

Midsummer Sale R. J. Young & Co. Midsummer Sale

Ladies' Wash Skirts, Sale Price \$1.49

Ladies' White Wash Skirts, made eleven-gore style, nicely tailored. Regular \$2.00 value. On sale Tuesday, at each \$1.49

White Lawn Waists

Regular \$1.50 Value, Sale Price 98¢
Ten dozen White Lawn Waists, fronts of fine all-over embroidery with lace insertion. Regular \$1.50 value. Sale price 98¢

White Swiss Underwear

Regular 65c Value for 39¢
Ladies' Vests, in fine ribbed Swiss underwear, nicely trimmed yokes. Regular 65c value. Sale price 39¢

Priestley's 52-Inch Serge, 49c

All-Wool Serge, Priestley's make, 52 inches wide, in colors of navy, cardinal, brown and black. Regular 75c value. Sale price, a yard 49¢

ONE TABLE OF WASH GOODS REMNANTS, ON SALE TUESDAY MORNING AT HALF PRICE.

AGENTS FOR PICTORIAL PATTERNS. **R. J. YOUNG & CO.** AGENTS FOR PICTORIAL PATTERNS.

A GREAT DAY AT THE LAKESIDE

Big Outings Held By Employees of Local Industries.

SOME GREAT SPORTING

Names of the Winners in the Many Events—P. M. and Traction Company Did a Heavy Business.

Saturday was a big day for Port Stanley. Two of the biggest picnics of the year were held there on Saturday. Between 3,000 and 3,500 Londoners enjoyed an ideal day by the lakeside.

About 2,500 went down on the annual picnic of the employees of the McClary Company, while fully 700 took in the picnic of the McCormick Biscuit and Candy Company.

The day's pleasure was marred but little by the rain which fell. The sport programme of both picnics had been concluded when the first drops made the crowd seek for shelter. The day's fun was over and there was little grumbling over the shower, which started about 5 o'clock.

The health and places of amusement were crowded all day and the various stands did a rushing business.

The McClary Picnic. The McClary crowd far outnumbered all others. Pere Marquette trains carried the happy picnickers down at 9 o'clock, and from that hour until 5 o'clock, the day was a scene of constant enjoyment.

A regular game in the McClary League schedule was pulled off, the Sunshines and Pandoras playing for \$10 a side. It was a close affair, the Sunshines gaining the decision 5 to 3. Charles Ayers handled the pitcher.

The baby contest was a feature. Col. Garmon offered special prizes for the best dressed baby and decorated baby carriage on the grounds. Mrs. Shelling, Mrs. Russell and Mrs. Emma were the proud mothers of the three babies who captured first, second and third prizes respectively.

The results of the sports were as follows: Boys, five years and under—Masters Hardy, Strain and Towton.

Girls, five years and under—1, Nellie Warner; 2, Madeline Patten; 3, Lillian Stewart.

Boys, seven years and under—1, Harold Burns; 2, B. Parker; 3, Tom Sanford.

Girls, seven years and under—1, Marjorie Taylor; 2, Velma Doan; 3, Gertrude Johnston.

Boys, 10 years and under—Dudley Irwin; 2, George Trudell; 3, Frank Warner.

Girls, 10 years and under—Georgie Brown; 2, P. Trudell; 3, Marjorie Brown.

Boys, 14 and under—1, Norman Milligan, E. Brill, R. Delaney.

Girls, 14 and under—1, W. Trudell, L. Lewis, Kathleen Bank.

Children's 100-yard race—C. Perle, N. Pope, H. Wilson.

200-yard race—1, M. Johnston, 2, Johnston, 3, M. Trudell.

Boat and shoe race—1, H. O'Rourke, Norman Milligan, Creighton Delaney.

Sack race—Thomas Stewart, A. Macleod, Harold O'Rourke.

Wheelbarrow race—Stewart and Macleod, and Phillips, Milligan and O'Rourke.

Married ladies' race—Mrs. Stewart, Mrs. E. M. Wilkinson.

Married men's race—Oscar Perle, N. Phillips, G. Powell.

Couple race—Stewart and Stewart, 2, Johnston, 3, Johnston.

Men's race, over 45 years—1, E. Irwin, 2, J. Barnard, 3, J. Walton.

Ladies' nail driving contest—1, Mrs. M. Johnston, 2, Mrs. Turner.

The time for the nail driving was 31, 34 and 35 seconds, respectively for the driving of seven nails.

