

TRAVELLING

GRAND TRUNK RAILWAY SYSTEM 'Dominion Day' Friday, July 1st. SINGLE FIRST-CLASS FARE

for the round trip, good going June 30th and July 1st, and good to return until Monday, July 4th.

Tickets issued at Kingston to intermediate points between Montreal and Toronto will not be good on trains 1 and 4.

HOMESEEKERS' EXCURSIONS TO THE CANADIAN NORTH-WEST

June 14th and 28th. July 12th and 26th. August 9th and 23rd. Tickets good to return within 60 days.

KINGSTON & PEMBROKE RAILWAY

In Connection With CANADIAN PACIFIC RAILWAY. DOMINION DAY Round Trip Tickets will be sold at SINGLE FARE

to all points in Canada. Good going June 30th and July 1st. Good for return until July 4th, 1910.

HOMESEEKERS' EXCURSIONS To Canadian North-West

June 14 and 28. July 12 and 26. Aug. 9th and 23rd. Good for 60 days.

KINGSTON--OTTAWA

Leave Kingston 12:01 p.m., arrive Ottawa 5 p.m. Leave Ottawa 10:45 a.m., arrive Kingston 5:55 p.m.

BAY OF QUINTE RAILWAY

Train leaves Union Station, Ontario Street, 4 p.m. daily (Sunday excepted) for Toronto, Bydenham, Napanee, Deseronto, Bannockburn and all points north.

R&O STEAMER 'TORONTO' AND 'KINGSTON'

Eastbound leaves Kingston 6:00 a.m. Westbound 8:00 p.m. Daily, except Monday, during June and July.

1000 Islands-Rochester

Commencing June 26th, steamers leave Kingston daily at 10:15 a.m. for Alexandria Bay, Ganacque, and Rockport.

Str. Aletha

Leaves Kingston Monday at 5 p.m., for Picton and intermediate Bay of Quinte ports.

Thousand Island and St. Lawrence River Steamboat Companies

In Connection With the New York Central and Hudson River R. R. Co.

Quebec Steamship Company LIMITED

River and Gulf of St. Lawrence Summer Cruises in Cool Latitudes.

NEW YORK FROM QUEBEC

via the fast-famous River Saguenay, calling at Charlottetown and Halifax.

BERMUDA

Summer Excursions \$25 and up, by the Twin Screw S.S. 'Bermuda'.

QUEBEC STEAMSHIP COMPANY, QUEBEC

UGLY LADY KILLERS

HANDSOME MEN DO NOT ALWAYS AS HISTORY SHOWS. Some of the Really Ugly Wooers—Some of Them Were Really of Repellent Homeliness.

"No women worthy of the name," wrote one of the loveliest ladies in London society recently, "really care a brass farthing whether the man she honors with her hand is handsome or ugly, so long as he possesses the many qualities of brains, physical strength, honor, and so on which make such a powerful appeal to our sex."

And certainly history supports this rather unconventional view, for many of the plainest men of whom we have any record have not only won pretty and well-dowered brides, but have been able to pick and choose among the fairest, to the confusion of their more well-favored rivals.

Was there ever a plainer wooer, we wonder, than John Wilkes, the famous champion of popular liberties, and one of the most dissolute rascals of his day? So ugly was Wilkes that the very children ran away shrieking at sight of him in the streets; and yet such was the spell he cast over women that "ladies of beauty and fashion vied with each other for his notice, while men of handsome exterior and all courtly graces looked enviously and impotently on."

"Give me a quarter of an hour's start," he used to boast, "and I will win any lady's hand against the handsomest man in England. And he could have done it, too. There were few beauties, however fair or highly placed, whose hands could not have been his for the asking; and in the very early twenties he won for his wife one of the loveliest beauties of the time—a lady who refused more than one coronet to be his bride.

"Beauty and the Beast," they call us," Wilkes once said to a friend; "and really I cannot find fault with his description. Brougham, the great Lord Chancellor, was a man of almost repellent ugliness, without a solitary compensating grace of speech or manner. Conscious of his unattractiveness he shunned ladies' society as he might have shunned the plague. And what was the result? The ladies he most loved and aristocratic in the land—simply mobbed the 'ugly lawyer,' and were as proud to wear a smile from him as an offer of a coronet from any other man.

