

TRANS-CANADA LINE---THE ROUTE TO BE FOLLOWED COLONEL IS

CASHIERED

Unlike any of the other routes, the Trans-Canada is to be Purely a Canadian Road from Ocean to Ocean—Not a Mile of its Line will be in American Territory. Great Things are Claimed for it as an Imperial Highway.

Commander of Crack British Regiment in Disgrace Owing to Hazing.

(Contributed.)
Four different routes from east to west are shown upon the attached map. These are:
(1) The main line of the Canadian Pacific from St. John to Vancouver;
(2) The various sections of railway owned or controlled by Messrs. Mackenzie & Mann, which are to be connected in a through line from Toronto to Butte, Mont., with an alternative route to the coast from Edmonton, passing northwesterly to Port Simpson;
(3) The Grand Trunk railway extension from North Bay, in a northwesterly direction, until it strikes the line of the Trans-Canada somewhere in the neighbor-

hood of Norway House apparently intending to follow it to Port Simpson, if the necessary legislative permission can be obtained;
(4) The Trans-Canada, the shortest, most direct and most northerly of the lot. The enormous success which has followed the construction and operation of the Canadian Pacific railway, and the magnificent work done by it is the upbuilding of the Canadian western country is known to all men. The more northerly of the proposed trans-continental roads, namely, the Trans-Canada and the Grand Trunk railway extension are so far removed from the Canadian Pacific that they would work it no injury. In fact, a line of rail-

way opening up the far northwest of the Dominion will be an admitted advantage to the older road, by developing a territory of which at least would become tributary to it. The apparent disadvantages of the Mackenzie & Mann project, judged as a trans-continental highway, apart from its great length, is the fact that it parallels the Canadian Pacific railway so closely for so long a distance, and runs for some distance through the State of Minnesota. The most attractive part of the Grand Trunk railway scheme is its proposed route west from the vicinity of Lake Winnipeg, where it proposes to seek parliamentary authority for following the line secured by charter to

the Trans-Canada. Should this application be persisted in there will undoubtedly be a very pretty fight next session at Ottawa.
Less has been heard, outside of Quebec, so far, of the project and claims of the Trans-Canada than of the other proposed trans-continental routes, and therefore, a brief enumeration of them will be interesting in view of the prominence which the subject is bound to assume at the coming sessions of both the Dominion parliament and of the provincial legislatures.
Unlike any of the other routes, the Trans-Canada is to be purely a Canadian road from ocean to ocean. Not a mile of its line will be in American territory. Great things are claimed for it as an Imperial highway. Should international difficulties, very unfortunately, occur between the United States and this country, it would be absolutely impossible for hostile forces from the other side of the boundary to reach and interrupt the service of the Trans-Canada, which runs from three to five hundred miles from the frontier, though, of course, it would be very much more difficult to defend a road which runs for so great a length so near to the boundary as the Canadian Pacific railway does. The eastern terminus of the Trans-Canada at Chicoutimi and Quebec, its western at Port Simpson, and the point at which it touches James Bay, could easily be defended against all comers by British fleets while in view of the possibility of an Anglo-Japanese alliance, it is interesting to note that the distance from Liverpool to Yokohama via the Trans-Canada, is only 9,383 miles, against 12,089 miles via New York and San Francisco.

LONDON, Feb. 5.—Military circles here are profoundly agitated by a sequel to the hazing of some young officers newly appointed to regiments.
Last night the Gazette announced that Lieutenant Colonel David A. Kinloch, commanding 6th Grenadier Guards, has been placed on half pay, and Second Lieutenant Cuthbert L. Blundell Hollinshead Blundell has resigned his commission in the regiment.
The practice of hazing has been very common among officers of the British army until recently. In one case a young officer was pulled from bed in the night, his quarters wrecked, his carpets torn up and his furniture thrown out of the windows, simply because he devoted too much time to study to suit the taste of his brother officers and declined to join in the sports of the regiment.
Recent cases of hazing in that crack regiment, Grenadier Guards, have created much comment and discussion in military circles. It appears that the mother of one of the young officers hazed went to see Lady Roberts and complained with the result that Earl Roberts, without consulting the Colonel of the regiment, started a vigorous examination, resulting in Colonel Kinloch's retirement on half pay and the resignation of young Lieutenant Blundell.
People are very sorry indeed for Colonel Kinloch as it is not considered that he countenanced the conduct of certain wild young sparks of the regiment.
Colonel David A. Kinloch is the eldest son and the heir of Sir Alexander Kinloch Bart., of Gilmerton. He married the daughter of the late Bromley Davenport, M. P. The baronetcy dates back to 1688. Neither Colonel Kinloch nor his regiment the Third Grenadiers has seen active service.

Troubled with Kidney Trouble for Six Months.

