H. RIDER HAGGARD ON SOUTH AFRICA

Says Natal Rebellion Is Very Serious.

CENSORSHIPS VERY STRICT

Propaganda of "Africa for the Africans" Spreading Among the Black Men.

London, July 3.—Both H. Rider Haggard and the British colonial office seem to agree that the native rebellion against the Natal Government is more serious than the vague published dispatches from South Africa seem to indicate. The colonial minister declines to be interpellated on the subject, while the Natal Government itself is maintaining a strict censorship which, while it prevents alarmist reports from getting through, serves to intensify fears that the situation is extremely serious. Only the other day an official communique announced that the backbone of the rebellion was broken; then a subsequent dispatch said that the Government had increased the strength of the forces at Col. Mackenzie's command, had accepted further offers of volunteers, and had called out more reserves.

Although the direct cause of the rebellion was due to the attempt of the Natal Government to exercise white man's law among the blacks, yet that was only one of many causes which have long been accumulating and which find their inception and growth in a crude political organization with "Africa for Africans" as its motto. The adherents of this movement—whether belonging to the African Methodist Episcopal Church, the African Congregational Church, the Zululand Presbyterian Church, the Zulu Congregational Church, or to any other of the numerous branches—have been all along stumping the country with the one object of stirring up the natives against the whites. The natives in exchanging their fetich worship for emotional Christianity have been taught that the white men were intruders in their country and usurpers of their wealth and power. Signs now point to the fact that the Natal Government has been utterly oblivious of the growth of the movement of "Africa for Africans"; it dealt with the initial insurrections as though they possessed a local cause, and without any idea that the real cause was to be found in the resentful heart of a crushed and persecuted people.

In concluding an article on the subject, Mr. Haggard wrote the other day in the London Illustrated News: "What will be the issue of this growing resentment to the domination of the whites? That this issue is arising there is no doubt, although, possibly, it may be 'damped down' for a time. Over twenty years ago, in my book, 'Cetewayo and His White Neighbors,' I wrote these words: 'It is obvious that, sooner or later, these two races (i.e., the Natal colonists and the Zulus) must come into contact, the question being how long the present calm will last. To this question I will venture to suggest an answer—I believe a right one. It will last until the native gets so cramped for room that he has no place left to settle on except the white man's land.' Today the state of affairs which I foresaw seems to be at hand, and the solution of the problem is one that must cause anxiety not only to Natal and South Africa, but to the Imperial power whose forces may be called upon to determine what might become a very dreadful war. If once their blood is up, the Zulus, whether of Natal or of Zululand, are not a foe whom it is possible to despise. Moreover, once begun, such a struggle would very possibly become a race struggle, and blaze across South Africa like a grass fire over its veldt and hills. But to speak of the dangers with which we are confronted in Natal, and the native customs which have given birth to them, would require another article."

LINER LONG OVERDUE

Steamer from Marseilles to New York 22 Days Behind Time

New York, N. Y., July 3.—No news of any kind has yet been received of the Fabre line steamer America, which sailed from Marseilles, June 3, for this city, carrying 150 souls, 110 of whom were passengers, and 40 comprising the crew.

Real apprehension for the safety of the steamer was expressed in shipping circles today.

Relatives and friends of those on the belated steamship for days have been making inquiries at the offices of the agents of the ship, but no information concerning the vessel has been given them.

Hope has not been abandoned by the steamer's agents, who explain that she likely has become disabled by a breakdown of her machinery, or the loss of her propeller.

It was June 11 that the steamer left the Azores, and she should have come into port here in nine days, with good weather. Twenty-two days have passed and the vessels arriving from Mediterranean ports have not sighted the America.

When You Eat Too Fast

Of course you have indigestion, perhaps cramps, or in any case the system is overloaded with matter that should be eliminated. Breath gets bad, eyes look dull, headaches are frequent.

Why not cleanse and purify the whole system? Why not strengthen the stomach, enrich the blood, and assist your overtaxed digestive organs.

Easy as rolling off a log to do this with Dr. Hamilton's Pills. Their action is most gratifying. In every case they give the exact assistance that the ailing organs require.

You'll feel fit and fine, eat with a relish, sleep like a top, have a clear color and restful sleep, if you regulate your system with this great cure. Get Dr. Hamilton's Pills today; 25 cents per box, at all dealers, or N. C. Polson & Co., Kingston, Ont., or Hartford, Conn., U. S. A.

LUCKLESS CRAFT ON THE HIGH SEAS

Some Vessels Pursued by Misfortune.

ONE SHIP IN TEN COLLISIONS

Another One Sunk and Raised Six Times and Still Afloat Today.

London, July 3.—Sold last year on the Clyde for breaking-up purposes, was a ship that spent 30 years in running into danger, in collision twice, had the lifeboat put out to her four years running, remained the perpetual joy of insurance companies, and yet nothing could kill her. In all these disasters, she scarcely did herself any damage, and she is known far and wide as a ship with a charmed life.

Her name was the Hardacre, an iron steamer, built in the late seventies, and on her first voyages she distinguished herself by running amuck through the channel fleet at night, with both her sidelights out, for they would not burn. She met nineteen steel warships, including destroyers, traveling at full speed in close formation, and was so closely shaved that one chipped her traffail.