When anyone asked, "Where is Brougham?" the invariably answer was, "Where the ladies are thickest." And sure enough, there he was; and the more he repelled his fair persecutors, the more they clustered round him.

But perhaps the most remarkable of all these cases of woman's infatuation for ugly men was that of W. Hamilton, a Scotsman of a century and a half ago. Hamilton was not only preternaturally ugly, but he was terribly deformed. "His legs," we are told, "were drawn up to his ears, his arms were twisted backward, and almost every member was out of joint."

In spite of these terrible physical drawbacks Hamilton easily outstripped all the gallants in his district in the favor of the ladies. "He might have married any of them for the asking—indeed, it is said several of them actually asked him," says a chronicler. But he remained proof against all their wiles until after his eightieth birthday, and then he married a girl of twenty, himself being carried to the altar on men's shoulders.

Hurled From Battlements.

Since 1891 Lord Dunally, who has just celebrated his sixtieth birthday, has been representative peer for Ireland. His lordship after receiving his education at Harrow and Trinity College, Cambridge, began his career in the army by joining the Rifle Brigade. Succeeding his father in 1885 as the fourth baron, he retired and settled down on the family estates in Tipperary. He has two sons who are in his old regiment.

Lord Dunally's ancestors, the Pritties, come of a fighting stock. The founder of the family, Col. Henry Prittie, did yeoman service in the cause of Charles I., for which he received the castle of Dunally and estates. Here his son sustained a siege of twenty-one days—after the battle of the Boyne—against the disbanded soldiers of James II. History relates that the besiegers eventually effected an entrance and seized the owner, whom they hurled from the battlements, but by miraculous fortune he escaped unhurt. A raconteur with a host of anecdotes, Lord Dunally tells the following story: A hotelkeeper near New York City is a Frenchman, and his family knows little more about England than he does. His suburban hotel stands in the centre of a square filled with large trees. When the proprietor wanted to call attention to this advantage he put on his cards, "The most shady hotel around New York." The reputation of the place is beyond reproach, and the proprietor does not know yet why so many persons smile when they read the line quoted.

Simpson of the "Pericles."

Hitherto there has been no more fortunate sea-captain than Captain Alexander Simpson, the master of the "Pericles," which was wrecked recently in Australian seas. It was the proud boast of Captain Simpson, who has risen to his present position from a cook's boy, that although he holds 1155 records for speed in sailing ships from England to Australia, he had never lost as much as a boat. "Simpson's luck" was an expression known throughout the shipping world. Captain Simpson is considered to be the greatest living authority on sea-currents.

Three Classes.

Henry Thomas Buckle's thoughts and conversation were always on a high level. Once he remarked: "Men and women range themselves into three classes or orders of intelligence. You can tell the lowest class by their habit of always talking about persons, the next by the fact that their habit is always to converse about things, the highest by their preference for the discussion of ideas."

THE COAL OF NOVA SCOTIA.

T. J. Brown Says There Is Still Untold Wealth In the Ground.

At the recent annual meeting of the Mining Society of Nova Scotia, an address was delivered by Mr. T. J. Brown, president of the society, in which he pointed out that little had been done to increase the stock of knowledge respecting the coal deposits of the province. Mr. Brown's remarks on this point are interesting.

"To my knowledge," said Mr. Brown, "not one seam of commercial value has been discovered in Cape Breton, or indeed, with perhaps one exception, in the Province of Nova Scotia, since the year of Confederation. Mr. Richard Brown left us in book form the story of his work in prospecting the whole of Cape Breton."

"In this book, Mr. Brown has given geological information in connection with our coal seams in Cape Breton, and nothing of such importance has been added to this information, and nothing contained therein of any importance has been found in error."

"When we come to consider that the work this man did in Cape Breton was done through his wilderness on horseback, or around the shores in a small open boat, we get an idea of the thoroughness with which the engineers of the old school did their work, and the accuracy and the method with which they left us the benefit of their experience."

"Are we to believe that there is nothing more to discover in the way of coal seams? Or, are we to believe that no geologist of his experience and knowledge has devoted the time to it since? He was unaided at the time. He was the only mining engineer or nearly so on the Island. What have the host of modern, so-called, mining engineers now in Nova Scotia added in any way to the knowledge of our mineral possibilities, and where can their results be found?"

