ANY DYSPEPTIC CAN GET WELL

By Taking "Fruit-a-tives," Says Capt. Swan.

Life is very miserable to those who suffer with Indigestion, Dyspepsia, Sour Stomach and Biliousness. This letter from Captain Swan (one of the best known skippers on the Great Lakes) tells how to get quick relief from Stomach Trouble.

PORT BURWELL, ONT., May 8, 1912

"A man has a poor chance of living and enjoying life when he cannot eat. That was what was wrong with me. Loss of appetite and indigestion was brought on by constipation. I have had trouble with these diseases for years. I lost a great deal of flesh and suffered constantly. For the last couple of years, I have taken "Fruit-a-tives" and have been so pleased with the results that I have recommended them on many occasions to friends and acquaintances. I am sure that "Fruit-a-tives have helped me greatly. By following the diet rules and taking "Fruit-a-tives" according to directions, any person with Dyspepsia will get benefit."

H. SWAN

"Fruit-a-tives are sold by all dealers at 50 cents, a box 6 for $2.50, or trial size, 25 cents, or sent postpaid on receipt of price by Fruit-a-tives Limited, Ottawa.

LIBEL ACTION SOON

[Special Cable to The Advertiser.]

London, March 16.—We understand that the action for libel, instituted by W. T. R. Preston, late trade commissioner for Canada, against a prominent London daily newspaper, in respect to its criticism of his book on Lord Strathcona's life, will be heard early next month.

IS YOUR TONGUE FURRED ? HAVE YOU HEADACHE ?

How few feel well this time of the year? The whole system needs house-cleaning; the blood is impure; it needs enriching. Nothing will do the work more effectively than Dr. Hamilton's Pills. Take them at night and you feel better next morning. They work wonders in the body while you sleep. Being composed of pure vegetable extracts and juices. Dr. Hamilton's Pills are safe for the young and old alike. Try this wonderful family medicine today, it will do you a world of good. Whether for biliousness, headache, lack of appetite or constipation. Dr. Hamilton's Pills will quickly cure. 25c per box, at all dealers.

TO STOP HEADACHE

Headache usually comes from a sluggish liver and bowels. If you feel bilious, dizzy, or tongue is coated and stomach sour, just get a 10-cent box of Cascarets to start your liver and bowels and your headaches will end.

"TIZ" GLADDENS SORE, TIRED FEET

No Puffed-Up, Burning, Tender, Aching Feet—No Corns or Callouses.

"TIZ" makes sore, burning, tired feet fairly dance with delight. Away go the aches and pains, the corns, callouses, blisters, bunions and chilblains.

"TIZ" draws out the acids and poisons that puff up your feet. No matter how hard you work, how long you dance, how far you walk, or how long you remain on your feet. "TIZ" brings restful foot comfort. "TIZ" is magical, grand, wonderful for tired, aching, swollen, smarting feet. Ah! how comfortable, how happy you feel. Your feet just tingle for joy; shoes never hurt or seem tight.

Get a 25-cent box of "TIZ" now from any druggist or department store. End foot torture forever—wear smaller shoes, keep your feet fresh, sweet and happy. Just think! a whole year's foot comfort for only 25 cents.

MANY IN LONDON USE FAMOUS COMPOUND

The famous mixture of buckthorn bark, glycerine, etc., known as Adler-i-ka, is much used here in London. This is the most complete bowel cleanser ever sold, being even used successfully in appendicitis. Just ONE SPOONFUL relieves almost ANY CASE of constipation, sour or gassy stomach. ONE MINUTE after Adler-i-ka is taken the gases rumble and pass out—the INSTANT action is surprising. W. F. Strong, druggist.

Bringing Up Father . . . . . By George McManus

COUNCIL PASSES $310,245 OF ITS 1915 WORKS BUDGET

The Biggest Appropriation On Record Put Through, With $142,861 Pavements Laid Over Temporarily—The Glaubitz Case Comes Up For Still Another Debate—Would Abolish Board of Control.

WHAT THE COUNCIL DID.

Passed $310,000 public works budget.

Discussed Glaubitz case for ??? time.

Really worked and got through at 10:40 p.m.

Defeated motion to have Engineer E. V. Buchanan appear before committee.

Defeated scheme for six wards.

