TRAVELLING.

Kingston & Pembroke & Canadian Pacific Railways.

Trains Leave Kingston:

12:40 p.m.—Mail, for Ottawa, Montreal, Quebec, St. John, N.B.; Halifax, Boston, Toronto, Chicago, Denver, Renfrew, Sault Ste. Marie, Duluth, St. Paul, Winnipeg, Vancouver, Seattle, Portland and San Francisco.

5:30 p.m.—Local for Sharbot Lake, connecting with C.P.R. east and west.

6:10 a.m.—Mixed, for Renfrew and intermediate points.

Passengers leaving Kingston at 12:40 p.m.: arrive in Ottawa at 5:00 p.m.; Peterboro, 5:10 p.m.; Toronto, 7:30 p.m.; Boston, 7:30 a.m.; St. John, N.B., 11:35 a.m.

Full particulars at K. & P. and C. P. R. Ticket Offices, Ontario St.

F. CONWAY, Gen. Pass. Agt. F. A. FOLGER, JR., Gen. Supt.

THE BAY OF QUINTE RAILWAY
NEW SHORT LINE FOR

Tweed, Napanee, Deseronto and all local points. Train leaves City Hall Depot at 4 p.m. R. J. WILSON, C.P.R. Telegraph Office, Clarence street.

GRAND TRUNK RAILWAY SYSTEM

BRANCH LINE TIME TABLE
In Effect Sept. 28th, 1902.

Trains Leave the City Depot, Foot of Johnston Street:

GOING EAST.

No. 2, Eastern Flyer	2:28	A.M.
No. 16, Local	8:15	A.M.
No. 6, Mail	12:53	P.M.
No. 4, Fast Express	1:17	P.M.
No. 12, Local	7:13	P.M.

GOING WEST.

No. 5, Mail	1:03	A.M.
No. 3, Fast Express	2:28	A.M.
No. 11, Local	9:08	A.M.
No. 1, International Limited	12:23	P.M.
No. 7, Mail	3:20	P.M.
No. 15, Local	8:03	P.M.

Nos. 1, 2, 3 and 4 run daily. No. 5 daily, except Monday.
Nos. 6, 7, 11, 12, 15 and 16 daily, except Sunday.
For Pullman accommodation, tickets and all other information, apply to
J. P. HANLEY, Agent,
Corner Johnston & Ontario Sts.

DOMINION LINE

MAIL STEAMSHIPS. LIVERPOOL SERVICE

*Turcoman	Oct. 4th
Colonian	Oct. 11th
*Irishman	Oct. 18th
Californian	Sept. 25th
*Norseman	Nov. 1st
*Turcoman	Nov. 8th

Steamers marked * do not carry passengers.
RATES OF PASSAGE—Saloon, $65 and upwards, single according to steamer and service. Second Saloon, $37.50 and upwards, single, according to steamer and service. Third class, $26.

FROM MONTREAL.

*Ottoman	Oct. 11th
*Roman	Oct. 18th

FROM BOSTON.

Commonwealth	Oct. 8th
Merion	Oct. 15th

NEW SERVICE Boston to the Mediterranean.
Vancouver, Oct. 18th; Cambroman, Nov. 8th.
Midship, Saloon, Electric light, Spacious promenade decks.
J. P. Hanley, Agt. G.T.R. Station, J. P. Gildersleeve, 42 Clarence St.
D. TORRANCE & Co., Gen. Agts. Montreal and Portland.

Lake Ontario & Bay of Quinte Steamboat Co., Limited.

STEAMER NORTH KING
ROCHESTER ROUTE

Steamer leaves Sundays at 5 p.m., for Rochester, N.Y., calling at Bay of Quinte ports.

BAY OF QUINTE ROUTE
STEAMER ALETHA

Commencing Sept. 2nd, leaves week days at 3 p.m., for Picton and intermediate Bay of Quinte ports. On Tuesdays, Thursdays and Saturdays steamer calls at Deseronto and Belleville.
For full information apply to
J. P. HANLEY, J. F. GILDERSLEEVE, } Ticket Agents.
James Swift & Co., Freight Agents.

