Kingston & Pembroke & Canadian Pacific Railways.

WESTERN EXCURSIONS.

SEPT. 26, 27, 28, 1901.
FROM KINGSTON TO

Detroit, Mich	$ 8.75
Saginaw, Mich	12.50
Bay City, Mich	12.50
Cleveland, Ohio	11.25
Grand Rapids, Mich	13.75
Columbus, Ohio	13.75
Chicago, Ill	16.25
Cincinnati, Ohio	16.25
St. Paul or Minneapolis, Minn	39.25

Valid to Return until Monday, Oct. 14th, 1901.

Full particulars at K. & P. and G. P. R. Ticket Office, Ontario Street.
F. CONWAY, Asst. Gen. Pass. Agt. B. W. POLGER, Gen. Man.

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

ANNUAL WESTERN EXCURSION

To Chicago, Detroit, etc.,

SEPT. 26th, 27th and 28th.

At following fares from Kingston:

Detroit, Mich., Port Huron, Mich., $8.75.
Cleveland, Ohio, $11.25.
Saginaw Mich., Bay City, Mich., $12.50.
Grand Rapids, Mich., Columbus, Ohio, $13.75.
Chicago, Ill., Cincinnati, Ohio, $16.25.
St. Paul, Minn., Minneapolis, Minn., $39.25.

All tickets good to return until October 14th, 1901. By depositing ticket on arrival at Toronto or Hamilton, stop over will be allowed to visit Pan-American Exposition, within time limit of ticket, and special round trip fare of $2 will be made from either points for sidetrip to Buffalo and return.

Pan-American Exposition, Buffalo

Round Trip Rates from May 1st to Nov. 1st.

Good for 8 days $ 6.85
" " 15 " 9.10
" until Nov. 1st 11.25

Special three day excursion every Tuesday and Saturday until Oct. 29th. Fare $4.15.

J. P. HANLEY, Agent.
City Passenger Depot.

DOMINION LINE

Mail Steamship, Liverpool Service
FROM PORTLAND.

*Ottoman Oct. 5th.
Vancouver Oct. 12th.
Dominion Oct. 19th
Cambroman Oct. 26th
*Roman Nov. 2nd

*These steamers do not carry passengers.

Saloon, $50 and upward; Second Saloon, $35 and $37.50, according to steamer. Third-Class, $25 and $26, according to steamer.

FROM BOSTON, Via Queenstown.

New England Oct. 9th
Commonwealth Oct. 23rd.
New England Nov. 6th
Commonwealth Nov. 20th

Saloon, $50 and upward; Second Saloon, $40.00 and upward. Third-Class, $28 to Liverpool, London, Londonderry, Belfast and Glasgow.

Midship saloons, electric light, spacious promenade decks.

For further information apply to

J. P. Hanley, Agt., G.T.R. Station. J. P. Gildersleeve, 42 Clarence St.
D. TORRANCE & CO., Gen. Agts. Montreal.

L. O. & B of Q. Sbt. Co., Limited.

PAN-AMERICAN, BUFFALO.

$5.00 Return. Good for 30 Days

Str. North King,

Commencing 15th Sept., will leave Kingston Sundays at 5 p.m. for Charlotte, N.Y., (port of Rochester) and Buffalo, N.Y.

1,000 Island Ramble.

Steamer leaves Sundays at 10.05 a.m., calling at Gananoque.

Bay Of Quinte Route.

Steamer leaves Kingston week days at 3 p.m. for Picton and intermediate Bay of Quinte ports. On Tuesday, Thursday and Saturday, steamer calls at Deseronto, Northport and Belleville.

Right reserved to change time with or without notice.

J. P. Gildersleeve, J. P. Hanley, } Ticket Agents.
Jas. Swift & Co., Freight Agents.

R. & O. Richelieu & Ontario Nav. Co.

Buffalo and Return, via Niagara Falls, $6.95. Good for 8 Days.

The Favorite Route to Pan-American Exposition.

Toronto-Montreal Line.

Steamers will leave Kingston going east at 5 a.m. and west at 4:30 p.m., daily, except Monday, up to and including Oct. 1st. From Oct. 1st to Oct. 10th, Wednesdays, Fridays and Sundays.