"I believe that coal seams, as yet unknown, will be found in Cape Breton; and in Cumberland and Pictou counties, where the coal measures are not so regular as in Cape Breton, the possibilities are even greater. We have every facility offered in the way of Government boring machines. What do we lack? Is it capital? Or is it knowledge? Let us think it over."

The Original Rough Rider.

A man who accomplished much for Canada, as one of the original band of busters connected with the Canadian Pacific Railway, passed away in Virginia recently the person of General Rosser, who was selected as chief engineer by the Smith-Stephenson syndicate when they obtained the contract for building Canada's first Transcontinental Railway. Gen. Rosser was chief engineer, had charge of the final selection of the route and also of the work of construction, and was very popular in the West, where he appeared to feel much more at home than in the East. He is well and affectionately remembered by many of the old-timers. Before coming to Canada, he had been engaged on similar work in connection with the Northern Pacific and had already made a reputation for track-making in the prairie country. Gen. Rosser was one of the war heroes of the Southern Confederacy, having been one of the dashing, irregular cavalry leaders who accomplished such wonders for the Southern cause by raids and by brilliant intelligence work. He was a friend and favorite of both Gen. Lee and Stonewall Jackson and entrusted by both commanders with many important duties. Such success did he and his command of gallant mounted rifles and scouts attain during the war that it has become customary for United States military writers to describe him as the original American rough rider. It is said that when Theodore Roosevelt organized his corps of irregulars during the Cuban war, he used Rosser's standards for selecting his men, and his methods for training and equipping them. Gen. Rosser's death passed almost unnoticed in Canada, but in Manitoba there is a town which perpetuates his name.

Western Speed.

A story of the surprising agricultural possibilities of the Peace River Valley, 700 miles north of Edmonton, is told by Robt. Jones, superintendent of the experimental farm at Fort Vermilion, who was recently in Edmonton on a trip for supplies. To prove what he says of the fertility of the north country, which he has seen and brought with him, as gifts to the Edmonton Board of Trade, samples of grains and vegetables grown on the five-acre farm at the outpost of civilization that would do credit to any market garden or farm in the central or southern portion of the province. The farm lies in the river flats at Fort Vermilion, a plot of five acres, and for its area one of the most productive pieces of ground in all Canada.

His Manly Spirit.

A sturdy Scotchman had been having a dispute with his wife, which resulted in his taking refuge under the bed. As she stood on guard with a good sized stick in her hand he called lustily from his retreat: "Ye can lamh me and ye can baste me, but ye canna break ma manly spirit. I'll na come out."

Where Most Rain Falls.

Recent reports indicate that Cherrapunji, in Assam, and Debnaga, in the Kamerun, hold the record for heavy rainfall. During the period from 1895 to 1908 inclusive, the average yearly rainfall at Cherrapunji was no less than 36 feet 9 1/2 inches. For the same period at Debnaga the average yearly fall was 34 feet 3 1/2 inches. The rainiest year ever recorded at Cherrapunji was 1861, when 48 1/2 feet of rain fell.

The Wedding Guest.

A peculiar observance prevails in the Bellary districts in connection with weddings in Malhava Brahmin families, which occupy the better part of a fortnight. On a particular day, towards the close of the festivities, a hideous effigy of a male figure, fantastically robed in rags, supposed to represent the bridegroom's father, is carried along the streets in procession, under the shade of a grove adorned with tassels such as onions and margosa-leaves.

You Cannot Afford

to miss the bargains we are now offering in good, reliable Groceries. The WINE HOUSEKEEPER knows there is no economy in buying poor food. We sell that kind of provisions that we know all about, and can guarantee their fine quality and condition.

OLIVES

PLAIN, QUEEN, MANZANILLA. Staffed Nut, Celery, Pimento, Ripe Lyova in Uns.

SIERRA LEONE DANCERS.

Girls Square Mixture of White Earth and Grease on Their Faces.

In the Sierra Leone district of western Africa is a secret society known as the Bando, to which are attached dancing schools. The girls of the village become members of this society when they are about 9 or 10 years old, and stay there for three or four years. They are looked after and taught by an elder woman, and live in a sort of convent or retreat, never leaving its precincts unaccompanied by their duenna.

So great is the reverence for this society that no man dare set his foot within the sacred precincts. If he did, death would probably be the punishment of his curiosity. The girls pay an entrance fee, and during their stay are initiated into the secret tribal customs. They have a special costume, consisting of strings of big beads made from a long, thin cane round their waists, and their high coiffure is adorned with bunches of round, black, shiny seeds.