Carried motion for full report on street railway operation.

Arranged for special meeting next Monday.

Memorialized Government for federal hydro radial subsidy.

Arranged for committee to ask for provincial subsidy for same.

Declined to buy Glaubitz car for fire department.

Defeated motion to have no further deputations appear at council.

Storm sewers	$190,000.00
Sanitary sewers	78,000.00
Pavements	27,313.00
Curbs and gutters	10,997.90
Cements walks	3,935.02
	$310,245.92

These are the several parts of the biggest local improvement budget, ever put through a London council, which went through at a meeting last night. In addition, $142,861.19 of pavements were laid over to give the aldermen a chance to familiarize themselves with them.

Its size can best be estimated by the fact that when these other pavements are added, it means more than four miles of additional paving, more storm sewer work than was done last year, and the biggest individual sanitary sewer authorization since the system was first installed in this city in the '90's.

The good roads phase of the budget is naturally one that appeals to the majority. Last year was regarded as a record breaker, but this year will far surpass it. Without the "hangover" work, authorized in 1914, but never completed, there is more than $170,000 to be spent this year. Of this amount, $27,313.00 is represented by pavements put through on petition and the remainder work put through on a two-thirds vote of the council. The petition pavements went through without comment the ones requiring a two-third vote being the ones left over.

In as compact a form as possible the following will show what the paving budget means. Merely the street, the area to be paved and the total cost are used, but these figures are sufficient to explain better than words what is to be accomplished.

By Two-Thirds Vote (Laid Over).

William street, King to Queen's avenue, $6,134.77.

Maitland street, King to Hamilton road, $9,666.00.

Hamilton road, Maitland to Trafalgar, $39,657.77.

Waterloo street, Princess to Grosvenor, $37,360.73.

Ridout street, Ferguson Place to Garfield, $9,898.08.

Dundas street, Woodman avenue to 678 feet west, $4,655.13.

South street, Colborne to Waterloo, $7,088.20.

Waterloo street, Bathurst street to South, $17,775.02.

Briscoe street (concrete), Wortley road to Ridout street, $4,787.19.

Elmwood avenue, Wortley road to Ridout street, $5,838.30.

DR. A. W. CHASE'S CATARRH POWDER 25c. is sent direct to the diseased parts by the Improved Blower. Heals the ulcers, clears the air passages, stops dropings in the throat and permanently cures Catarrh and Hay Fever. 25c. a box; blower free. Accept no substitutes. All dealers or Edmanson, Bates & Co., Limited, Toronto.

By Petition (Passed).

Elmwood avenue, Wortley road to Wharncliffe road, $18,160.35.

Gerrard street (concrete), Grand avenue to Duchess avenue, $3,936.20.

The Ridgeway, Becher street to Wharncliffe road, $5,216.45.

The length of the various kinds of pavement that will be used in the construction of the above program is as follows:

Asphalt	20,302 feet
Concrete	1,663 feet
Brick	376 feet

This total works out to 4.212 miles.

Estimated Sewer Costs.

A tabular statement of the sewer estimates follows:

The first division is for storm sewers and the second for sanitary sewers. With the exception of a $2,000 item for repairs to the syphon chamber at Evergreen avenue, the sanitary sewer appropriation is for the new east end disposal plant.

Egerton street, Hamilton road to Dundas	$ 66,000
Dundas, Egerton to Ashland avenue	7,000
Carling Creek mains	102,000
Oxford street, etc.,	10,000
The Ridgeway	4,000
	$190,000

Sanitary.

Muir (Beatrice) and Price streets	11,000
Egerton street, Hamilton road to Dundas	39,000
Dundas street, Egerton to Ashland avenue	8,000
Syphon chamber	2,000
Disposal site	18,000
	$ 78,000

Tenders for the following pavements authorized last year were ordered called for:

Ridout Street Bridge to Craig street, vitrified brick; Craig to Ferguson Place, asphalt concrete.

Colborne street, Queen's avenue to King street, asphalt.

Waterloo street, G. T. R. tracks to Bathurst street, vitrified brick.

Where Curbs Will Go.

The $10,997.90 to be expended on curbs and gutters is made up of the following sections where the work will be done. The average cost is 6 cents per foot per year.