Allan Line Liverpool and Londonderry
Royal Mail Steamers.

Pro a Montreal.	From Quebec.
Tunisian, Sept. 27, 9 a.m.	Sept. 27, 7 p.m.
Corinthian, Oct. 4, 5 a.m.	Oct. 4, 3. p.m.
Pretorian, Oct. 11, 5 a.m.	Oct. 11, 4 p.m.
Parisian, Oct. 18, 5 a.m.	Oct. 18, 4 p.m.

First cabin, $65 and upwards, to Oct. 1st, after Oct. 1st, $50 and upwards; second cabin, $35 to $40, London $1.50 extra; third class, $25 and $26; Liverpool, Derry, Belfast, Glasgow and London.

New York to Glasgow & Londonderry.

Laurentian	Sept. 24th
Mongolian	Oct. 1st

Montreal to Glasgow Direct.
SS. Sicilian from Montreal to Glasgow direct, Oct. 8th and Nov. 12th, at daylight. First cabin $50. Second cabin $35. Third-class $25.
J. P. Hanley, Agent, City Passenger Depot, Johnston and Ontario streets. J. P. Gildersleeve, Clarence street.

EDUCATIONAL.

SCHOOL OF ART
Classes Will Re-open on MONDAY, Oct. 6th, 1902.
Afternoons of Monday, Wednesday and Friday, from 2.30 to 4.30.
Saturday mornings, 10 to 12 o'clock.
CHAS. E. WRENSHALL, Principal.

MUSIC
MRS. CLERIHEW WILL RE-OPEN HER classes in Fletcher Music Method on September 1st. For terms and particulars apply at 211 University Avenue.

PIANO LESSONS
Miss C. M. Clerihew, undergraduate Toronto College of Music, 211 University Avenue.

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KINGSTON.
TORONTO BUSINESS COLLEGE
TORONTO.
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Confederation Life Building, Toronto.

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BY THE SEA.

A KINGSTONIAN'S TRIP THROUGH THE EAST.

Visited Old and Historic Scenes in Nova Scotia, New Brunswick, Quebec, Etc. — Hospitably Received—The Blue Noses.

Kingston, Sept. 26.—(To the Editor): I send you a brief description of a recent visit to Quebec and the Maritime provinces, with the hope that it may not only be of interest to some of your readers, but also that it may perhaps induce some of our people who now spend their vacation at some of the sea-side resorts in the United States, to take what is, perhaps, most trip on the continent of America. That this is true is amply proven by the thousands of United States tourists who take the trip each year, and who speak in the most glowing terms of the beautiful scenery, the splendid sea bathing, fishing, etc., the excellent accommodation, and the ease and comfort enjoyed while making the trip by the Intercolonial railway.

It is surprising how little some of us know of the great extent of our country, its immense resources and possibilities, and we hardly realize how narrow are our views and how much they are influenced by local surroundings, when we are considering questions affecting other parts of the Dominion.

Much good indeed must result from a more frequent mingling of the people of the various provinces, a comprehensive broadening of our views and an increase of national sentiment and pride. This interchange of thought and mingling of the people of the various provinces is being promoted to a certain extent through the medium of the convention of the various fraternal organizations held in different parts of the country and whose representatives come from all over the Dominion. The conferences of the leading churches are also doing good work in this respect, but this can be increased to a still greater extent by more frequent inter-provincial visits by the people generally, who will not only derive pleasure therefrom but will also profit physically and mentally.

We left Kingston at 6 a.m., by the steamer Toronto, and after having a good breakfast we settled ourselves to enjoy to the fullest the pleasures of a trip down the St. Lawrence. Clayton, N.Y., was reached before eight o'clock and a large number of passengers were taken on; several other points were touched at as we passed through the Thousand Islands and thence to Brockville and Prescott. At the latter point the Montreal passengers were transferred to the steamer Columbian, which, by the way, is commanded by Capt. Hinckley, of Kingston, one of the most careful and experienced captains on the lake or river.