QUEBEC LINE—Daily as per summer schedule.

SAGUENAY LINE—Leave Quebec, Tuesdays and Saturdays, at 8 a.m. until November.

Hamilton, Bay of Quinte and Montreal Line.

TRI-WEEKLY SERVICE.

Steamers leave going east at 4:45 p.m., Wednesday, Friday and Sunday. Going west at 11:30 p.m., Tuesday, Thursday and Saturday.

J. P. HANLEY, Ticket Agent. JAS. SWIFT & CO., Freight Agent.

ALLAN LINE

To Liverpool and Londonderry.
From Montreal:

Corinthian, 9 a.m. Sept. 7th
Parisian, daylight Sept. 14th
Australasian, 9 a.m. Sept. 21st

First cabin—$50 and upwards—return $95 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 and Londonderry. First cabin $40. Second cabin $32.50. Third-class $26.

J. P. Hanley, Agent, City Passenger Depot, Johnston and Ontario streets. J. P. Gildersleeve, Clarence street.

Kingston Business College,

KINGSTON.

Dominion Business College,

TORONTO.

Two strong schools under one management. Largest and best equipment in Canada. Unequalled facilities for securing positions.

SEND FOR CATALOGUE.

321 Queen Street, Kingston.
Confederation Life Building, Toronto.

AMERICA'S HISTORIC CUP.

HISTORY OF THE TROPHY FOR HALF A CENTURY.

Who the Challengers and Defenders Were—Canada Made Attempt to Lift the Cup—Will Shamrock II Succeed Now?

Over half a century has elapsed since a piece of silverware, of little intrinsic value, yet valuable beyond all price by reason of its associations, was taken from England, by United States yachtsmen, and although many a small fortune has since been expended in the endeavor to bring the trophy back to Great Britain, these efforts have, so far been unsuccessful.

In the earlier contests for the cup, the race was not confined to vessels chosen as the champions of their respective countries, and it is only since 1887 that the rules were altered so that the race is restricted to one challenger and the defender. Originally known as the "Hundred Guinea Cup," presented by the Royal yacht

club, it was in August 1851, that the name and destination of the trophy became altered, and became henceforward the America's cup. On the 22nd of that month, at the Cowes regatta, the keel schooner yacht America, 170 tons, owned by John C. Stevens and G. L. Schuyler, of New York, carried all before her, and won from a fleet of fifteen British yachts, her nearest opponent T. Le Marchant's cutter Aurora, forty-seven tons, being over twenty minutes behind. The cup thus won was presented by the owners of the America to the New York yacht club for friendly competition, any organized yacht club of any foreign country having the right to compete, the cup to become for the time being the property of the club, and not of the members of the club or owners of the winning yacht.

The cup was allowed to repose peacefully in the possession of its new owners for nearly twenty years after this, as it was not until 1870, that a challenge was thrown out by James Ashbury, who sent his large schooner Cambria, of 227 tons, across the Atlantic to do battle on behalf of England. This first attempt to bring the cup back, however, ended in miserable failure, for the Cambria was never in the race, which took place on August 8th, and in the result was beaten nearly forty minutes by the ninety-seven ton schooner Magic, owned by J. F. Osgood. Nothing daunted by his severe reverse, Mr. Ashbury in the following year put up another contest, being this time represented by the schooner Livonia, of 280 tons, with a water-line of 107 feet and twenty-three feet beam. The conditions on this occasion were to contest seven matches, the Livonia to be opposed by a yacht selected by the New York yacht club on the morning of each race. In this series, decided in October, 1871, Mr. Ashbury's yacht was scarcely more successful than on the previous occasion. True she won the third race, but this was due to the fact that the schooner Columbia, which sailed the first three matches and won the two previous ones, carried away her steering gear. This was Livonia's only victory, as the 310-ton schooner Sappho, owned by W. P. Douglas, won the fourth race by thirty minutes and twenty-one seconds, and the fifth and final contest by twenty-five minutes and twenty-seven seconds.