William street (both sides) from Dundas to Queen's avenue, $359.04.

Maitland street (both sides) King to York streets, $424.64; York to Bathurst, $300.15; Bathurst to Hamilton road, $250.40.

Hamilton road (both sides) Adelaide to Rectory, $2,056.42; Anderson to Sackville (north side), $521.98; Anderson to Trafalgar (south side), $708.68.

Waterloo street, St. James to Grosvenor, $671.78.

Dundas street, Egerton to 790 westerly, $714.94.

South street (north side), Colborne to Waterloo, $291.28.

Waterloo street (both sides), Bathurst to Hill, $1,718.13; intersection with South street, $112.30; relaying Hill to South, $88.73.

The above were all put through on a two-thirds vote, but the following went through on petitions:

Gerrard street (both sides), Grand to Duchess, $609.15.

Ridout street (both sides), Ferguson to Garfield, $1,395.28.

Ridgeway (both sides), Becher to Wharncliffe, $772.

The walks that will go down are: Oxford street, Elizabeth to Elliott, $2,006.27; Gerrard street (both sides), Grand avenue to Duchess avenue, $1,362.67; May street, Smith to Oliver, $337.78; King street, Richmond to Temple street, $228.30.

Poor Old Glaubitz.

No council meeting is complete any more without some reference, either directly or indirectly, to the Glaubitz proposition. Last night's meeting was no exception to the rule.

Ald. F. W. Daly brought the question first to the attention of the council under the head of inquiries, when he asked by what right the fire, water and light committee had refused a hearing to General Manager H. J. Glaubitz, of the public utilities commission, on the ornamental street lighting question.

Mayor Stevenson answered him.

"We refused to hear him because he was not asked to come," he said. "I asked Mr. Buchanan to prepare an estimate, but he never."

"That was a question for the commission, was it not?" asked the alderman.

Right to Ask Information.

"No, it was not," was the reply. "I have the right to ask any city official for information. I thought Engineer Buchanan was the proper man, so I asked him."

Ald. Tancock suggested that it was up to the council to pass a vote of censure to the man who refused to come, or the man who refused to allow him. No action was taken on this suggestion. Later, however, it was brought up in another form, when Ald. W. A. Wilson presented a resolution asking Engineer Buchanan to appear.

This resolution precipitated a lengthy and warm debate. It was finally defeated on a vote of eight to seven, the board of control voting solidly against it, together with Alderman Ashplant, Cooper, Lerner and Daly.

Calls It an Insult.

Controller J. P. Moore waxed indignant that such a motion should be introduced. He declared that he was disgusted with the report of the proceedings of the committee, and that nothing more childish than its action to Manager Glaubitz could be imagined. It was a disgrace to the dignity of the council that such a thing should have occurred.

Ald. Cooper declared that as the commission had seen fit to deal with the Glaubitz case, and reinstate him, the council should deal with the commission.

Ald. Merryfield took an opposite view. He declared that he had done all in his power to have Glaubitz leave in a gentlemanly way, in view of the feelings of the people against him. This having failed, he was prepared to make it as interesting as possible until Glaubitz did leave.

Ald. Tancock declared that Glaubitz was a funny proposition.

"He would not appear when we wanted him to, and when we did not want him to appear, he did. He's a pretty funny kind of a man to be doing that kind of work," he declared.

"The commission has publicly flouted the council on more than one occasion," said Ald. Haney. "We have a right to say who shall appear before the committee, and who will not."

Wants To Abolish Control Board.

Following the defeat of this motion, Ald. Wilson made his expected denouncement of the board of control question, when he introduced a motion, later amended to a notice of motion, to have a bylaw prepared for a special election, either in June or as early as possible, to submit to the people the question of the abolition of the board of control.

Ald. A. W. Palmer's motion calling on the city engineer to prepare a report on the service now being rendered by the street railway passed without comment. So did Ald. Lerner's, to issue debentures in $100 lots.

Though brought up under the head of inquiries, the question of assessment was one of the most interesting brought up throughout the entire session. Ald. Tancock started the ball rolling when he inquired if it would be possible to instruct the assessment commission to make no further assessment increases this year, except where new buildings were erected

Ald. Merryfield hotly opposed any such move, declaring that it was contrary to the law to interfere with the assessment commissioner in his work, while Controller J. P. Moore pointed out that the commissioner was sworn by law to do his duty.