The running of the rapids was exciting and enjoyable, the last of them (Lachine) being perhaps the best. We then passed under Victoria Jubilee bridge and into the harbor of Montreal. What a busy scene was presented to us as we entered the harbor. Thick clouds of smoke hung over the city from the many large industrial establishments of the city, more particularly those located along the water front; the entire harbor front lined with steamships, sailing vessels and craft of all kinds from various parts of the world; thousands of men employed loading and unloading the whole reminding us that the city is the great distributing point, the great commercial metropolis of Canada. This fact becomes more firmly impressed upon our minds as we pass along the busy streets and watch the thousands of people hurrying to and fro, as we visit the magnificent stores, massive public buildings, the great warehouses, etc. And how much might be written about the beautiful churches, religious and charitable institutions, her colleges, parks, drives, etc., if the space permitted!

Suffice it to say that after spending a day and a half enjoying these sights we left Montreal pleased with every moment of our visit. We boarded the Intercolonial Maritime express at noon for Halifax. Our train was, in my opinion, one of the finest on the continent, far superior to those of many of the leading railway lines in the United States. The vestibule dining and sleeping cars were new and beautifully finished in polished mahogany and entirely free from dust, and were the acme of comfort. The courtesy and attention of the officials of the road cannot be too highly commended. The service in the dining car was of the best and prices were reasonable. Seated in one of these beautiful cars we had an excellent opportunity of viewing the country as we were whirled along at a rapid rate, and for a great portion of the trip we were running along in sight of the salt water.

After leaving Montreal we passed over the Victoria Jubilee bridge, which spans the St. Lawrence. This bridge was opened in 1897, taking the place of the old Victoria tubular bridge, which was opened in 1860, by the then Prince of Wales, our present king. After crossing the river the first place of importance along the line to be reached was St. Hyacinth, a thriving town of about 8,000 inhabitants, having several fine religious and educational institutions. The next place deserving of special mention is Drummondville, on the St. Francis river. It has at present a little over 2,000 of a population, but this is certain to be largely increased in the near future, as the town is destined to become a very great manufacturing centre, for here are situated Lords falls, with a descent of thirty-one feet, with a development of 10,000 horse-power.

For the next hundred miles we pass a beautiful level stretch of country, with scarcely a hill the entire distance. The farms, which are well watered by several small rivers, are divided into long narrow fields which are thickly dotted with barns for storing the great crop of hay, which is raised in the district, but it appears strange to one coming from the province of Ontario, that in such a fine pastoral country, with abundance of hay and other fodder, that a cheese or butter factory is rarely to be seen. We reach "Laurier," where we enter a stretch of forest some twenty-eight miles in extent, in which it is said that deer and caribou are numerous, furnishing excellent sport for the hunter.

At last we reach Levis, immediately opposite Quebec, with but the St. Lawrence flowing between it and the ancient capital. The town of Levis has not changed much since I saw it last. In some respects it is a reflection of Quebec, with its immense heights of rock-crowned beautiful buildings, belonging to some of the religious orders, and here and there a cottage clinging to the edge of the cliff. I notice that the Intercolonial has just completed a handsome and commodious passenger station which will be greatly appreciated by the travelling public, the old station will be entirely inadequate and unfit for the great traffic which passes through there.

Standing on the dock at Levis waiting for the ferry, we gazed across at dear old Quebec, the quaintest and most historical spot in our broad Dominion. The spires and tin roofs glistened in the light of the evening sun. The cliff surmounted by the citadel rose dark and majestic almost from the shores of the river. What a flood of historical reminiscences comes over us, taking us back to the early days of the old city, to the struggle for possession of that almost impregnable fortress, of the heroic deeds performed by both sides, and of the vast importance of the future of Canada was the result of these struggles! For a time I forgot where I was. I seemed to be back in that past and to be an eye witness of those important events. I was aroused from my reveries by the whistle of the ferry steamer as she came into the dock. I boarded the steamer for Quebec. The harbor had a busy appearance, boats of every description were there, from the small naptha launch, dodging in and out between the shipping, to the large ocean steamship laden with cargoes from some foreign port, and from the great square rigged ocean ship to the small sail boat or hooker. Here too, we saw two fine specimens of the boats comprising the British navy, the Ariadne and Indefatigable, part of the North Atlantic squadron, which had dropped anchor in the harbor the day before.