Apparently disheartened by these reverses, British yachtsmen gave up the endeavor to "lift" the cup for awhile, the next challenge coming in 1876 from Canada, when the Royal Canadian yacht club sent over the schooner Countess of Dufferin, 138 tons, owned by Maj. C. Gifford, to oppose America's best, which on this occasion was the 151-ton schooner Madeline, the property of J. S. Dickerson. Two races sufficed to settle the question of supremacy in favor of America, Madeline winning the first match, on August 11th, by nine minutes and eighteen seconds, and the second, on the following day, by twenty-seven minutes and fourteen seconds.

Canada, like the mother country, did not relish feeling the sting of defeat. A fresh challenge emanated from the Bay of Quinte yacht club. America was represented by J. R. Buck's Wanda, whilst the Atalanta, owned and designed by Alexander Cuthbert, did duty for Canada. The American proved much the fleeter yacht, as in the first race, on November 9th, 1881, she passed the winning point thirty-one minutes and fifteen seconds to the good, and in the second and deciding races increased her advantage at the finish to thirty-six minutes and fifty-four seconds.

There was no race between 1881 and 1885, but the challenges now fell thickly, and in the latter year, Sir Richard Sutton's eighty-ton cutter, Genesta, was sent over to try and wrest the cup from its tenacious holders. She found more than her match however, in the sloop Puritan, as the American boat proved successful in the two races contested, on September 14th and 16th, by six minutes, forty-seven seconds, and two minutes, and nine seconds, respectively.

In the following year the gauntlet was thrown down by Lieut. William Henn, R.N., on behalf of his cutter Galatea, 171 tons, but she met with no more success than her predecessors, being beaten by the sloop Mayflower, 174 tons, the property of Gen. Charles J. Paine, in the first race by twelve minutes twenty seconds, and in the second by twenty-nine minutes, forty-eight seconds. The next year (1887), saw Gen. Paine again on the lists, defending the cup with the sloop Volunteer, 209 tons, against the huge Scottish cutter, Thistle, of 253 tons, owned by James Bell, of Glasgow. Again the visitor had to come away without the cup, for the Volunteer won on both occasions with plenty to spare.

In October, 1893, Lord Dunraven came out with a challenge, and with his cutter Valkyrie II., 406 tons designed by G. L. Watson, came the nearest to securing the trophy of any of the challengers. He was opposed by Messrs. Iselin and Morgan's sloop Vigilant. Lord Dunraven tried again in 1895, he sent another Valkyrie, also designed by Mr. Watson, to represent him, and once more the cup narrowly escaped changing hands. In the first race Valkyrie III., was beaten by Messrs. Iselin and Morgan's sloop Defender, 134 tons, by eight minutes and twenty seconds, actual time, but in the second race, on September 11th, the British yacht turned the tables on her rival, and won by forty-seven seconds, but the race was given to Defender on a foul. It is significant that in the next contest the American yacht was allowed to sail over the course alone, Valkyrie III withdrawing from the race after crossing the line.

The next series of races which took place in October, 1899, must be fresh in the minds of every one. Rarely has such great international interest been taken in any sporting event as was evinced in the meetings of Sir Thomas Lipton's sloop Shamrock, 144 tons, and Messrs. Iselin and Morgan's Columbia, 145 tons.

This race is still fresh in the memory of all, together with the disappointing delays, lack of wind, fog, accident to Shamrock, etc., and the result is well known.

And now what will probably be the greatest races in history of yachting will begin today, between Sir Thomas Lipton's Shamrock II and his old successful opponent, Columbia.

MACHINISTS' STATEMENT.

Regarding the Trouble at the Locomotive Works.

The machinists' union make this statement regarding the trouble at the locomotive works:

"The men have been threatened and nagged daily. A man named Young was compelled to quit work on account of sore eyes, caused by working overtime. When he told the foreman of his trouble he was told that he either had to keep at work or quit the job, and he left. Dr. Herald, who attended the case, can vouch for this statement. This man, Young, worked every night, but two or three weeks. Another man who had worked every day all summer and ninety per cent. of the overtime, was told when he took a half holiday for the fair, that his turn was next.