Watermelon race—1, W. French; 2, J. Fisher; 3, J. Copner.

Men over 40—J. Waffle, J. Craig, D. Simpson.

Jockey race—Ashford and Wagner; Waud and Armstrong; Kemp and Cartwright.

Wheelbarrow race (lady driver)—Ashford and Mrs. Wyle; Kemp and Nellie Rolling; Waud and Nellie McDonald.

Egg and spoon race—Winnie Trudell, Edna Gallup, Ella Skinner.

Throwing baseball (ladies)—1, V. Bellamy; 2, Ethel Dorham; 3, M. Pearson.

Box-making contest—Daisy Johnston, Myrtle Roberts, Mona Steele.

A SPLENDID RECEPTION IN ENEMY'S STRONGHOLD

Conservatives of Somerset Give Sir Wilfrid a Grand Reception.

Somerset, July 17.—Political heresy might be charged against William Staples, "Bill," as he is known to his constituents, member of parliament for Macdonald, for the reception which he gave to Sir Wilfrid Laurier on Saturday afternoon.

Meetings in these French-Canadian districts assume more the character of a political demonstration, and when a few hundred people are drawn together they represent a wide range of country.

The Government association did not know that Sir Wilfrid was actually coming until twenty-four hours before he arrived. There was a dilemma; the Prime Minister was coming to see people of his own race and no preparation made to receive him. Consternation reigned; a number of heads got together, and ways and means were devised. A messenger was dispatched sixteen miles away to bring the nearest band at a cost of \$100. Willing hands undertook to build a temporary platform on the village green.

Streamers and bunting were made ready, and even the indispensable motor car was on hand for the grand march. When Sir Wilfrid arrived the crowd of several hundred were serene and expectant. No Scottish chieftain ever received more cordial welcome than the Canadian Prime Minister gets from his compatriots in the "Vive Laurier" is the cry everywhere.

Sir Wilfrid does not say much upon these occasions. While he was glad to speak to them of the traditions of the French race, they must not consider him as a French-Canadian, but as a Canadian.

The Boundaries. Sir Wilfrid's address was earnestly received. "I pledge myself, I pledge the Government of which I am head, I pledge the majority in parliament, that we will give them fair treatment, because the Dominion of Canada is wealthy enough to treat any province justly," he declared in making a passing reference to the question.

Hon. G. P. Graham, minister of railways, kept to his own text, transportation. He asserted that the national transcontinental was Sir Wilfrid's life work, and is second only to his work of reconciliation. He announced that President Taft had appointed Knapp, a commissioner, to co-operate with Judge Mabey in settling the basis of a tariff of through rates between Canadian and United States points, to avoid excessive local rates to and from boundary points.

Mr. Staples, who had been sitting beside Sir Wilfrid all the time, spoke. He felicitated the Prime Minister, confining his remarks to pleasantries. In fact one would almost have thought that Sir Wilfrid's sunny smile made "Bill" feel ashamed that he was a Conservative.

All this is interesting because the riding of Macdonald is the Conservative stronghold of the province. The majority is nearly always around 500. The provincial riding of Manitou, where Hon. M. Roberts is said to be a member, comprises part of Macdonald.

On the return trip the train was stopped at Carman, and Sir Wilfrid gave an address of welcome from the mayor and council.

PASTOR'S SALARY WAS INCREASED

Rev. H. A. Graham Appreciated by the Wellington Street Church.

At the meeting of the quarterly official board of the Wellington Street Methodist Church, the pastor, the Rev. H. A. Graham, was granted an increase in salary of \$100, and a month's vacation.

An important matter, which came up for discussion, was the advancement of local work in the church during the coming fall and winter. Messrs. John Watson, Wm. Jeffrey, Isaac Jones and the pastor were appointed an evangelistic committee to draw up a programme by the end of August, which will be discussed at a subsequent meeting.

BOY'S LEG SMASHED BY A HAY WAGON

Watford, July 18.—A serious accident occurred on the farm of Mr. John McCormick, four miles west of here, on Saturday afternoon.

Freddie Drake, the little eight-year-old son of one of the hired men, was hanging on the hay wagon, when in some manner he slipped and the heavy wheel passed over his left leg, badly breaking it between the knee and the ankle, the bone protruding.

Dr. Kelly, of Watford, was called and dressed the injuries.

RAILWAY CONGRESS.

