TRAVELLING.

KINGSTON & PEMBROKE RAILWAY
IN CONNECTION WITH
Canadian Pacific Railway
CHEAP RATES

Second Class from Kingston, Sept. 1st. to Oct. 31st, 1907:

$46.00 —Vancouver, Victoria, Seattle, Tacoma, and Portland.

$43.50 —Spokane, Nelson, Rossland.

$43.00 —Missoula, Salt Lake, Helena, Butte.

Proportionately low rates to other points.

KINGSTON TO OTTAWA

Leave Kingston at 12.10 p.m., arrive in Ottawa 4.45 p.m. Direct connections at Renfrew with C.P.R. No. 1, leave Renfrew at 4.15 p.m. for Pembroke, Port Arthur, Winnipeg and Pacific Coast points.

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

J. P. CONWAY, Gen. Pass. Agent.

Bay of Quinte Railway

New short line for Tweed, Napanee, Deseronto, and all local points. Trains leave City Hall Depot at 4 p.m. R. W. DICKSON, Agent B.Q.Ry., Kingston.

GRAND TRUNK RAILWAY SYSTEM

Single First-Class Fare for Hunters.

Good going Oct. 8th to Nov. 5th, to all points on Temiskaming & Northern Ontario Ry. points, Mattawa, to Port Arthur, points Aylmer to Waltham, Que., Ste. Adele to Nominingue, Que., also to points New Brunswick, Nova Scotia, and Newfoundland, and going Oct. 24th, to Nov. 5th, to Penetang, Midland, Lakefield, and all stations, Severn to North Bay, Argyle to Coboconk, Lindsay to Haliburton, Madawaska to Depot Harbor and to all points reached by Muskoka Navigation Co., and Huntsville, Lake Bays & Lake Simcoe Navigation Co.

All tickets are good returning from destination on or before December 7th, 1907.

For full particulars, apply to

J. P. HANLEY, Agent, corner Johnson and Ontario streets.

Cor. Johnson and Ontario Sts.

Quebec Steamship Company
LIMITED

River and Gulf of St. Lawrence

Summer Cruises in Cool Latitudes

Twin Screw Iron SS. "Campton," with electric lights, electric bells and all modern comfort.

Sails from Montreal on Monday, 9th and 23rd September, for Pictou, N.S., calling at Quebec, Gaspe, Mal Bay, Perce, Grand River, Summerside, P.E.I., and Charlottetown, P.E.I.

BERMUDA

Summer Excursions, $35 and upwards by the new Twin Screw SS., "Bermudian," 5,500 tons. Sailing from New York 4th, 14th and 25th September. Temperature cooled by sea breezes seldom rises above 80 degrees. The finest trips of the season for health and comfort.

ARTHUR AHERN, Secretary, Quebec.

For tickets and staterooms, apply to J. P. HANLEY, or J. P. GILDERSLEEVE, Ticket Agents, Kingston, Ont.

BIG GAME SEASON OPENS.

MOOSE
CARIBOU
DEER
BEAR

New Brunswick Sept. 15th.
Quebec September 1st
Nova Scotia October 1st.

Write for Publications

Containing Latest Information About Fishing and Hunting Week in the Canaan Woods, Hunting Grounds of the Micmacs, Big Game of the Southwest Miramichi

Districts, Guides, Routes

—TO—

INTERCOLONIAL RAILWAY

Montreal Office, 141 St. James St.
Toronto Office, 51 King St. East.

Central Passenger Department, Moncton, N.B.

Time Table, Beginning Oct. 12th

STEAMER WOLFE ISLANDER

Leave Wolfe Island:—

Monday, 7.30—9.15 a.m. 1.00—3.00 p.m.
Tuesday, 7.30—9.15 a.m. 1.00—3.00 p.m.
Wednesday, 7.30—9.15 a.m. 1.00—3.00 p.m
Thursdays, Breakey's Bay 6.30—9.30 a.m. 1.00—2.30. p.m.
Friday, 7.30—9.15 a.m. 1.00—3.00 p.m.
Saturday, 8.00—9.15 a.m. 1.00—3.00 p.m.
Sunday ..... 9.30 a.m. 12.30—3.00 p.m.