"As to Gilmore, the foreman did not tell him he was to work on Tuesday night, and he, not feeling well, did not return. As it happened there was not sufficient work to keep the two men moving, as was evidenced by the fact that his mate completed the job by ten o'clock, and then did some experimenting on a connecting rod strap till twelve o'clock. Was it necessary to discharge Gilmore for not doing work which was not necessary for two or three days? Before the superintendent was interviewed, the shop committee waited on the man who had been Gilmore's mate, and asked him if Gilmore was a good and satisfactory workman. The reply was in the affirmative. The man also said that the discharged man was the best workman in the shop on that job. This does not look as though the man was lazy or incapable. This can be vouched for by four of the committee who waited on this man. On night work the men are not requested to work, but commanded."

FARE ONLY $3.90.

Railroad Day Pan-American, Buffalo, Sept. 28th.

The G. T. railway will sell tickets to Buffalo by all trains, Sept. 27th, good to return until Sept. 30th, J. P. Hanley, agent.

Street Railway Company's Offer.

These are the offers made by the street railway company to the Granite football clubs to hold this fall's senior matches at Lake Ontario park:

1. For the three matches, $450, the company to take all the receipts.

2. A guarantee of $150 per match. If receipts amount to over $150, the company to take ten per cent of the additional amount, and the Granites the remainder.

3. Use of the grounds free, and the company to add ten per cent to the gate receipts. This latter offer is made in view of the fact that the Granites' management figure that twenty per cent less people would go to Lake Ontario park, and that they would pay for the fair grounds ten per cent of the receipts. Free grounds and ten per cent. would equal the twenty per cent. less people.

So far, the Granites have not accepted any of the advances.

Fell Into The Water.

When the steamer Pierrepont was landing her heavy load of passengers at the ferry wharf last evening one of the number, James Grant, had the misfortunate to step into nothingness and was surprised at finding himself in the water. He was fished out by deck hands and taken to his home in Portsmouth.

To Hold Meetings.

Queen's university authorities are arranging meetings throughout Frontenac, with reference to the by-law granting $20,000 to build a convocation hall. Next week a meeting will be held in Sydenham, to be addressed by Prof. Shortt, Dr. Ryan and J. H. Metcalfe. Voting on the by-law takes place on November 1st.

Well, You Know,

If you want the best thing in footwear, you must go to Abernethy, 123 and 125 Princess street.

White Mountain cakes, 10c. each. W. J. Crothers.

INCIDENTS OF THE DAY.

PARAGRAPHS PICKED UP BY OUR BUSY REPORTERS.

The Spice of Every Day Life—What the People Are Talking About—Nothing Escapes Attention.

Safe place for clothing. Bibby's.

Conditions in the Philippines are favorable for the ideas of a republic.

Capt. W. Bruce Carruthers is at New York witnessing the big yacht races.

Dr. Third has returned to the city after four months' absence, greatly improved in health.

Miss Frankie Burley, Watertown, has returned home after visiting friends at Wilton and vicinity.

Last game sure Lake Ontario park, Saturday, 2.30 p.m. Gananoque vs. Dodds. Admission 15c.

Miller's Headache Powders cure headache in five minutes. In boxes 10c. and 25c., at Wade's drug store.

While running to a fire, George Wolcott, of Cazenovia, N.Y., dropped dead. He leaves a wife and son.

Take the steamer Rideau King for Ottawa every Tuesday and Friday at 1 p.m. James Swift & Co., agents.

Fur garments of all kinds made to order, seal garments dyed and made like new at Gourdier's, 267 Princess street.

Joseph Workman, clerk in the ferry office during the excursion season, has left to resume his studies at the school of mining.

The duke of York and Cornwall told Messrs. Ahern and Soper that the illuminations in Ottawa were the best he had ever seen in the world.

P. M. Sullivan, recently disbarred by the New York state court, is engaged in the practice of law in New York city. He will be looked after.

The Stratford Beacon speaks of Dr. Grant as a useful citizen. He takes rank among the ten really great men of the dominion and his death would be a public loss.

The Montreal street railway company has advised the road committee of the city council that it is ready to discuss with that body the question of a lower scale of rates for passengers.

A woman about sixty years old entered the New York delicatessen store, asked for a drink of water and then fell dead. A card, marked "Mrs Stein, Rochester," was found on her person.

Dr. Macneill, who gave the death certificate in the Joseph Sutton case, still believes death was accidental. He says Gerald asked him to give his father strychnine "to end his sufferings." The case is proceeding at London, Ont.