"I would like to know why the assessment was raised, anyway?" asked Ald. Donnelly.

Blames Wire Pullers.

"That's very simple," replied Ald. Tancock. "By increasing the assessment the rate was lowered, and those enjoying fixed assessments got off without paying any more. If the assessment had been lowered, and the rate increased, they would have had to pay more, so in my opinion they pulled the wires, and the assessment was increased."

"I would like to know if there is anything to justify increasing assessment to help pay salaries for public officials?" asked Ald. Donnelly, but there was no answer.

License reduction and its probable fate before the Legislature was something that Ald. Ashplant asked about, and was informed that the council's deputation would have to defend the entire bill. The same alderman wanted to know what had been done in reference to the property qualification resolution passed last year. He was informed that it had been sent on to the Legislature for consideration.

Hydro Radial Convention.

At the request of Industrial Commissioner Philip, the board of control was authorized to meet with the executive of the board of trade executive to arrange for the London delegation to the hydro radial convention on March 26. At this convention it is proposed to ask the Provincial Government for a subsidy of $3,200 a mile to the hydro radials. This will be a supplementary subsidy to the Federal Government subsidy of $6,400 a mile that is being asked for.

Later the council passed the resolution asked for by the Ontario Hydro Radial Association to memorialize the Dominion Government for a subsidy of $6,400 a mile.

This memorial requests the Government to announce its subsidy policy so that in anticipation of such subsidies work can be started It further asks for the appointment of public service commissions, with powers similar to the Provincial Hydro-Electric Commission, to construct and operate these radials.

There will be no little old last year's car for the fire department. The council sustained the recommendation of the board of control that no action be taken on the recommendation of the fire, water and light committee to offer the public utilities $600 for the machine driven by General Manager H. J. Glaubitz.

The recommendation of the board of control that sewer and construction department employees be insured, because of the city's liability under the Workmen's Compensation Act, was sent back for further consideration. There was some objection to limiting the insurance to these two classes and on the suggestion of Controller J. P. Moore, a ruling of the workmen's compensation commission will be secured to cover this question.

Down Ward Division Motion.

Ald. Wilson's motion to divide the city into six wards was voted down. He declared that the population of the present wards was unfairly divided and that his proposed new divisions would more equitably divide the voters of the city.

The question of purchasing the Collier property in the East End, comprising some three acres, for a site of the new stock yards, was left over until the special meeting of the council next week. This was purposely left over as the Legislature will deal with the stock yards question today, when it considers the city of London bill.

The request of Manager C. B. King, of the London Street Railway, for an opportunity to be heard on any proposed changes in the schedules, etc., was referred to the special railway committee.

A special motion was made, ordering the city clerk to omit from the collectors' roll the assessment of the Beatty Bros. The Beatty Bros. purchased the Bros. Beatty Bros. purchased the business of the Wortman & Ward Company, which enjoyed a fixed assessment. No provision was made to transfer this privilege to Beatty Bros., and as it was, in the opinion of the city solicitor, too late to seek special authority from the Legislature, it was decided to adopt the method of an order to the clerk.

The request of the draymen to have their draystand changed was referred back to the board of works.

Ald. Max Lerner resented the recommendation of the board of works that no action be taken on a committee recommendation to have a chemist report on the ferilizing qualities of the garbage. To avoid a discussion it was decided to send the clause back to the committee for more information.

Consider Market Improvements.

Ald. Daly, advocating a better policy in connection with market improvements, asked that some scheme be outlined to induce more farmers into London with a consequent reduction of produce prices.

In connection with this market question it was decided to have the fire, water and light committee secure estimates on better accommodation, and on paving the square.

Building Inspector A. M. Piper was ordered to prepare estimates on the cost of erecting a stable on property adjacent to the incinerator building.

Ald. Haney's motion to have no further delegations and deputations appear before the council was defeated. He asked that they be referred to the committees to present their claims.

His motion to have the laying of water mains placed on a frontage basis was referred to the legislation committee. His contention was that while few people paid for the water mains, all ratepayers and property owners on that street benefited from the extra fire protection given through these extra mains.