Leave Kingston

MON., 8.30—11.30 a.m. 2.00—4.30 p.m.
TUES., 8.30—11.30 a.m. 2.00—4.30 p.m.
WED., 8.30—11.30 a.m. 2.00—4.30 p.m.
THURS., 8.30—11.30 a.m. 2.00 Breakey's Bay, 3.00—7.00 p.m.
FRI., 8.30—11.30 a.m. 2.00—4.30 p.m.
SAT., 8.30—11.30 a.m. 2.00—4.30 p.m.
SUN. ..... 10.00 a.m. 1.15—3.30 p.m.

2 o'clock trip from Kingston to Wolfe Island, Spoor's Dock and Simcoe Island.

Time Table subject to change without notice.

Boat calls at Garden Island going to and from Kingston.

E. BRICELAND, Manager.

ALLAN ROYAL MAIL LINE

MONTREAL TO LIVERPOOL

Corsician sails, Fri., Oct. 18, Nov. 15.
Virginian sails, Fri., Oct. 25, Nov. 21
Tunisian sails ..... Fri., Nov. 1.
Victorian sails, Thurs., Nov. 7.

MONTREAL TO GLASGOW.

Sicilian sails ..... Thurs., Oct. 17.
Grampian (new), Thurs. Oct. 10, Nov. 14

Rates of Passage and full information may be obtained from J. P. HANLEY, G.T.R. or J. P. GILDERSLEEVE, Princess street.

A VISIT TO SEATTLE

J. B. WALKEM TELLS WHAT HE SAW THERE.

A Barber Shop Incident—Seattle Compared With Babylon—It is One of the Most Godless Cities in the World.

My last letter described my first visit to Victoria, where I had been the guest of my brother and sister. I had, however, a great desire to visit Seattle and the chance came to me when I received a letter from my nephew, saying that he intended leaving with a young gentleman, a class mate of my son at the R.M.C., for that place in a few days, and he would like very much if I would join him at Victoria, and we would visit Seattle together. This was just what I wanted, as he knew the place well and would be a safe guide to follow, and, no doubt, could show me all the most interesting places in that extraordinary city. We left Victoria together on Sunday and reached Seattle that evening, the steamer Princess Victoria, of the C.P.R., making this run in about four hours. The scenery for some time was very much like that between Vancouver and Victoria, the Sound being studded with rocky and inhospitable looking islands. The city of Seattle is in Elliott Bay, a part of Puget Sound. The Sound, which is a kind of cul de sac, forms a shore line shaped like the letter V, Seattle being at the bottom of the letter. The Sound itself extends north and south—the upper part of it being the outlet to the Pacific for all those places within the Sound, the extreme northerly and westerly point being called Cape Flattery.

The first thing which catches the eye after leaving Victoria and passing through some of the islands referred to is the magnificent range of mountains running north and south on the westerly side of the Sound for a distance of perhaps fifty or sixty miles. To look at them you would say they were own brothers to many of the most striking of the Rockies, peak after peak seems to rise to a height which the Rockies only can surpass, and there is the everlasting snow upon all their summits and in the little valleys that intervene between the several peaks. In conversation with the captain of the vessel, I had to express my admiration at the sight, and he drawing my attention to two peaks in particular, which seemed close to each other, asked me what distance I thought they were apart. Knowing how deceptive these distances are and wishing to be as nearly correct as possible, I ventured a guess of three miles. He simply smiled and told me to multiply it by ten. This range is, I am pleased to say, called the Olympic. It was refreshing to hear some name out of the common for them and what better one could they have chosen. I was for some time backward about asking the name of this range, as I had noticed shortly after leaving Victoria, a very prominent mountain to the left, on the American shore, and I asked the name of it, if it had one. The captain told me it was called Mount Putnam; further asking how it got that name, he said he thought it was after an American general, but not being an American he wouldn't be sure of it. I thought it was perhaps after a celebrated manufacturer of corn salve, who, through his friendship with the senator from that district, had managed to secure a huge advertisement for the contents of his little boxes. I may do him an injustice, however, and will say nothing more about it.

On the way to Seattle, we passed through a large number of small vessels engaged in the salmon fishing. The fishermen are principally Indians and the method of fishing is with what is called the drag net. Sometimes two boats are employed, but oftener one only, the inner end of the net being fastened near shore and the outer one to the boat. The Indians live on the salmon and what they can't eat they can pass into the canning factories, to be made up into the exported article.