The Montreal Herald publishes a portrait of C. F. Gildersleeve, and says that since he assumed the general managership of the Richelieu & Ontario navigation company, the corporation has gone ahead by leaps and bounds, its stock to-day being a most valuable security. He belongs to the sixth generation of his family engaged in shipping. His father came to Kingston in 1816 to assist in building the Frontenac, the first steamboat launched on lake Ontario. Mr. Gildersleeve was born here in October, 1833.

TWO BULLETS IN HIS BRAIN.

George W. Lyons Shot By Himself in Saloon.

Watertown, N.Y., Sept. 26.—Alone in the back room of a saloon yesterday George W. Lyons, an expert machinist, fatally shot himself because, it is said, of domestic troubles. Just before two o'clock Lyons walked into the saloon of Butters & Rose, Franklin street, drank two glasses of beer and asked Alfred Wirtz, the bartender, for a sheet of paper and an envelope. He sat down and wrote two notes. Soon Wirtz heard a shot and found Lyons lying on his back with a bullet hole just above his right ear. The man was removed to the hospital. Death came at five o'clock.

Of the two notes one was addressed to an undertaker and gave directions for his burial and asked that of a $500 insurance that he carried be given to his daughter. The other note was on a scrap of wrapping paper and contained only these words: "Alley—Can I talk with you and give me one good live? Your dear husband."

Lyons was forty-three years of age and had been a resident of this city since his youth. For twenty-five years or more he has been employed at the Taggart paper mill. He leaves a widow and two children. He and his wife had recently lived apart.

Frontenac Cheese Board.

Kingston, Sept. 26.—At to-day's session of the Frontenac cheese board 1,350 boxes were boarded of which 350 were white and 1,000 were colored. Bidding opened at 9½c. and closed at 9⅝c. The buyers present were Messrs. Murphy, Bissell, Shannon, Crawford, Alexander, Thompson. These factories had cheese on sale:

White—Battersea, 60; Excelsior, 30; Hartington, 40; Hinchinbrook, 25; Sydenham, 50; Elginburg, 80; Glendower, 25; Collins Bay, 40.

Colored—Cornflower, 40; Cataraqui, 60; Cold Springs, 70; Forest, 80; Farmers' Friend, 200; Granite Hill, 70; Gilt Edge, 50; Pine Hill, 60; Rose Hill, 35; Sand Hill, 45; Sunbury, 35; St. Lawrence, 60; Silver Springs, 35; Thousand Island, 30; Wolfe Island, 60; McGrath's, 40; Frontenac, 30.

At 9⅝c. J. Crawford secured the make of these factories: Granite Hill, Gilt Edge, Pine Hill, Sand Hill, Sunbury, St. Lawrence, McGrath's.

Returns In Two Years.

London, Sept. 26.—A despatch to the Times from Shanghai, says it is stated, "on high authority," in the North China News, that the court has definitely decided not to return to Pekin for two years. It is added that the court will remain at Kaifong Foo.

One Feature About This Store.

Your pocket book is always safe from fakes. A child can buy just as cheap here as yourself. You're sure of best goods. New goods, dependable, satisfactory clothing, the only one-price house. Money back if you want it. Bibby's.

To Attend The Wedding.

Mrs. Harriet J. Perry, Brock street, left to-day for Watertown, N.Y., to be present at the marriage of her daughter, Miss Mary Perry, who this evening will wed J. Coal, of that city.

CONSUMPTION CAMPS.

Tent Life In Winter Will Restore Their Health.

Boston Transcript.

As soon as the weather will permit and proper locations can be selected, there will be pitched near Boston, the first of a number of camps for consumptives. This camp (and each succeeding camp will be like it) will consist of ten piano-box tents arranged in a circle, with an open fire in the centre, and surrounded by a duck wall eight feet high. Each of these tents will be a consumptive's home; a consumptive will sleep there, even through the coldest weather, with no other protection than plenty of fur blankets, felt sleeping boots, and a two-gallon jug of hot water.