Berne, Switzerland, July 16.—The International Railway Congress after adopting the conclusion of the several sessions as reported in the general body, adjourned at noon today to re-assemble in Berlin in 1911.

At the final plenary session there was a lively fight over the attempt of Timanoff, a Russian delegate, to effect a change in the system of recording statistics.

A compromise was finally engineered by Fairfax Henderson, vice-president of the Southern Railway, which proved thoroughly satisfactory to the delegates.

Franklin K. Lane, a member of the United States interstate commerce commission, and W. P. Allen, the general secretary of the American Railway Association, were elected members of the permanent international commission.

WHERE DO ALL THE BOTTLES GO?

Not Out of the Running When Once They Have Been Used For Any Purpose.

GOOD OLD MILK BOTTLES

A Romance of the Bottle Gatherer and His Prey—A Story of City Life.

Did you ever stop to consider the question where do all the old bottles in London go?

It appears to be a popular fallacy with most people that a bottle once it has been used has no further usefulness. Not so, the little glass receptacles, if nothing untoward intervenes to cut short their career, will go on after year doing service.

Let us first consider its previous history. Moulded in the glass factory years ago, the bottle was sold to, say, a manufacturer of pickles. That may be in England or some other country far beyond the seas. The bottle becomes filled with a particular brand of pickles, and, corked and airtight, it is shipped to London for trade purposes.

Pickle Bottle Among the Cobwebs. With all the experiences it has gone through, nothing of its original value is lost. But soon comes a change. Planted on some dining-room table it looks the part and is much sought after, but its contents vanish by degrees. Ah! then the bottle's usefulness is gone to a large extent. No one wants it. Everywhere it is kicked around and finally takes a somewhat permanent position among the cobwebs.

Peddler Spies It. One day a Hebrew peddler comes along. The glint of the bottle half concealed in rubbish catches his eye. It is a good bottle and may still be turned to some useful purpose. He picks it up and sells the article to a bottle dealer. There it is washed, sterilized and sold to some pickle manufacturer and another cycle of existence begins. The life of a common, ordinary pickle bottle is indefinite, provided it doesn't get broken. Even then it is of a certain value, for it can be remelted at the glass works and used again.

All But Those With Chemicals. With the possible exception of bottles containing dangerous chemicals, all bottles once in use will remain in use probably for many years. Chemicals corrode the glass, and no manufacturer will purchase bottles that are chipped, cracked or damaged in any way.

Beer Bottles Pass Around Again. Whiskey, beer, soda water and wine bottles only lie in waste till they are discovered by a peddler. These bottles are in demand at all times, and their existence provides a business for rag-pickers, etc., from alleys, hotel yards, etc., they are carted to a bottle dealer who purchases them for a cent or two. After being cleaned and sterilized they are put on the market and sold to breweries and mineral water manufacturers, and are to all intents and purposes, absolutely new.

Poison Bottles Not Wanted. Wholesale drug stores purchase by the dozen, empty bottles which have been filled with drugs or medicines of their own manufacture. As long as the former contents provide a business for the bottle's usefulness still exists. Poisons are usually labelled, and in this case the bottles are not in demand. They then find their way to the scavenger carts and ultimately disappear in a garbage heap. If in sufficient quantity they are broken up and sent back to the glass factories for remoulding.

All bottles broken during manufacture are remelted and produce a commodity known as "cullet," which in certain proportions with the original liquid glass can be used again in the factory.

Milk Dealers' Exchange. The bottle phase of the milk industry presents some points of interest. Milk dealers are at a heavy expense every year in providing themselves with bottles to replace the ones they lose. People do not seem to realize that a glass milk bottle costs money. In fact, they cost the dealers \$9 a gross. A change of residence, a short vacation, even a week-end holiday, is enough to let the dealer lose track of several milk bottles, and he is just that amount out of pocket. Their return is certain, however, providing they don't fall into the hands of an energetic housewife during the berry season.

Milk dealers, however, have now a bottle exchange, and collectors scour the city gathering up stray milk bottles everywhere. The dealer then repurchases the bottles from the exchange at 2 cents apiece.

It is no baby industry, this, for a

THE HOME OF Strong's Baking Powder, 25c lb.

Made Here. Used Everywhere. Tested and declared absolutely pure by Government analysis.

Strong's Drug Store

184 Dundas Street
Our new 1910 Cook Book is free for the asking. Get a copy next time you are in.

"Jexall Remedies"

OMOND.
THE LITTLE DRUG STORE,
468 Dundas Street. Phone 1423.