The next day we spent visiting the many interesting and historical points in the city, among others Montcalm's headquarters, Citadel, Wolfe's Monument, joint monument to Wolfe and Montcalm, The Plains of Abraham, the Terrace, parliament buildings, the Chateau Frontenac, natural steps and many others. We found the city filled with United States tourists, the number of whom I was informed were increasing each year. In business matters, too, the city seems to be forging ahead and its citizens are enthusiastic as to its future prospects. Leaving Quebec we returned to Levis to resume our journey.

At the station at Levis we met Hon. C. H. Fitzpatrick, minister of justice, Hon. M. F. Hackett, late minister of crown lands in the Quebec government, and Hon. John Costigan, all of whom came on the same train, Messrs. Fitzpatrick and Costigan going as far as Riviere du Loup, where their families are spending the summer, and Mr. Hackett going to Halifax. The sea breezes seem to have agreed with the minister of justice as he looks strong and robust and in the best of spirits. He looks to have gained at least fifteen pounds since I saw him last. Hon. Mr. Costigan seems to have taken a new lease of life, being full of vigor and as active as he was fifteen years ago. We also met Commander Spain at Levis. He was going down to Nova Scotia to investigate the cause of a wreck, which had taken place there a short time before.

After a short stay at Levis we resumed our journey, passing close by the great falls of Montmorency. Our journey was now through a purely French-Canadian country for nearly 200 miles, dotted with many villages, in fact, in some places it looked as if it was one continuous village stretching for miles along the roadside. One is struck by the neat, picturesque cottages with their steep roofs and comfortable outhouses, but vastly different from anything to be found in the province of Ontario. The houses are nearly all built of wood, and the entire outside is covered with shingles, the roof in most cases being covered with tin. It is said that the houses are very warm and comfortable, and they are certainly clean and neatly kept. The outhouses nearly all have a runway leading up to the second storey. Rising from the centre of each village is seen the spires of the parish church surmounted by a gilded cross, and close at hand will be seen the convent or college or sometimes both. These buildings are in almost every case beautiful in design and substantially built of stone, and are striking testimonials of the faith and devotion of the people.

Our journey now brings us close to the numerous watering places for which this section of Canada is noted, among which are Murray Bay, Riviere du Loup, Temiscouata lake, Tadousac, Cacouna, Little Metis, Bic, and the far-famed Saguenay. These places with their salubrious ocean breezes, fine stretches of sand beach for bathing, excellent fishing and good accommodation at moderate rates, render them ideal summer resorts. Here may the weary toiler from the office or commercial mart get that rest and recuperation which he stands so much in need of. Here may the invalid regain that lost health, without which he feels life is hardly worth living. Here also may the pleasure-seeker find his earthly paradise. In no place on the continent can there be found so many and so beautiful seaside resorts and so easy of access as on this part of the Intercolonial.

We now enter the famed Metapedia valley, with the Metapedia river with its 222 rapids in the thirty miles of its course, winding its way around the base of the mountains which rise in some places to a height of 800 feet. In some places the roadway and railway run side by side, so narrow is the valley. Salmon and trout fishing are of the best. As we enter the province of New Brunswick the first important town we reach is Campbellton, with a population of about 4,000, then Dalhousie, Bathurst, Newcastle and Chatham Junction. The town of Chatham is the centre of a great lumber industry, and is the port of distribution for lumber and timber to all parts of the world. Here also is located a large pulp mill and it would be well if there were many more pulp mills erected in the province to convert the immense quantities of pulpwood into pulp or, perhaps better still, if paper mills were established and the pulpwood converted into the finished article. As the forests of the United States are becoming rapidly depleted the demand for Canadian wood and pulp will increase, and there seems to be no good reason why the finished article should not be shipped instead of the raw material, thus insuring all the profits to the Canadian and employing a large number of Canadian workmen.