The tents are made of twelve-ounce duck, are only seven feet high, with four-foot walls, boxed in around the bottom a foot from the ground. They will be lined with weather paper. The flaps will open toward the fire, the ten tents making a little circle about a clean gravel court. In the duck wall which will surround the whole will be a single entrance. The people who live there will wear one heavy suit night and day. They will each of them take one quick soapless bath a week, and will eat three good hearty meals a day, with coffee in the morning and hot chocolate any time of the day or night. Their bill of fare will include milk, eggs, vegetables, bread and butter, and meat—chiefly beef, mutton, or pork, boiled on spits before the fire, or roasted in the embers, or boiled down in soup.

This open life is expected to cure them of their disease. The method is the result of experiments made last winter in a tent on Huntington avenue by a scientist whose name has not yet been divulged. This gentleman pitched his tent during the coldest part of January, which was more than usually cold, and stayed in there until the early spring, engrossed in his experiments, but finally seeing patients, and announcing that he wanted as many consumptives as possible to prove the truth of his theories.

He wants the consumptives still. His theory has been pretty well tested now but he wants as many consumptives as will come to him—the worse their condition the better—to put them in his settlements.

"The life there," he said recently, "quickly fortifies a man's bodily powers; it envolutes, then evolutes man back toward ancestral life again. The skin, nails, and hair toughen and thicken; pulmonary catarrh stops; hemorrhages cease. A civilized man loses his sensitiveness, his emotions change. He becomes insensitive and fearless. All his energy goes to nutrition; his intellectual centres are dormant. All his powers are concentrated in building and repair. He falls asleep at twilight, and wakes at dawn ready to eat. Incidental disasters affects him little; he changes from a hot house plant to an oak. The fear and panic customary to a crowd of consumptives no longer affects him, and thus the greatest danger of hospitalism is avoided.

"Baron Larry Nap, chief surgeon and adviser, made this same observation in his Egyptian and Russian campaigns, that incipient consumptives make the best soldiers. They have Spartan courage, and army life properly regulated will cure them. A regiment of consumptives would be no mean enemy."

The camps are merely for the purpose of scientific investigation, and if a patient cannot afford the expenses he will be taken free. The camps will all be near the city, where scientific physicians are within call.

A Child Millionaire.

The most pampered child in New York to-day is the son of the late James Hooker Hammersley, upon whose life hinges the disposition of many million dollars. There was probably no more popular man in New York society than Mr. Hooker and his sudden death was a shock to all who knew him. The fortune in question amounts to something like $10,000,000 and at present its income is enjoyed by lady William Beresford, who was Mrs. Louis C. Hammersley, and the duchess of Marlborough. Upon the death of lady Beresford the money goes to Louis Gordon, son of the late James Hooker Hammersley, but should the child die first, upon lady Beresford's death the fortune will go to the charities of New York.

A Lady In Mourning.

Belleville Intelligencer.

A good story is told of a lady not a thousand miles from Belleville, who seems to be as great a stickler for social etiquette as the renowned Mrs. Maude himself. She recently lost her husband and had occasion to mail some letters at the local post-office, and was horrified to observe that the stamp agent placed red stamps on the black-bordered envelopes in which the lady's letters were being posted. She called the agent at once to account, with the remark: "Don't you know I am in deep mourning for my dear husband? In future you must put black postage stamps on all my letters." And the courteous official smiled at the newest thing in mourning effects.

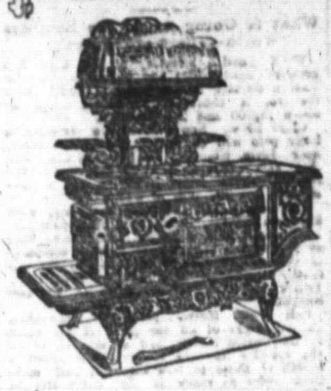
Tribute To Mrs. Milburn.

Though little has been written or said of Mrs. Milburn, of Buffalo, in whose palatial home the late president was taken after he was shot and where he subsequently died, it is interesting to know that she is a woman of splendid character and strong physique. Were it not for her husband's English ideas which depreciate a woman's being publicly prominent, Mrs. Milburn would be of inestimable value in the larger affairs of life. She is a potent factor in home and society in Buffalo, but club life knows her not, hence Mrs. Milburn's membership in the colony of unknown wives of well-known men.

Under The Nerve Lash.