The costume worn when the girls are sufficiently skillful to give public performances consists of a fan or netting covering the body, with bunches of palmleaf fibre swinging from the plaited bangles entwining their arms. Charms are suspended from the neck, and to various parts of the garments are fastened little iron rings which tinkle as the dancer goes on.

It is, however, not so much in the dress as in the manner in which the dancers decorate their faces that the Sierra Leone dances are peculiar. A mixture of white earth and grease is smeared upon the countenance, and then quaint devices are traced upon the cheeks. The girls are graceful and swing their bodies in tune to the beat of a tom-tom made out of a gourd.

A Daring Boy.

A splendid type of the cool, intrepid Englishman is Mr. Grahame-White, whose aerial exploits have aroused so much enthusiasm. Fear seems to be unknown to him. At Bedford Grammar School, where he was educated, he became one of the most daring and successful cyclists. Indeed, he used to win so many prizes at the school sports in the bicycle races that in the end he was prohibited from entering for these contests. Then again, when he was thirteen, he and his elder brother, Montague, becoming possessed of a small motor-cycle, indeed, he used to win so many prizes at the school sports in the bicycle races that in the end he was prohibited from entering for these contests.

That was in the early days of motor-ing, and since then Mr. Grahame-White has made many motor-tours, while his brother Montague, a founder member of the Royal Automobile Club, has taken part in many races. It was not until last August that the younger brother interested himself in flying, and such was his determination that in a few months he had firmly established himself in the front rank of aviators by a brilliant two hours' flight. He has had one or two narrow escapes. At Paris his aeroplane collapsed at a height of 100 feet. Mr. Grahame-White was unhurt, but badly shaken, while only last month the biplane, descending at too sharp an angle, threw him to the ground and fell on him. "But these things are all in a day's work," the young aviator remarks.

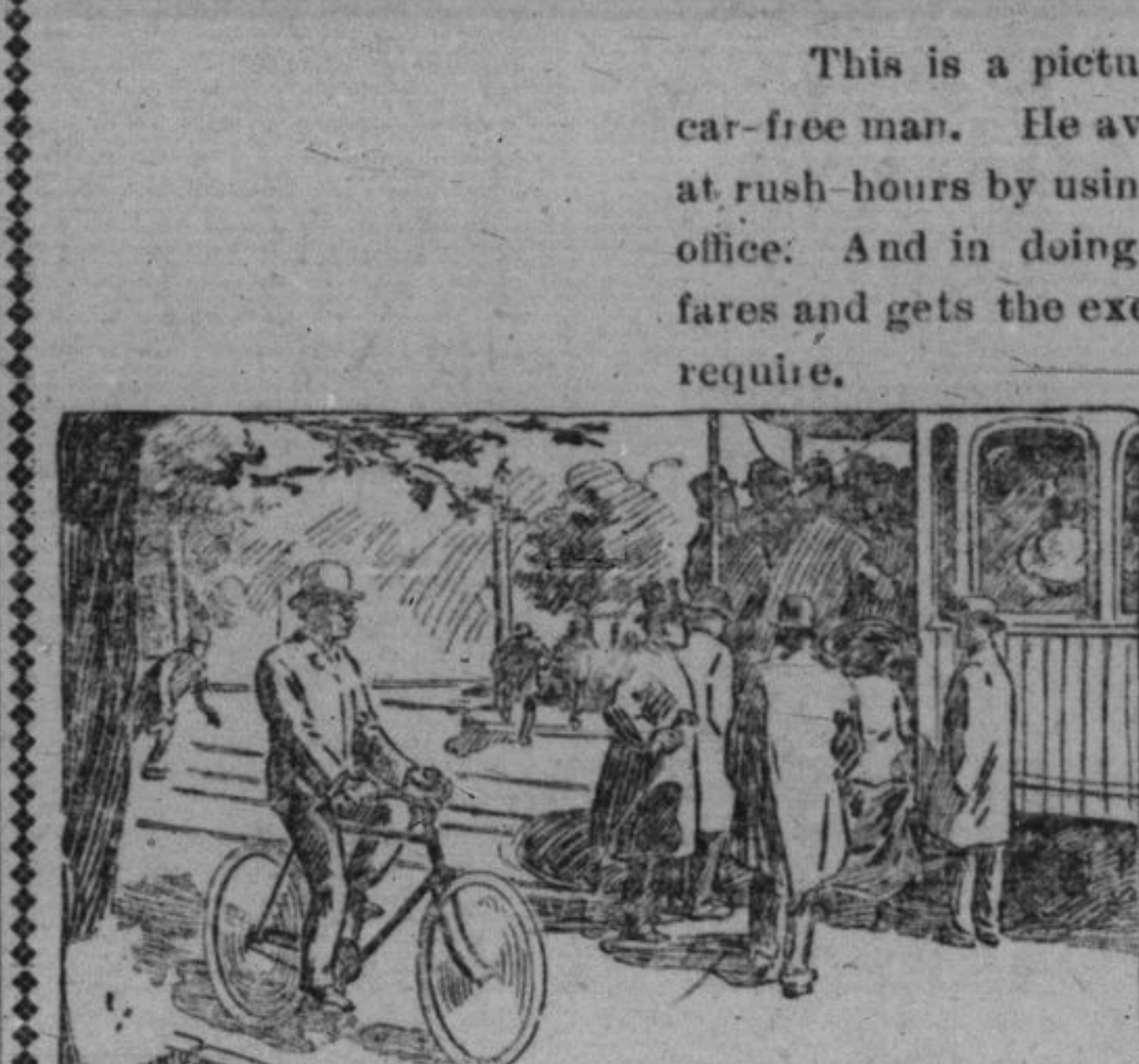
An Irish Story.