Pretty Teeth

have a good deal to do with your appearance. That's why you should use Zyncoke Tooth Paste. Makes it a simple task to keep your teeth pretty. Saves dentists' bills, too, and a lot of suffering. Twenty-five cents.

OMOND.
THE LITTLE DRUG STORE,
468 Dundas Street. Phone 1423.

Lunches

Put up for Picnics --- Plain and Simple or Quite Elaborate.

Peters' Tea Room

bottle collector stated yesterday that millions of milk bottles transfer their ownership every day.

FLOODS IN KENTUCKY

Widespread Damage Caused by Prolonged Downpour.

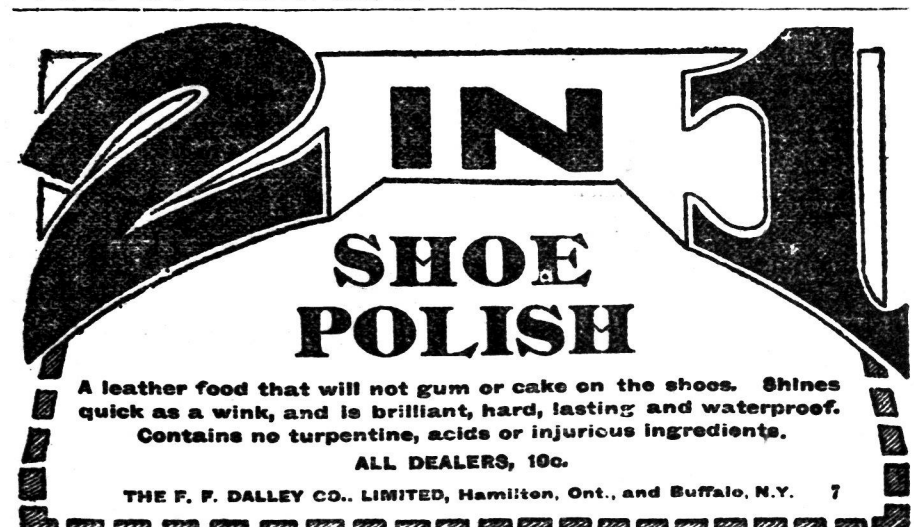
Louisville, Ky., July 18.—Widespread damage in several counties in Kentucky and Indiana has resulted from the cloudburst which occurred over three weeks of almost daily rain. Henderson, Union, Webster and Nicholas Counties in Kentucky suffered most. Estimates of the damage have been variously estimated, but it is known that it is heavy.

The Louisville and Nashville Railroad warehouses at the Butler Tobacco Society, was soaked and damaged. Eight blocks of the city were inundated, and much timber washed away. The loss in Carlisle and Nicholas counties alone is estimated at \$200,000.

BOLT STARTS BLAZE

Chicago, July 18.—Fire, which caused \$300,000 damage to the plant of the Pullman Company at Pullman yesterday, marked the culmination of the storm which swept Chicago Saturday night. The blaze in the Pullman Company's plant was caused by a bolt of lightning striking the company's powerhouse, located in the centre of the freight carshops and lumber yards.

The wind carried the embers for blocks and made the efforts of the fire department, quickly. The fire covered an area of more than three blocks. The lumber yards, the powerhouse and the three mammoth freight carshops of the company were practically destroyed.



SHOE POLISH

A leather food that will not gum or cake on the shoes. Shines quick as a wink, and is brilliant, hard, lasting and waterproof. Contains no turpentine, acids or injurious ingredients. ALL DEALERS, 10c.

THE F. F. DALLEY CO., LIMITED, Hamilton, Ont., and Buffalo, N.Y.

The Dominion Savings and Investment Society

NO. 1 MASONIC TEMPLE.
Highest rates of interest allowed on Deposits and Debentures.
MONEY TO LOAN
T. H. Purdom, K.C., Nathaniel Mills, President. Managing Director

GRAND TRUNK MEN DISCUSS THE AWARD

Say It Would Reduce Salaries on Short Passenger Runs—Supt. Treleven Contradicted.

A number of the brakemen and other employees of the Grand Trunk Railway take exception to statements made by Superintendent Treleven, of the car works, to the press.

"I work every night in the year," one man said to The Advertiser today, "and I never made more than \$62 a month. My conductor never makes more than \$34 a month. Mr. Treleven is said to have told Canon Deyon a Hague that we are all making \$100 a month, and that we are unreasonable in our demands."