The torture and torment of the victim of nervous prostration and nervous debility no one can rightly estimate who has not been under the ruthless lash of these relentless human foes. M. Williams, of Fordwich, Ont., was for four years a nervous wreck. Six bottles of South American Nervine worked a miracle, and his doctor confirmed it. Sold by E. C. Mitchell.—28.

The King of Ranges, "Buck's Happy Thought"



WHEN buying a Range you needn't hesitate as none equal the Happy Thought. It's the pioneer Range of Canada—the Range that others imitate—and never equal. It has more genuine, new and practical improvements that all of its competitors. : : It's the Favorite Range of 150,000 homes.

Happy Thought Ranges are sold by all the best stove dealers in Canada.

They are manufactured by

The Wm. Buck Stove Co., Limited, Brantford

Write for Illustrated Pamphlet.

SOLD BY

McKELVEY & BIRCH, 69 & 71 Brock Street.

DR. J. COLLIS BROWNE'S

CHLORODYNE.

THE ORIGINAL AND ONLY GENUINE.

ORIGINAL AND ONLY GENUINE

Chlorodyne is admitted by the profession to be the most wonderful and valuable remedy ever discovered.

Chlorodyne is the best remedy known for Coughs, Consumption, Bronchitis, Asthma.

Chlorodyne effectually checks and arrests those too often fatal diseases: Diphtheria, Fever, Croup, Ague.

Chlorodyne acts like a charm in Diarrhœa, and is the only specific in Cholera and Dysentery.

Chlorodyne effectually cuts short all attacks of Epilepsy, Hysteria, Palpitation and Spasms.

Chlorodyne is the only palliative in Neuralgia, Rheumatism, Gout, Cancer, Toothache, Meningitis, etc.

From W. Vesalius, Pettigrew, M.D., formerly Lecturer at St. George's Hospital, London—"I have no hesitation in stating that I have never met with any medicine so efficacious as an Anti-spasmodic and a Sedative I have used it in consumption, Asthma, Diarrhœa, and other diseases; and I am perfectly satisfied with the result."

"Earl Russell communicated to the College of Physicians that he received a despatch from Her Majesty's Council at Manila to the effect that Cholera has been raging fearfully, and that the only REMEDY of any service was CHLORODYNE.—See Lancet, 1st December, 1864.

CAUTION—BEWARE OF PIRACY AND IMITATIONS.

CAUTION—Vice Chancellor Sir W. Page Wood stated that DR. J. COLLIS BROWNE was undoubtedly the inventor of CHLORODYNE; that the whole story of the defendant Freeman was deliberately untrue, which he regretted to say had been sworn to.—See Times, July 13th, 1864.

Sold in bottle of 1s. 1½d., 2s. 9d., 4s. 6d., and 11s. each. None is genuine without the words "Dr. J. Collis Browne's Chlorodyne" on the Government Stamp. Overwhelming Medical Testimony accompanies each bottle.

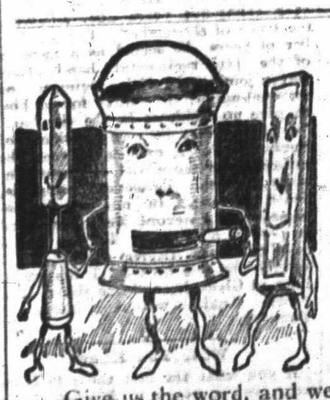
SOLE MANUFACTURER—J. T. DAVENPORT, 33 Great Russell street, Bloomsbury, London, Eng.

A Quick Baker.

Economical on fuel—large sheet steel oven—will bake with from 25 to 50 per cent. less fuel than ordinary cast iron ovens. Elegant design, durable, convenient and always ready for duty.

ELLIOTT BROS.

Telephone 35. Residence 55.



PLUMBERS' TOOLS —AND— How To Use Them.

That is what our workmen have studied so long that now they're experts.

You get the benefit of their skill and knowledge when we get the order for your plumbing.

Give us the word, and we will send you a good man to talk with you about any kind of work in our line.

McKELVEY & BIRCH,

69 and 71 Brock Street.

Home-made Candy

That's Fresh, Sweet, Pure and Delicious—just what you're looking for, isn't it. Our new Candy factory is now in operation, and we are turning out some fine taffy goods. Call and see them, and patronize home industry.

TOYE, "ON THE SQUARE."