We reached our destination early on Sunday evening. It was dark, but the electric lights of the city brightened up the harbor so that it seemed nearly as light as day. As the steamer comes within a short distance of her dock one is struck with the extraordinary exhibitions of electricity over the whole place. It seems as if every place of amusement, hotel or public building had its name written in the heavens, the skyscrapers having their names picked out with electric lights many yards higher even than their top storeys. Theatres and other places of amusement seemed to vie with each other in their attempt to draw, but the most striking of the signs were on top of the hotels and you could easily pick out and locate the one you intended to patronize, from the deck of the steamer. Your baggage is carefully examined as you land. This was a simple matter with us, as we carried only our hand bags. We decided to go to one of the best hotels and under the pilotage of my nephew found ourselves at the Hotel Lincoln, a seven storey structure, where the servants are nearly all Japs. After entering our names and getting our rooms, we went out to see what the city looked like. I, of course, thought there would be some sign of the day (Sunday), but no—all the places of amusement were in full blast, theatres, saloons, billiard rooms and many shops were brilliantly lit up and apparently doing a flourishing trade, and for all a stranger could tell the city was doing its usual week day business.

After breakfast on Monday morning, we sallied forth to see the town. The first of our interesting adventures took place immediately after we had left the hotel. We were walking along the principal street when we noticed a barber's shop underneath a prominent bank, and on looking into the place, saw a row of seven or eight chairs down one side of the room, and a row of seven or eight small desks or tables down the middle of the room. The former had men attendants, and the latter women. Besides the usual barber's sign there was also a hand and foot made of wax enclosed in a glass case, with the information that besides shaving and hair cutting there was a manicurist and a chiropodist in attendance. We discussed the propriety or rather the necessity for going in—none of us wanted a shave or a hair cut—so after considering the matter for some time I decided to go in with my young companions and place our hands at the mercy of the young women who occupied the tables referred to. I sat down and found myself, or rather my hands, taken in charge of by a bright young French woman. She was not handsome, but that made no difference. I intended for the first time in my life to give up a half hour of my time and a half dollar of my money to the trimming and polishing up of my fingers. I had been sitting a few minutes at the table with each hand in a basin of hot water and was facing the row of barber's chairs, when a tall, stout man came in and took a seat in one of them, as I supposed to get shaved. This was, however, only a very small part of the performance he went through. The first thing I saw done to him by a Japanese boy was the wrapping of his head in a large towel, about the size of a bath towel which seemed to have been wrung out of very hot water as a cloud of steam arose from it. This towel was kept on his head for a few minutes and, on its removal, a table was wheeled forward upon which was an electric battery and the subject went through what I understood afterwards was an electric massage of the head, after which the barber took him in hand and started to lather his face. The operation was new to me, I mean the battery part, though, no doubt, there are many gentlemen in Kingston familiar with it, so I asked my lady operator, who was filing and snipping away, what the trouble was with the gentleman whose head was being steamed, and she said in a very nice French accent, "Perhaps dis gentleman has not been at his home all night." I understood at once what she meant. All this time a young woman was fixing up his hands, as mine were being treated. The Japanese boy was not idle, for he had removed the all-nighter's boots and socks and was no doubt exercising his talents as a chiropodist. I couldn't wait to see the man completed, but I learned this, namely, that he wasn't the only one who went through this operation, for, as I left the place another night hawk dropped in to go through the same performance. I wondered when Kingston would emulate Seattle in this respect, and have a barber shop where a man could be renovated after a night of bridge whist, or some other body-wrecking amusement.

We visited the two principal parks, viz., Washington and Lincoln. They are both situated on Lake Washington and a street car takes you in about twenty minutes to either place, where you can, on a pleasure steamer, visit all the small camps that are dotted on the lake shore. I might say that houses are so scarce that many residents have small camps where they live all summer—where they live in winter I don't know—but, of course, the winter is not severe. Real estate is say price you like to ask for it and there are hundreds of instances where a few years ago a poor man, the owner of a small house and lot, is to-day in good circumstances for him simply through the rise in value of real estate. These values struck me as they did in Vancouver, viz., that property was simply held by speculators and that it wouldn't be long before the bottom would drop out of the real estate market and bring ruin to thousands.

On the main streets are some fine buildings. Like Vancouver this place has had its fire, for in 1889 one caused a loss of about $10,000,000, but the city was soon built up in a substantial manner and the majority of the buildings are now of iron, brick and stone. All along the water front the place is in the most filthy condition. The docks are built on piles which, however, last but a few years owing to the destructive work of the teredo or ship worm. These, I am told, will destroy a good sized pile in forty days. The renewal piles are now imported from Austral a and consist of a species of gum tree indigenous to that country and which are, it is said, worm proof. My remarks on the material for wharf building apply to Victoria and Vancouver as they do to Seattle.

