that proved satisfactory—made by Authors & Cox, \$7.00. This truss completely cured me in twelve months. S. B. ALTON, Appleton, Ont.

Every true warranted.

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Is wonderfully fine. Try it.

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