After soldiering about the world for many years, an Irish officer at length left the army, and went to settle on the family property in the Green Isle. Some of the old servants were in difficulty, for to disburse people who had been born and bred at the place was not to be thought of. The coachman was the worst. The horses were screws, the carriages were worn out, the stable wasn't fit for a cowhouse, his cottage was only fit for pigs, and so on.

But everything, he was told, would be put right, including a new cottage for himself. The man went home and delighted his wife's heart with the news. But again, after supper, as he sat by the fire with his pipe in his mouth, he began growling and grumbling. "Well, whatever's wrong wid ye now?" said the wife.

"'Tis a miserable man this night," he muttered. "'Tisorra, I haven't a single grievance left." Blackwood's Magazine.

THE C-A-R-F-R-E-E MAN



This is a picture of the sensible, healthy, car-free man. He avoids the crowded street cars at rush-hours by using a bicycle to and from the office. And in doing that saves the price of car fares and gets the exercise the doctor says we all require.

And this car-free man uses a wheel that makes his going absolutely pleasant—a wheel with the hygienic cushion frame and Hercules Coaster Brake and Sills Handle Bars—

Massey-Silver Ribbon

THE HYGIENIC CUSHION FRAME. If there is one invention more than another in the bicycle line that has helped to popularize wheeling, it's the Hygienic Cushion Frame. "Makes all roads smooth," is the slogan that carried it to popularity, and it has lived up to the advance notice. The Cushion Frame gives "Pullman Comfort" to bicycling.

Write for our New Catalogues and price list! ANGROVE BROS., 88 Princess St., Kingston

The Globe TORONTO

Advertisement for The Globe newspaper, featuring a globe illustration and text: "As An Advertising Medium... THE GLOBE has a reputation to sustain for accuracy and fairness, and no pains are spared in maintaining it."

Mr. John N. Lake, of Toronto, by a condensed advertisement of four lines secured a purchaser for an outside property.

Advertisement for S. T. Kirk's COFFEE, featuring an illustration of a man with a tray of coffee and text: "You Cannot Afford to miss the bargains we are now offering in good, reliable Groceries."

Advertisement for CHOCOLATES and GANONG'S, featuring text: "Stewart's and Webb's fancy boxes, regular 50c, 60c and 75c boxes Only 40 cents. GANONG'S Almontingos, Nougatines, Ginger, Carmencitas, Crisps, Peppermints, etc. 50c per pound. A.J. REES, 166 Princess St."

Advertisement for D. COUPER'S OLIVES, featuring text: "PLAIN, QUEEN, MANZANILLA. Staffed Nut, Celery, Pimento, Ripe Lyova in Uns. D. COUPER'S, 341-3 Princess Street, Phone 76. Prompt Delivery."