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AUGUST MILLINERY

During August we wish to draw your attention to the bargains we are offering in Millinery. The remainder of the stock must be cleared out during the next four weeks and to do so we are going to sell everything at a very low figure.

There are still a lot of beautiful black hats, everyone made of the best material and selling for half what they are worth. Also some Ladies' Bonnets we are offering very cheap. Every hat in the store is reduced to the lowest price possible.

MISS DICK.

BIG 4 CALDER'S BLOCK, DURHAM.

HE SELLS CHEAP

NEW GLASSWARE

Gold decorated Table Sets.....\$1.75 each
Water Sets.....\$1.85 each
7 piece Berry Sets.....\$1.60 and 1.75 each
Gold decorations on above being burnt in, they will not wash off.

7 piece glass berry sets.....40c and 45c each
4 piece Table Sets, 3 patterns.....30c each

Fancy Japanese PAPER NAPKINS.....50c a 100.
Just the thing for Picnics.

Chenille Table Cloths, 1 1/2 yds square.....\$1.15 each
2 yds square.....2.45 each

Large size, White counterpanes.....1.40 each

Black Mercerized Saten Underskirts.....\$1.00 each
A Bargain.

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NEW LIST OF LANDS

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The Hanover Conveyancer, begs to say that he has sold nearly every property included in his list in the REVIEW but he now offers the following bargains:

200 Acres in Normanby, well improved. Owner unwell and determined to sell.

50 Acres in Egremont, near Holstein. Splendid farm. Will sell cheap or trade for larger.

100 Acres in Bentinck near Crawford. Snap offered as owner is bound to sell. Good farm.

50 Acres in Bentinck, Aberdeen P. O. Well built, watered & fenced. Cheap or will trade.

Blacksmith Business—A money maker, no opposition. Also a lot of other properties, all kinds and prices.

Properties sold, money to lend, insurance placed debts collected, writings drawn. Business established 1884.

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The Hanover Conveyancer. Hanover

The FALL TERM at the

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Will begin on THURSDAY, SEPT. 4th.

The large new wing, now being built to the College, will be completed and furnished during the holidays and will be opened on that date. The Northern is the only Business College in Canada, owning a College building. The new wing will provide accommodation for 150 more students. Send for circular describing our courses of study, which are, Business Course, Shorthand and Typewriting Course Preparatory Course

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THE TWO SCHEMES.

The chief points of contrast between the Grand Trunk Pacific project and the Canadian Pacific project which the Tories launched are these:

1. The Canadian Pacific is from end to end the property of the company which was chartered and subsidized to build it. The Dominion will own one half of the Grand Trunk Pacific, and will be part proprietor of the other half through a lien held as security for guarantee of interest.

2. The Dominion Government constructed two costly sections of the Canadian Pacific—from Lake Superior to Winnipeg and from Kamloops to the Pacific Ocean—and made a present of these completed portions to the company. The Grand Trunk Pacific from Winnipeg to near the Atlantic Ocean will be built by the Government, but will remain the property of the people in Canada in perpetuity.

3. Parliament granted to the Canadian Pacific a subsidy of \$25,000,000. The only financial aid given to the Grand Trunk Pacific is a guarantee of interest—which will not cost the country anything—to the capitalists who furnish the means of construction west of Winnipeg. On the section east of Winnipeg, which will be built and owned by government, the country will receive a rental sufficient to pay interest on the sum invested.

4. Parliament gave the Canadian Pacific 25,000,000 acres of land including the privilege of establishing town sites. Not an acre of land, except for right of way and station facilities, is given to the Grand Trunk Pacific. To enhance this discrimination, the Canadian Pacific lands were made free of taxation for 20 years unless unless "sold or occupied." This has so far been held to mean twenty years from the actual specific conveyance of the lands to the corporation, not from the date of the agreement—a difference which means many additional millions of dollars to the Canadian Pacific.

5. As far as it was possible to do so the Dominion Parliament gave the Canadian Pacific Company a monopoly of the traffic of the Dominion west of Lake Superior by prohibiting the building of other lines, except such as would of necessity become feeders of the Canadian Pacific. The Grand Trunk Pacific Company must take chances in competition with existing trunk lines and with any others that may hereafter be chartered and constructed.