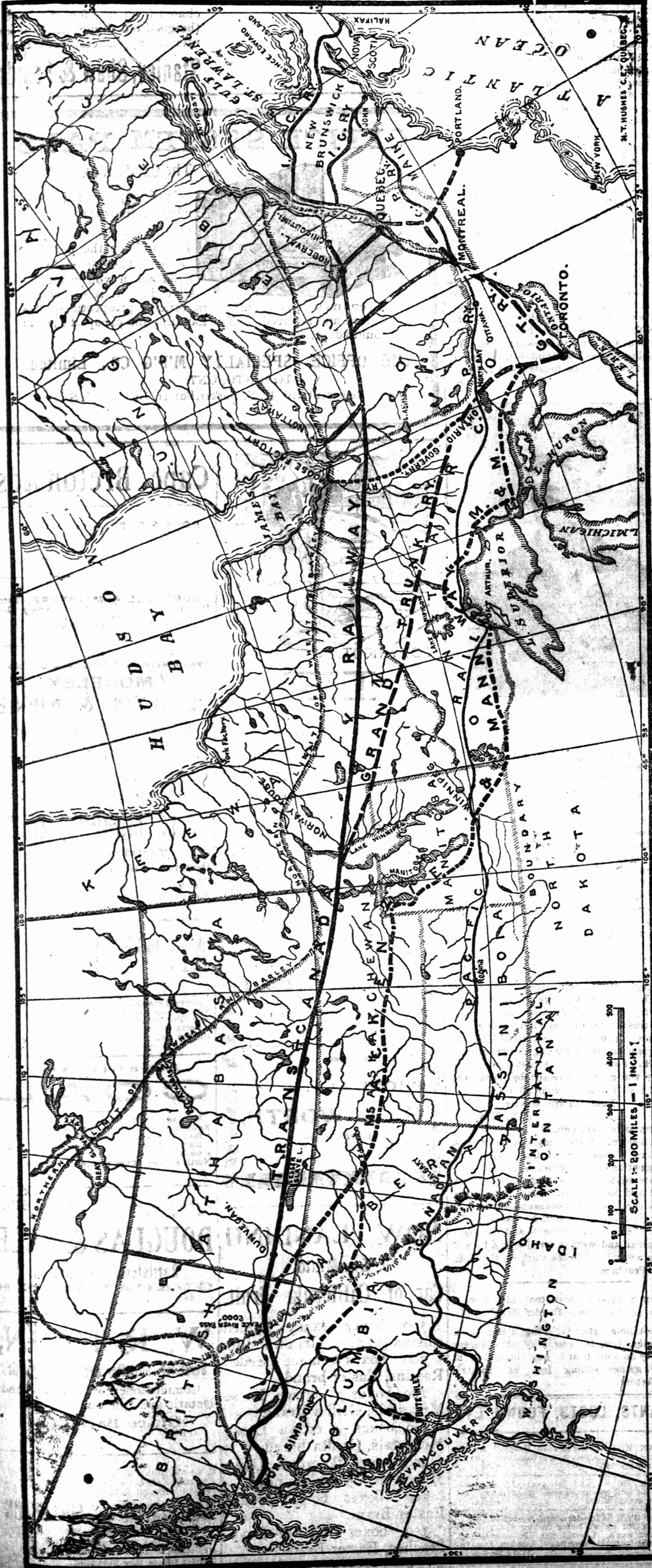
Many Men and Women Are Troubled With Kidney Trouble, Some For Less Time, Some For Longer—No Need To Be Troubled For Any Length Of Time, If They Only Knew Of The Cure Being Made By

DOAN'S KIDNEY PILLS.

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TAKEN AT THE FIRST SIGN OF BACKACHE WILL SAVE YOU YEARS OF MISERY. Mrs. William H. Banks, Torbrook Mines, N.S., tells the public about the great qualities of Doan's Kidney Pills in the following words:—I was troubled with kidney trouble for six months, and had such terrible pains across my kidneys all the time that I could hardly get around. After taking one box of Doan's Kidney Pills I began to feel better, and by the time I had taken three boxes I was completely cured.
Price 50c. per box, or 3 boxes for \$1.25; all dealers of The Doan Kidney Pill Co., Toronto, Ont.