Our next important stop was at Moncton. This is essentially a railway town. Here are located the workshops of the Intercolonial railway, also the general offices of the company. It is a lively town, having many fine business blocks and stores. The streets on Saturday evening reminded us of Princess street on a Saturday night, they were so thronged. Here we had an opportunity of witnessing a tidal phenomenon known as the "bore." This is caused by a tidal wave being forced into the funnel-shaped Bay of Fundy. In the narrow estuary of the Petitcodiac river it meets with such resistance that the whole body of the tide comes in one rolling wave, rising to the height of about ten feet.

At Moncton we had the pleasure of meeting some of the leading officials of the Intercolonial, and from Mr. Pottinger, John M. Loynes down, a more courteous and obliging lot of men I have never met. Dr. Meyers, a graduate of Queen's, was also at the station to meet us. He has a splendid practice in Moncton. The doctor accompanied us on our journey to Halifax and was exceedingly kind and attentive to us. Here we also met Mr. Sweeney, a leading lawyer of the town, who accompanied us as far as Truro, and who was a veritable mine of information. As the train proceeded he described each place as we passed along, directing our attention to the different points of interest, both historical and otherwise, and they were numerous. One thing I was particularly interested in was the explanation which he gave of the method of fertilizing the immense area of hay land, some thirty-six miles in length, along the Memramcook valley. This land has several rivers winding through it, but they are almost dry when the tide is out. The banks of these rivers are "dyked" to prevent them overflowing their banks at high tide. As the tide rushes up these rivers it carries with it a quantity of yellow clay in a liquid state. From time to time as required openings are made in these "dykes" and the water is allowed to flood the land. As the tide recedes, a coating of this yellow clay is left upon the land, mingled with a little salt, forming a perfect fertilizer and making pasture land on which the cattle thrive remarkably well, or which gives abundant and continuous crops of hay.

Dorchester was passed. Here is located the provincial penitentiary of New Brunswick, and we also had an opportunity of seeing the buildings and part of the roadbed of the Chignecto Ship railway, in which such large sums of English capital were invested only to be lost. In passing through that part of the province of Quebec adjoining the province of New Brunswick, and in New Brunswick itself, there seems to be a lack of railways running from the seaboard to the interior, which would be useful, not only in opening up the great wealth of forest still untouched, but to act as feeders for the Intercolonial. I understand that this will in a measure be remedied at an early date, as a new company has been formed, with the Hon. John Costigan as president, to construct a railway at or near Riviere du Loup to the interior.

After passing Sackville we had a glimpse of the ruins of Fort Beausejour, of historic fame, and shortly after we reach Amherst, a thriving manufacturing town on the borders of Nova Scotia and thence to Truro, a lively town, a railroad centre and the home of several important manufacturing industries. At the station at Truro I met our old and esteemed friend, ex-Ald. G. H. Allen, who is at present engaged in making a trip through the lower provinces in the interests of the Standard Life Assurance company. Here also I had the pleasure of meeting J. T. Hallisey, train despatcher on the Intercolonial, to whom I am indebted for many acts of kindness during the remainder of my trip.

From Truro to Halifax the train runs through one of the finest farming districts of Nova Scotia, and as we approach the city the train passes close to the shore of Bedford Basin. We arrived in Halifax about 4 p.m. Halifax is an important military and naval station, in fact it is said to be a second Gibraltar, and possesses one of the finest harbours in the world, of which the citizens are justly proud. The fortifications and city are built on a peninsula, and east and west of it the sea comes in. The water on the west is called the North-West Arm and is about three miles long by about one-quarter of a mile wide. To the south and east is the harbor; which narrows as it reaches the upper end of the city and then expands into Bedford basin with ten square miles of safe anchorage, in which an enthusiastic citizen assured me, the whole British navy could find shelter, and, he added, it is the only place for the terminus of the fast Atlantic line.