The city, in one respect at least, reminds one of ancient Rome, built on seven hills. I can't say exactly how many hills Seattle is built on, but as one rides in a street car going lengthwise of the city one is continually running down one hill to climb another. To a stranger whose nerves are a little out of gear the sensation is anything but pleasant, as in many cases the cars appear to be descending an incline which is nearly perpendicular. You observe, however, that there are three brakes, one at each end and one in the centre. The latter one is a powerful lever and is operated by the conductor, who steps forward from his end of the car for the purpose. They have complete control, however, and it is interesting to see how they stop at the different crossings, whether going up or down, as easily as a car can be stopped on the level. Many of the hills are being cut down and it would be interesting to know how the city proposes settling with those property owners whose houses are left, as it were, on the top of a small precipice. I was told that there are no less than 500 places of amusement, many of them theatres, opening at seven and closing at midnight. These places give on an average about three performances a night, and several of them four.

Seattle's principal industries are coal, timber, fish and iron, and it is full of manufacturing establishments of all kinds. A large business is done in the building of all kinds of engines and general machinery. During the Yukon excitement the city was the principal centre of the expeditions that were fitted out for that inhospitable region and I was informed, by one who knew, that the whole country for miles and miles around was depleted of its dogs and that fabulous prices were paid for them for dog trains. Any farmer's sheep killer was sure of a ready purchase at a good price and to this day it is said that the country is suffering from a dog famine.

I was much struck with several totem poles I saw, both in this place and at Victoria. It is very difficult to get any intelligent description of these curious articles. They vary from one foot high up to sixty or seventy feet. So far as I could learn they are supposed to represent some particular event in the life of some tribal hero. They are usually placed at the entrance to the Indian villages and properly belong to that tribe. I saw a very curious one in front of our hotel. It was forty feet high and was surmounted by a horrible-looking head with tongue out and a serpent or snake wound tightly round the neck. I asked a gentleman who was standing at the hotel door if he could tell me what it meant. I supposed he noticed I was a stranger, for he told me that the pole represented an old Indian who was so great a liar that a serpent choked him and the pole was set up as a warning to those who indulged in that habit. I said I thought it was in the wrong place, and that it should be set up at the court house, a few blocks away. I was thinking of some of our own courts at the time, particularly our election and division courts. I kept my thoughts from the stranger, however.

At the theatres which we visited the play, or performance, would last about one hour. The house would then be emptied and a fresh audience gathered in, and the same performance repeated for the new comers. By this means we were enabled to hear three performances, after which we made for the steamer, which left at midnight for Victoria and Vancouver.

I compared Seattle in its physical features to Rome. In other respects I should compare it to Babylon, for I think it is about the most Godless city I have ever visited. The streets and certain parts of the town gave one this impression for the rough and tough element seemed to be everywhere in evidence. Mothers, if your boys are anxious to leave home and you must let them go, keep them from Seattle.

(To be continued.)

Loved Wesley's Hymns.

Dr. Potts was regarded as somewhat conservative in his ideas of singing and music for churches. He was a thorough believer in the efficacy of Wesley's hymns for all occasions, and he was always loath to adopt a new song book in the place of the old stand-by.

He was preaching one day in a new church on the Western prairies, where they were not provided with the Methodist hymn book, but the songster of the "songs and solos" variety.

When the big preacher got up to announce the first hymn, he said:

"Brethren, we will sing the 89th hymn, and sing it slowly and thoughtfully. We must not desecrate the Lord's house with fast music, accompanied by words that amount to an encouragement to the devil."

C. L. DREESE, M.D.

Specialist in Throat and Lung Troubles Endorses Vinol.

He writes: "In cases where the curative influence of cod liver oil is needed, I prescribe Vinol, which I find to be far more palatable and efficacious than other cod liver preparations. I am convinced from my own experience and from a knowledge of the nature of Vinol, that it is a worthy cod liver preparation in which a physician may have every confidence." C. L. Dreese, M.D., Goshen, Ind.

Such testimony furnishes further evidence to the people of Kingston that our delicious cod liver preparation, Vinol, does all we claim for it.

As a body builder and strength-creator for old people, delicate children, weak, run-down persons, after sickness, and for chronic coughs, colds, bronchitis, and all throat and lung troubles, Vinol is unexcelled. This is because Vinol is made by a scientific, extractive and concentrating process from fresh cods' livers, combining with peptonate of iron all the medicinal, healing, body-building elements of cod liver oil, but no oil.