Ald. Lerner introduced a motion that no further capital expenditures, such as school buildings and such like undertakings, be authorized by the council without indorsation from the people first, this was referred to the board of control.

To Repair Wrecked Truck.

Controller J. P. Moore introduced a motion, which successfully carried, to have the fire truck, wrecked at the William street crossing some two years ago, brought back from the makers' factory at Walkerville, where it was sent after the accident, in order that tenders can be called for its reconstruction.

Ald. Haney introduced a notice of motion to prohibit any abbatoir companies or wholesale butchers from selling meat in London in less quantites than by the quarter. He claimed that there were fourteen companies operating in London now and that they were selling the meat in small quantities, really retailing it, and should therefore come under the transient trader's law and pay a license or go into the retail business.

Street Cleaning Charges.

The rate per foot for street watering and street oiling was placed at 4 cents, while for street cleaning the levy was placed at 8 cents for the business district, and 6 cents for the residential district, the remaining portion of the cost to be charged against the general rate.

The street cleaning divisions are:

Business Section.—Queen's avenue, Talbot to Wellington street; Carling street, Ridout to Richmond street; Dundas street, Thames to Waterloo street; Dundas street, Adelaide to Rectory street; Market Lane, Dundas to market square; King street, Ridout to Wellington street; York street, Talbot to Wellington street; Talbot street, York to Queen's avenue; Richmond street, G. T. R. tracks to Oxford street; Clarence street, York street to Queen's avenue; Wellington street, G. T. R. tracks to Queen's avenue; Waterloo street, G. T. R. tracks to Queen's avenue.

Residential Section.—Ridout street, York to Dundas street; Talbot street, Queen's avenue to Oxford street; Richmond street, Horton to Bathurst street; Waterloo street, Queen's avenue to Princess avenue; Peter street, Queen's avenue to Dufferin avenue; Adelaide street, King street to Dufferin avenue; Rectory street, G. T. R. tracks to Dundas street; Queen's avenue, Wellington to Adelaide street; Dundas street, Waterloo to Adelaide street; Dundas street, Rectory to Queen's Park; King street, Wellington to Adelaide street; York street, York Street Bridge to Talbot street; Bathurst street, Talbot to Richmond street; Horton street, Ridout to Wellington street; Duchess avenue, Wortley road to Ridout street; Marley Place, Elmwood avenue to Duchess avenue; Bellevue avenue, Grand avenue to point 518 feet south; Piccadilly street, St. George to Richmond street; York street, Wellington to Waterloo street; Clarence street, York to Horton street; Talbot street, York to Simcoe street; Yale street, Piccadilly to Harvard street; Harvard street, Waterloo to Yale street; Victor street, Wharncliffe to end of street; Windsor avenue, Wortley road to Ridout street; Wellington street, Queen's to Dufferin avenue; Park avenue, Queen's to Dufferin avenue; Burwell street, Dundas to York street; Wortley road, Stanley street to city limits; Ridout street, Horton street to bridge; Windsor avenue, Ridout to Traction; Erie avenue, Wharncliffe to end of street; Tecumseh avenue, Ridout to Wortley road.

An allowance shall be made on all corner lots for one-third the depth of the lot where the street cleaning is charged on two frontages.

Some unusual driving power was behind the aldermen last night, for the session was adjourned at 10:40.

NO BRAZILIAN LOAN

Rio Janeiro, March 16.—Official denial has been made by the Brazilian Government of the report printed by newspapers that negotiations are under way for floating a $15,000,000 loan in New York guaranteed by customs house returns on American importations.

WINGHAM BOY LOSES TWO OF HIS FINGERS

WINGHAM, March 15.—A painful accident befell little Harold Elliott, 3 year-old son of Mr. and Mrs. Chas. Elliott, of Bluevale, when he was playing in the yard on Saturday afternoon about 4 o'clock, with some lads who were cutting up some wood with an axe. In some manner the little lad got two of his fingers cut off. He was taken to the hospital here and is doing as well as can be expected.

Farewell services were conducted in the Salvation Army Citadel yesterday to the honor of Captain Champkins and Lieut. Roberts, both of whom are leaving. Lieut. Roberts is going to Sarnia and Captain Champkins is going to the rescue home in Toronto. In the afternoon some members were enrolled and on Tuesday evening a social is to be given by the members of the staff and others before the two officers leave for their new positions.