"Mr. Hays' proposition looks well on the outside, but when you analyze it you find that it is not as good as it looks. If the men accepted the 18 per cent increase, they must also accept a new rule of the management, whereby the fixed salaries for short passenger runs would be done away with. This would mean that certain men would lose about \$5 or \$9 a month, and this money would go to make up the increase for the freight men—the only ones who would profit by the increase. In other words, the company insists, if the increase of 18 per cent be made, that all crews, passenger as well as freight, on short runs, as well as on long runs, be paid by mileage. Passenger conductors, brakemen and baggage men on short runs would all be losers."

"Again, there would be nothing left for the freight men to look forward to, because if they were promoted to a passenger run they would find that they were drawing less salary than before they were promoted."

The men claim that the carworks petition did not originate with the employees.

POLITICAL CLIQUE IGNORED CANADIANS

Young London Architect Unfairly Treated by Hamilton People.

Hamilton, July 17.—The Hamilton Times says:

It turns out that the plans for the Hamilton public library building which were recommended by the library boards expert advisers as the best of those submitted for competition were not, as has been announced, the work of an American architect. They were prepared by three young Canadians who have been studying architecture in New York. The names of the three are: Stuart Pavey, of London, Ont.; H. E. Shorey, of Montreal, and A. J. King, of Montreal. They saw an advertisement in a Montreal paper inviting architects to submit plans for a public library building in Hamilton. They wrote to the secretary of the library board, stating that they would like to compete, adding that they were Canadians, and requesting that detailed information be forwarded to them. In response to their letter they received the pamphlet "Instructions to Architects" which had been prepared for the guidance of competing architects. The three young Canadians worked together on the plans, and with such success that the two Buffalo architects whose services the board had retained as referees and advisers selected their plans as the best of those submitted and recommended their acceptance.

And so the excuse for rejecting the successful plans which was put forward by the political clique which is determined to secure the commission for a Hamilton architect—the excuse that the commission ought not to be awarded to an American architect—fails to the ground. Not only are the successful competitors not Americans, but they are good Canadians, and that all three of them intend to return soon to their native country and practice their profession.

A peculiar thing about this affair is that the plans recommended by the referees should have been described as those of an American architect. Although the young men had in two letters to the secretary of the library board declared themselves to be Canadians.

A PRISON DRAMA

Convict Orchestra Plays Godspeed to Prisoner Being Released.

Pittsburg, July 18.—Led by Walter Borman, sentenced for life in connection with the famous Biddle boys' case, the prison orchestra at the Western Penitentiary, yesterday played a tender godspeed for one of their number, who will be released today.

"Home, Sweet Home," was the selection started on the piano, as the convicts filed out of the chapel, and it was for the benefit of the fellow-players, who for seven years had bent the bass drum. A few straggling convicts who had not yet left the chapel caught the air and began to hum it, and it seemed that the last tie of boyhood has been broken. In 1895 I left London, but I always kept track of Nick, and did not come to a stop until the entire train of coaches had gone to Hill street, Mrs. Oldridge declares.

Warden John Frances would not disclose the name of the prisoner, and as a result he will walk into the world again, unheralded, that he may begin life anew.

AGED WOMAN KILLED

Killed Instantly.

Mrs. Oldridge called to her husband, who was sitting on the rear steps of his house at the time of the accident. He ran out to where the body lay, but Mrs. Henderson was already dead.

The train was going so fast that it did not come to a stop until the entire train of coaches had gone to Hill street, Mrs. Oldridge declares.

Engineer Flowers and Conductor Everts, of St. Thomas, were in charge of the train.

Mr. Oldridge at once called Dr. Drake, and the house surgeons at Victoria Hospital were also notified, and hurried down. Soon after Coroner McLaren arrived, and the remains were removed to the undertaking parlors of Messrs. Smith, Son & Clarke, where they were viewed yesterday by a jury composed of Hubert Thorne (foreman), Joseph Paisley, A. E. Hall, William Phillips, Chris Ward, William Smith, Cecil Mann, Charles Bushnell, Ed. Walker, C. R. David, Arthur Gibson, E. Lortie, John Taylor and Henry Merritt.

INQUEST ON THURSDAY

The inquest will be continued on Thursday evening. Dr. Drake conducted a post-mortem examination yesterday. The funeral was held this afternoon from the residence of Mrs. Cromwell to Mount Pleasant Cemetery, and the services were conducted by Rev. Mr. Dedrick, pastor of the Horton Street Church.