We ask the people of Kingston to try Vinol on our offer to return their money if it fails to give satisfaction. George W. Mahood, Druggist, Kingston, Ont.

Tooke
BUTTONHOLES

Every collar with this buttonhole is worth to you three times as much as any other collar.

Because this buttonhole lasts as long as the collar does.

In other collars the buttonhole is the part that goes most quickly.

And, when the buttonhole goes, the collar is gone.

No other manufacturer of collars in Canada uses this buttonhole, as we have the only machine capable of making it.

That eyelet you see is heavily stitched with best 6 cord thread.

It's where the eyelet is that the strain on the buttonhole comes.

Buttonholes in all other collars are slit and tear easily.

This eyelet makes it easy for you to put on and take off your collar.

TOOKE BROTHERS, LIMITED
MONTREAL. 12

MEN AND WOMEN
Use Big G for unnatural discharges, inflammations, irritations or ulcerations of mucous membranes. Painless, and not astringent or poisonous.
Sold by Druggists, or sent in plain wrapper, by express, prepaid, for $1.00, or 3 bottles $2.75.
Circular sent on request.

WE WISH

When you come in to see our Suits or Overcoats, you would bring your wife. She knows. If we were not sure of the perfectness of our clothes, we wouldn't dare invite her. Name your Suit or Overcoat price, and let her decide whether or not we show you the best money's worth obtainable.

Suits and Overcoats at $9.50, 11.50, 13.50, 15.00, 16.50.

That for style, fit, quality, and workmanship, can't be found elsewhere for for the same money. We have other lines at $4.95, 5.95, 6.95 and 8.00. Good serviceable goods.

There'll Be A Hot Time in This Store
SATURDAY AND MONDAY.

WE SHALL SELL:

22 Men's Fine Worsted Suits, S.B. or D.B. style, new goods, perfect suits in every respect, regular $16.50 values. Three lines to select from. On sale Saturday and Monday at $11.75.

50 Pairs Men's Working Pants, all sizes, regular $1.50. On sale Saturday and Monday, $1.20 per pair.

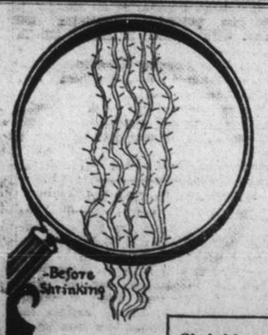
50 Dozen Men's Heavy Woollen Socks, regular 25c. On sale Saturday and Monday, 19c per pair.

20 Overcoats, All-Wool Tweeds, sizes 33 to 42, regular $10.00 Coat. On sale Saturday and Monday, $6.75.

40 Boys' 2-Piece Suits, Norfolk styles, sizes 24 to 33, regular $4.00 and 4.50. On sale $3.00 and 3.25.

You'll have money left for other purposes if you come here for your Clothes, where you get the best for the least money.

RONEY & CO.,
127 Princess St. The Store That Sets the Pace



Stanfield's Underwear

A Talk by the Maker to the Wearer

(Chapter 2)

Shrinking The Wool

In its natural state, wool consists of long, curly, silky fibres, dotted with tiny prongs or branches. These prongs, when wet, interlock with the long strands and pull together, to protect the sheep from rain and dampness.

When wool is woven, the same thing would happen, were it not for the Stanfield process, which makes the prongs on each strand of wool lie down until the knitting is finished.

Stanfield's Unshrinkable Underwear is made absolutely unshrinkable by this special process, invented and perfected by the Stanfields. It is the only method of treating wool, which renders it unshrinkable and uninjured.

One way of getting rid of the prongs, is to burn them off by plunging the wool into a tank containing lime. As the prongs are a part of the wool, naturally the lime will "eat" the wool as well as the prongs. This is why some imported, and some Canadian-made "Unshrinkable," Underwear won't wear. It has been treated with lime in the effort to make it unshrinkable.

The illustrations above, show wool under the microscope both before and after going through the Stanfield process. They show that all the prongs that make it shrink are made harmless, BEFORE the Underwear is woven. And as there is no "shrink" in the wool, there can be no "shrink" in the Underwear.

Every garment, bearing the Stanfield label, is sold with our standard guarantee of "Money Back If It Shrinks."

All sizes from 22 to 70 chest measure. The label tells the weight—RED label for light—BLUE label for medium—BLACK label for heavy weight.

STANFIELDS LIMITED - - TRURO, N.S.

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