From Quebec to Port Simpson via the Trans-Canada railway is only 2,930 miles, all of it south of the northern limit of wheat, while the distance between the same points via the Grand Trunk railway will be about the 3,400 miles, and from Portland to Port Simpson by Grand Trunk railway about 3,600 miles. It will be remembered that the distance from Quebec to Vancouver by C. P. R. is 3,078 miles. The expected saving in both distance and gradients by the proposed road, over existing routes from Manitoba to the Canadian seaports on the St. Lawrence, is so great, that the promoters are ready to undertake to carry wheat from all points on its line in the province of Manitoba to the ocean steamer at Chicoutimi, Montreal, or Quebec, at rates which will save the farmers of Manitoba and the Northwest about 7 cents per bushel on present cost of transportation to the seaboard. It is claimed that this saving alone will much more than pay the total interest upon the cost of the road's construction. Sir Sanford Fleming and Sir William Van Horne say that this is the best location for the next trans-continental railway.
It is proposed to construct the entire road with steel rails and steel bridges of Canadian manufacture, thus offering to the new steel and iron works at Sydney, Millard, St. Marys and Hamilton in Manitoba a market for an immense quantity of steel.
The map shows that the proposed line is one of the most direct which can span the continent. Starting from deep water terminal at Chicoutimi, Quebec and Montreal, for the charter provides for a line to Montreal nearly as short as that to Quebec, it is destined to traverse and develop the best part of the newly discovered wheat and lumber lands of Northern Quebec in the James Bay district, to tap the whole of the James and Hudson Bay trade, to open up the valuable mineral country of Northern Ontario, to cross the centre of the rich wheat lands of the Peace River valley, and finally to reach one of the finest ports on the Pacific coast, by a pass in the mountains only 2,000 feet high, as compared with 4,425 feet at Crow's Nest, and with 5,400 at Kicking Horse.
It is estimated that arable lands to be opened up by the Trans-Canada railway could support a population of many millions, sufficient in fact, if the zone between this line and the Canadian Pacific railway was settled to raise sufficient bread-stuff for the British Isles and to make them entirely independent of all foreign countries.
The climate all the way from Quebec to Port Simpson is suitable for the growth of wheat, in the opinion of Professor Ball of the geological survey. The official reports of mean summer temperature on this line is as follows at the different points:—Moose Factory 58 degrees, Quebec 60 degrees, Chicoutimi 57 degrees, Norway House 59 degrees, Onitup 60 degrees, Edmonton 60 degrees, Athabasca Landing 55 degrees, Dunvegan 57 degrees, Port Simpson 55 degrees.
The Trans-Canada route will also favor Toronto, because the road now being built by the Ontario government from North Bay to James Bay would connect with the Trans-Canada a little southwest of James Bay, making a connection between Toronto and Port Simpson almost as short as that proposed by the Grand Trunk.
But perhaps the most important claim of the Trans-Canada is that it will serve Canadian seaports exclusively, and that by means of the bridge at Quebec, the inter-colonial is bound to get the winter traffic for Halifax and St. John without the possibility of its diversion to United States' ports.

REVOLUTION IN NEWFOUNDLAND
Since the introduction into Newfoundland of the new Inhaler Remedy, "Catarrhose," the treatment of catarrh of the nose has been entirely revolutionized. The old time snuff and internal medicine has been cast aside and everyone is inhaling Catarrhose. It clears the head and throat in two minutes, and is very agreeable and pleasant to use. Catarrhose is a wonderful cure for Croup, Colds, Catarrh, Asthma, Bronchitis, Lung Troubles and Deafness. It relieves quickly and cures permanently. We advise our readers to try Catarrhose. Price \$1.00, trial size 25c. Druggists, or Polson & Co., Kingston, Ont.

DR. HAMILTON'S MANDRAKE AND BUTTERNUT PILLS.
BARITONE PARULL DEAD.
St. Louis, Feb. 12.—William Parull, leading baritone of the Castle-square Opera Company, is dead here, from injuries due to falling from a sixth-storey window of the Southern Hotel. It is not known how the accident occurred.

DESPAIR RED OF BEING CURED.
Mrs. W. E. Jeffries, 44 Hicks Ave., Kingston, Ont., states: I suffered agony with itching piles. In fact, I don't believe that any person who has not had piles can realize what I endured. The first application of Dr. Chase's Ointment brought relief and it has since entirely cured me. I hope that this testimonial will be the means of bringing comfort to other sufferers by making known the great power of this ointment.

GERMANY'S CHINA TRIP'S COST.
BERLIN, Feb. 12.—The total cost to Germany of the China expedition up to date is \$60,250 and further requirements are estimated at \$1,500,000.
TO CURE A COLD IN ONE DAY.
Take Laxative Bromo Quinine Tablets. All druggists refund the money if it fails to cure. E. W. Grove's signature is on each box. 25c. 11-5-m w f cow lyr.

HELP MARCONI ALONG.
LONDON, Feb. 12.—Henniker Heaton takes the part of Marconi in a letter to The Times. He thinks the inventor should be afforded facilities by Great Britain.
I was cured of lame back, after suffering 15 years, by MINARD'S LINIMENT.
Two Rivers, N. S. ROBERT ROSS.
I was cured of Di. thieria, after doctors failed, by MINARD'S LINIMENT.
Antigonish. JOHN A. FOREY.
I was cured of contraction of muscles by MINARD'S LINIMENT.
Dalhousie. MRS. RACHEL SAUNDERS.

\$20,000 FOR A FINGER.
YONKERS, N. Y., Feb. 12.—As a result of a dog bite, a judgement for \$20,000 damages was given in the Yonkers city court against a former city judge, F. K. Donoghue, yesterday. Julia Leonard was bitten by Mr. Donoghue's dog last February and lost a finger.
Bicyclists and all athletes depend on BENTLEY'S Liniment to keep their sinews limber and muscles in trim.

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