6. Parliament granted to the Canadian Pacific virtually absolute control of transportation charges west of Lake Superior. The absolute control of such charges on the Grand Trunk Pacific is vested in the Dominion. The difference is made clearly apparent by the fact that, so far as its main line is concerned the Canadian Pacific cannot be brought under the control of the Railway Commission recently created by Parliament whereas the Grand Trunk Pacific is placed under that control by the terms of that charter.

7. No attempt was made by Parliament to grant running powers to other companies over the portions of the Canadian Pacific constructed by the Dominion Government. Running powers over the portion of the Grand Trunk Pacific constructed by the Government may be obtained by any other company, subject to the operative control of the Grand Trunk Pacific Company so far as that is necessary to the safety of passengers and property.

8. The Canadian Pacific was allowed to import construction material free of duty. The Grand Trunk Pacific enjoys no such privilege. As far as possible, its material must be made or purchased in Canada. Where it imports material that cannot be procured here, it must pay duty.

9. When the Canadian Pacific was finished it possessed little more in the older provinces than its main line from Rat Portage to Montreal. A system of feeders had to be laboriously built up. The Grand Trunk Pacific, on the other hand, will commence operations with all the lines and equipment of the Eastern manufacturer will at once be placed in direct communication with his customers in the West and ensured lower rates.

10. The Canadian Pacific, though built as a national undertaking, was semi-americanised from the first. Its Soo line to-day carries wheat from Minneapolis to the seaboard for less than the main-line charges from Winnipeg; in other words, treats the farmers of Dakota and Minnesota better than the main-line treats those of Manitoba. Further, although St. John, N.B., is the winter port of the Canadian Pacific, its line thither runs for 200 miles through the State of Maine. The Grand Trunk Pacific will traverse Canadian soil from start to finish, will send all unrotted freight to Canadian ports, is under obligation not to discriminate in rates against those ports, and will run too far north to become tied up as the Canadian Pacific is with the rival interests of Minnesota and Dakota.

11. The Canadian Pacific did comparatively little for the older provinces in the way of opening up new territory. Its main line west hugs the Lake Superior shore which is sterile and unfit for settlement. The Grand Trunk Pacific will open a vast back-country between Moncton and Winnipeg, containing over 150,000,000 acres of well timbered land, much of it fit for agriculture, with deposits of mica, copper, nickel and iron, and with water-powers of enormous capacity. It stands to reason that the develop-

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ment of this region must add to the wealth and importance of Ontario, Quebec and New Brunswick. That part of Canada will no longer be a mere fringe. The older provinces have done much for the West; they are now helping the West again and at the same time doing something for themselves.

The intricacies of the English language are well illustrated in the definition given of a sleeper:

A sleeper is one who sleeps. A sleeper is that in which the sleeper sleeps. A sleeper is that on which the sleeper runs while the sleeper sleeps. Therefore, while the sleeper sleeps in the sleeper, the sleeper carries the sleeper over the sleeper under the sleeper, until the sleeper which carries the sleeper jumps the sleeper and wakes the sleeper in the sleeper by striking the sleeper on the sleeper, and there is no longer any sleeper sleeping in the sleeper on the sleeper.

FALL FAIRS.

South Grey, Durham.....Sept. 21-22
Industrial, Toronto.....Aug. 29-Sept. 10
Western, London.....Sept. 9-17
Northern, Walkerton.....Sept. 14-15
Centre Canada, Ottawa....." 16-24
Central, Guelph.....Sept. 20-22
Chesley.....Sept. 21-22
North Grey, Owen Sound.....Sept. 22-24
East Grey, Flesherton.....Sept. 27-28
Egremont, Holstein.....Sept. 27

FARM TO RENT.

Lots 43 and 44, Concession 1, South Durham Road, Glenelg, containing one hundred (100) acres, about 75 acres cleared, good frame barn with stone stabling, frame house, never failing well. One and one half miles from school, church and Post Office. For further particulars apply on the premises or to Priceville P. O. to the proprietor. MRS. MARGARET McLAUCHLAN

FARM FOR SALE.

100 Acres, Lot 38, 2nd Con., N. D. R., Glenelg. 15 acres fit for cultivation, the rest hard wood bush. Also Lot 38, Con. 3, N. D. R., 25 acres clear, the rest hard wood bush. The Saugeen River runs through both. For further particulars send or apply to

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The undersigned has for sale, ready to use, (5) five thoroughbred Tamworth Boars. Price reasonable.

HENRY ALEXANDER,
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