Mrs. Henderson was one of the oldest and best-known colored women of this city, and for many years was known to hundreds of Londoners as "Mammy" Henderson. She kept a little candy store on Horton street near Cul-liver, from after the American war until about six years ago. Mrs. Henderson was a slave for some years. Her husband was killed while serving in the northern army during the war.

Some years ago her case was taken up with the American Government, and after considerable litigation she secured the payment of \$1,000 and a pension. She has two sons whose whereabouts are at the present time unknown.

Mr. R. J. Tate, Pere Marquette agent here, stated to The Advertiser today that the only way he could account for the accident was that the old lady was either deaf and did not hear the train coming or else became stupid with fright, and walked in front of the engine.

"The crossing at Ottawa avenue," he said, "is one of the clearest in the city, with a good view both ways. As far as I can learn the train was not coming in at any unusual rate of speed. The trains always whistle before coming to that crossing, and the bells ring constantly."

FELL DEAD ON VERANDAH

St. Thomas, Ont., July 17.—Mrs. Julia Coughlin, wife of Robert Coughlin, of this city, a retired farmer, dropped dead while conversing with friends on the verandah of her home yesterday afternoon. Deceased was 65 years of age. Death was due to acute heart disease.

LONDON OLD BOY HOME FROM TOLEDO

Mr. Richard T. Hoskin Was a Pupil of "Nick" Wilson From 1849 to 1857.

Mr. Richard T. Hoskin, of Toledo, Ohio, is visiting his brother, Mr. Wm. H. Hoskin, of this city.

The Toledo man is a London old boy, vice-president of the association of that city, and a booster for his old home town.

"I was a pupil of Nick Wilson," he told The Advertiser today, "and he told me that he presented him with a flag some years ago. I went to school to him from 1849 to 1857, and I never came back home I always called on him. I miss him now, and it seems that the last tie of boyhood has been broken. In 1895 I left London, but I always kept track of Nick, and did not come to a stop until the entire train of coaches had gone to Hill street, Mrs. Oldridge declares.

Warden John Frances would not disclose the name of the prisoner, and as a result he will walk into the world again, unheralded, that he may begin life anew.

FORMER LONDONER DEAD

Word Received of the Death of Mr. William Tompkins.

A telegram to Staff-Captain Creighton, of the Salvation Army, announces the death in Schenectady, N. Y., of Mr. William Tompkins, a former Londoner. He leaves a wife and four little children residing on Surrey avenue, West London. Death is attributed to aneurism.

Mr. Tompkins had been sick for over a year. About two weeks ago he left for Schenectady with his brother-in-law, a rough, thinking of change of air might do him good. He worked at his trade as carpenter. The unbearable heat experienced in the eastern States is thought to have hastened the end of the deceased, who suffered for upwards of a year. He had been in Schenectady only a week when he was taken sick, and was removed to the hospital, where he died last Wednesday.

Mrs. Tompkins was in attendance at her husband's funeral, which took place from the home of his brother-in-law, Mr. Wm. Fugh.

The Union Pacific Railroad Company has issued a handsome illustrated booklet on the Yellowstone Park. This is the greatest natural park in the world, and is noted for its grand scenery, geysers, and other wonderful products of nature.

Everything is seen in a state of nature, even the wild animals are not afraid of man, owing to the stringent rules against the use of firearms in this district.

A more enjoyable summer holiday to this resort cannot be imagined, and will fully repay the sightseer who is in search of the wonders of the world. Copies of this magnificent booklet can be had by writing to Gerritt Fort, P. T. M., Union Pacific Railroad Company, Omaha, Neb., U. S. A.

STEAMERS REPORTED.

Cape Race, July 17.—Signalled: Carmania, from Liverpool; Kron Prinz Wilhelms, Bremen.

New York—Arrived: St. Paul, Southampton; Columbia, Glasgow; La. Lorraine, Havre; Cleveland, Hamburg; Cedric, Liverpool; Reina d'Italia, Genoa. Philadelphia—Arrived: Manitou, Antwerp; Haverford, Liverpool.

Mobile—Called: Parisian, Boston; California, New York.

Southampton—Arrived: St. Louis, New York.

Genoa—Arrived: Verona, Philadelphia. Antwerp—Arrived: Montrose, Montreal. Liverpool—Arrived: Laurentic, Montreal; Caronia, New York.

Avonmouth—Called: Turcoman, Montreal.