Farmers here report fall grain stood the winter well. Sugar bush owners at present are tapping their trees, some of them having about 300 already tapped.

Many people here are confined to their homes with the grippe, and doctors state it has been one of the worst seasons for some years.

EXPELLED FROM ITALY

Paris, March 16.—A special dispatch from Rome says the Government has issued an order expelling from Italy the correspondents of the Vienna Tageblatt and the Frankfurter Zeitung.

ST. ANDREWS BY THE SEA.

Nature has done much for St. Andrew's. No prettier place can be visited by the tourist or the summer vacationist. It is the most popular of Canadian seaside resorts, and it is now chosen by large numbers of summer visitors from New York and Boston who desire to get away from the overcrowded resorts of the United States. There are excellent sea-bathing facilities at half a dozen places in the neighborhood. The Canadian Pacific has rebuilt the large Algonquin Hotel, while the "Inn" affords accommodation for those who desire the quietness of cottage life.

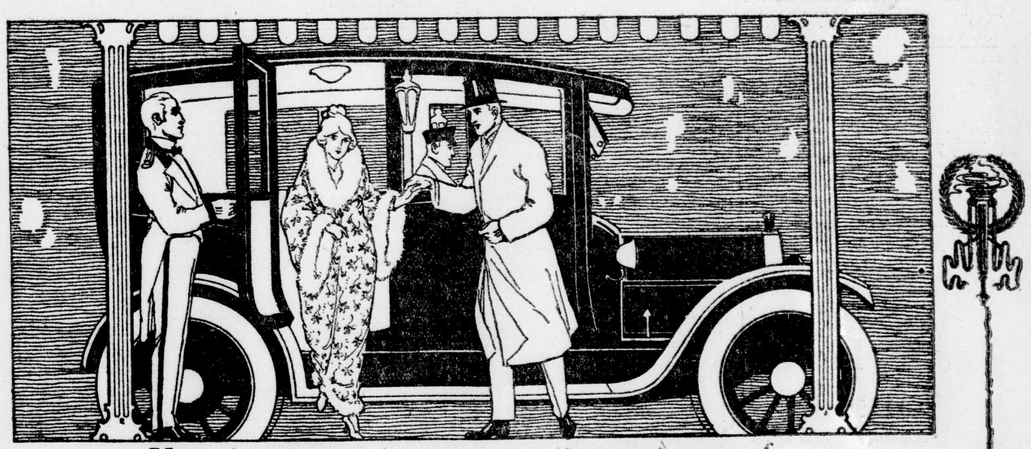
FRUIT LAXATIVE IF CONSTIPATED, TAKE "CALIFORNIA SYRUP OF FIGS"

Best liver and bowel regulator for mamma, daddy and children.

If you're headachy, constipated, bilious or stomach is disordered and you want to enjoy the nicest liver and bowel cleansing you ever experienced, take a tablespoonful of "California Syrup of Figs" tonight and in the morning all the constipation poison, bile and clogged up waste will gently move out of the system without griping and you will feel splendid.

Every member of the family should use this fruit laxative as occasion demands. It is just as effective for grandpa as it is for baby. It simply can not injure. Even cross, sick, feverish children just love its pleasant taste and mothers can rest easy after giving it, because it never fails to effect a good "inside cleansing."

For thirty years "California Syrup of Figs" has been recommended by physicians as the ideal stomach, liver and bowel cleanser. Millions of families who are well informed use nothing else, but recently there has come a flood of spurious fig syrups, so we warn the public to ask plainly at drug stores for a 50-cent bottle of "California Syrup of Figs," and see that it is prepared by "California Fig Syrup Company." We make no cheaper size. Hand back any "counterfeit" with contempt.



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RUSSELL FOUR-32 A well-balanced, beautifully finished, handsome touring car, equipped with Knight engine. Price $2,650.

RUSSELL SIX-48 High power Knight engine, car especially desirable for long distance touring. Exceptionally long wheel-base. Luxurious upholstering; distinguished appearance; beautifully finished throughout. Price $4,600.

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All essential parts are built from Canadian raw materials in Canadian shops. The Russell is backed by a complete coast-to-coast service system.

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