Citadel Hill, the highest point in the city, is 256 feet above the harbor, and occupies a most commanding position. In addition to the many fortifications now guarding the entrance to the harbor, a new fort is now in course of construction at a cost of about a quarter of a million of dollars. On the east side of the harbor is the town of Dartmouth.

The city itself is very interesting and contains many fine public buildings, among which are the historic province building, Dominion building, post office and a number of beautiful churches, asylums, religious and charitable institutions, among which are some for the care and reclamation of young offenders, particularly females. These places are more in the nature of houses of detention, rather than prisons, where removed from outside evil influences these young people are given some useful employment, and are cared for by the good sisters in charge. This method of dealing with young offenders is far better than committing them to the ordinary prison, where they would come in contact with more hardened criminals.

The public gardens are a credit to the city and one of the most delightful spots that one could wish to see. It is a favorite resort of the citizens, and one of which they have every reason to feel proud, with its shady nooks, ornamental and shade trees of all kinds, minature lake, cool and shady walks, fountains and an abundance of flowers of every color and description, filling the air with fragrance, far superior to anything to be found in any city of similar size that I have ever visited. I would be glad to see something of a similar nature started in Kingston. The streets are a credit to the municipality. They are nearly all macadam streets, well built, well crowned, with good stone water course on either side and evidently well cared for as dust and mud are very hard to find. The people seem to have learned the lesson that it is better and more economical to put their streets in first class condition than to allow them to be cut into deep ruts, and the centre to get lower than the sides, so that the water can lodge there, as can be seen in other places. The sidewalks are mostly granolithic or asphalt. No wooden walks are to be seen. Where permanent sidewalks are not laid a good substitute, consisting of cinder and fine gravel, is used, making a hard, clean and dry surface. Walks of this kind would be much better and less dangerous than some of the dilapidated wooden sidewalks on some few of our streets.

(To be continued.)

$100 REWARD $100

The readers of this paper will be pleased to learn that there is at least one dreaded disease that science has been able to cure in all its stages and that is Catarrh. Hall's Catarrh Cure is the only positive cure now known to the medical fraternity. Catarrh being a constitutional disease, requires a constitutional treatment. Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system, thereby destroying the foundation of the disease, and giving the patient strength by building up the constitution and assisting nature in doing its work. The proprietors have so much faith in its curative powers, that they offer one Hundred Dollars for any case that it fails to cure. Send for list of testimonials. Address,
F. J. CHENEY & CO., Toledo, O.
Sold by druggists, 75c.
Hall's Family Pills are the best.

A BURNING DISCUSSION.

Buttermilk Club Talk About Coal Scarcity.

The members of the Buttermilk Club now carry cough lozenges with them when they go to their rendezvous, this being the only preventive from the cold atmosphere which resides in the club room. This organization was one of those local institutions that feared a coal famine, but the president, after much tramping, managed to get a couple of tons. In view of its importance, the club last night elected an Usher of the Black Rod whose duty it will be to keep an eye on the black diamonds, and prevent various landsharks from carrying off a few wheelbarrows full, as the doctor did the president's peaches.

The shepherd of the shivering flock announced that he was going to purchase a new stove. "Yes," grunted the captain, "and it will likely be one that will burn cold air and not need pipes." The captain handed the president a cigar to light and keep himself warm, but the recipient put it in his pocket, saying he would examine it first, to see whether it was loaded with dynamite or chloride of potash.

"Do you know what will happen this winter if there is a severe fuel famine?" asked the newly-appointed Usher of the Black Rod. "Well it will be just this way: There will be many fences, sidewalks and old outbuildings do the disappearance act, and no one dare blame the poor, if they so take wood to prevent themselves from freezing to death. Our relief societies will have their work cut out for them this winter."

"Yes, that's true, every word of it," said the captain, "and I might inform the club that I will keep an eye on my coal and kindling wood, especially when the president comes prowling down my way."

After receiving a ticket agent into membership the members went home to get thawed out.

KINGSTON MACHINISTS.

One of Most Peculiar Judgments Ever Recorded.

Toronto Toiler.

The trouble in Kingston was the means of bringing out a judgment in the police court of that city by Police Magistrate Duff, which we venture to say has never been excelled for peculiarity in Canada or any other country.

Think of it you workingmen, to have a magistrate say to three workingmen that they are fined $50 and costs each or one month in jail for picketing and then offering them the option of paying a fine or calling the strike off and going to work, on which condition the fine would not be enforced. This is compulsory arbitration with a vengeance.

When it becomes possible in Canada for a man to be fined for doing nothing more than asking a man to not take his place and telling him the reason for so asking it is high time for the organizations to act and hold the government responsible which places a man in such a position who dispenses this kind of justice.

The peculiar feature of the case lies in the fact that one of the men fined has never been on picket duty, having acted as chairman of the strike committee ever since the strike began.

This is a case which demands instant and strong action and we hope to see the labor organizations of Ontario act and act promptly.

New York Excursion, Oct. 7th.

Round trip rate from Kingston $9. Tickets good going on New York Central special train, leaving Kingston, 5 a.m. and 5 p.m., Tuesday, October 7th; good returning leaving New York to and including October 17th. Pullman parlor and sleeping cars and handsome coaches running through without change. See E. A. Folger, N.Y.C. ticket agent, for further information. Also ask for folder giving train schedule, containing map of New York city and excellent illustrations of scenes about New York.

Jealous Rivals.

Cannot turn back the tide. The demand for Dr. Agnew's little pills is a marvel. Cheap to buy, but diamonds in quality—banish nausea, coated tongue, water brash, pain after eating, sick headache, never gripe, operate pleasantly. 10c. Sold by H. B. Taylor and Henry Wade.—37.

That is where most of the heat—the cooking power—goes in most ranges—the way careless housekeepers waste time, energy and money. In

SOUVENIRS

the heat is made to do its work around the oven—not up the chimney. The only range with the improved celebrated

AERATED OVEN

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Leading Shoe Styles of Canada and the United States.

We are showing in our windows this week samples of the best and latest styles of Men's, Women's and Misses Fall Shoes of the best makers in America, a few of the names of the up-to-date manufactures here given will be positive proof of the excellence of our immense Stock now open for inspection:

ORNE & GROVER, Boston, Mass.
KROHN & FECHHEIMER, Cincinnatti.
WALKER & WHITHAM, Campello, Mass.
The famous Crossett Shoe for Men made in North Abington, Mass.
FLORISHEIM & CO., Chicago.
GEO. A. SLATER, Montreal, Que.
J. D. King & CO., Toronto, Ont.
VICTORIA SHOE CO., Toronto, Ont.
SOVEREIGN BRAND, London.
JAS. McCREADY, Montreal.
J. & T. BELL, Montreal.
JOHN McPHERSON & CO., Hamilton.
We have just received a carload of Trunks and Valises, which we will sell at a very low price for the next two weeks.

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Fall Importation Of 1902.

Prevost, of the New York clothing store, Brock street, has received all his fall importations for order work in his tailoring department. His ready-made department is well assorted and a large assortment to choose from. For low price and durability he defies competition.

If you are nervous or dyspeptic try Carter's Little Nerve Pills. Dyspepsia makes you nervous, and nervousness makes you dyspeptic; either one renders you miserable, and these little pills cure both.

MONEY AND BUSINESS.

LIVERPOOL, LONDON AND GLOBE FIRE Insurance Company. Available assets, $61,187,215. In addition to which the policy holders have for security the unlimited liability of all the stockholders. Farm and City Property insured at lowest possible rates. Before renewing old or giving new business get rates from STRANGE & STRANGE, Agents.

MONEY TO LOAN IN LARGE OR SMALL sums, at low rates of interest on city and farm property. Loans granted on city and county debentures. Apply to S. C. McGILL, manager of Frontenac Loan and Investment Society. Office opposite the Post Office.

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