She sank one torpedo boat, caused two others to collide, and came out of the encounter, having done £25,000 worth of damage, but having barely £25 herself. Three months later, she went ashore on Dungeness in a storm, but was towed off unhurt. A German bark ran into her and sunk itself the year following, without doing much damage to the Hardacre, which became known as the "Hard-to-Kill."

After driving ashort near Yarmouth in a fog and sinking a vessel fishing on the Newfoundland Banks not long afterwards, she broke down in the channel, and was driven on to the French coast in a gale, her crew being taken off by a rocket apparatus. Though posted at first as a total wreck, she was towed off, patched up, and sent on a voyage to the Argentine, where her pilot "piled her up" on a dangerous reef in bad weather. Still she refused to die, for she was refloated and docked, sent to sea once more, and was run into by a cattle boat on the way home, but by amazing good luck, was not sunk. Her repairs from beginning to end, cost £11,000 — or rather more than twice her value. She continued unkillable until she wore out with old age, and was condemned by the board of trade.

One of the most astonishing records held by any ship was that of the British bark Emerald, which, becoming unmanageable off Cape Horn, was driven by wind and tide through the terrible Magellan Straits, and came out unscather at the other end, though she made a good part of the voyage sideways, or stern first, between the terrible walls of rock and tide-races, only the finest full-powered steamers under thorough control attempt to face.

Her performance is unique, and not likely ever to be beaten, for the odds against her were about the same as one would give a runaway four-in-hand coach galloping from end to end of London without coming to grief.

Her rival in that prformance, strangely enough, was a ship that had a record of escapades hardly short of the miraculous. This was the Diomede, a small cargo steamer, that was sunk no less than six times in twelve years, and raised each time, which constitutes a record among all the ships of the world. She was sunk first in the year she was built by striking some floating wreckage in the Downs, and "total loss" was paid over her. A salvage company bought the wreck cheap from the underwriters, and raised her at no great cost. In her third year she was sunk again, in the Hudson River, and raised, and it was on the voyage following this that she was wrecked on Sable Island, but saved from total loss. She finally enjoyed the distinction of having been sunk in every one of the five oceans of the world, except the Antarctic, but always in water just shallow enough to allow her to be raised. At last she was condemned as too old and unfit for sea, and is now a quarantine hulk in the West Indies.

It would hardly seem worth even a "wrecker's" while to have tried to sink the tramp steamer Vandal, which till lately held a world's record for having been in ten collisions at sea in seven years. Unlike the last-mentioned vessel, she has never been sunk at all, thought she sank six out of the ten ships she collided with.

The still more curious fact is that only one of those ten collisions was she in the wrong, and in the other nine cases the owners of the vessels that collided with her had to pay for her damages, as well as their own—the former amounting in all to over £6,100. It was often marvelous how she escaped sinking, as all the collisions but one took place on the high seas, and she had the luck never to be struck in a vital spot. Apart from her own little bill for repairs, she did £43,000 worth of damage by her "little affairs," and yet she never came to grief by any hazard of the seas, being at present a store ship of the Spanish navy.ffl

The magnificent liner Paris, well known by all who cross to the United States, holds one record which, if she had no other, would prove her to bear a charmed life up to date. She is the only vessel of any size that ever escaped with her life from the terrible Manacles Rocks, off the Cornish coast. It is several years ago now since she struck upon that dreaded reef, but many people may remember the stir it caused, and the agitation for a lighthouse on the Manacles that followed.

She had four hundred and fifteen passengers aboard, besides her crew, but did not lose any of them, all being landed safely. A large part of her under-body was torn clean away, and it was thought unlikely that she would ever float again. In spite of that, she was eventually rescued from the rocks by clever engineering, at a cost of £14,000, and towed into Falmouth. The weather luckily held fine during the operations.

One of the luckiest, and at the same time, unluckiest, vessels that ever floated, is a humble Thames coasting barge called the Ada, which has survived the seats for fifty-three years, and has been sunk, cut down, blown up (by a practice torpedo mine,, cast adrift in the channel in a gale, driven over the top of the Goodwin Sands at high water unhurt, sunk two yachts, and yet has never caused the loss of a life, either of her own crew or any other vessel's. This pleasing programme was achieved at various times, of course—not all at once.

The strange part of it is that such a comparatively inexpensive craft should be worth saving and patching up so often; yet she has carried in her time half a million tons of merchandise about our coasts, weathered some of the worst storms that blew, and her hull remains so sound that she now fulfills the role of store-hulk to a floating smallpox hospital.

As an example of the strangely different luck which two similar vessels may have, a pair of sister-ships — the Cambria and the Celt—both steamers, and built in the same yard, were launched on two succeeding days. One of them was run down in the channel and badly damaged on her maiden voyage, causing the loss of three lives; she has since been three times on fire, once sunk and raised again, once in collision, twice ashore, and finally sailed from Rio two years ago, and has never been heard of since. The other has never had the smallest mishap. An odd fact is that the former unlucky vessel was launched on a Friday, a deed which many sailors still regard as deliberately flying in the face of Providence.

THE SALISBURY DISASTER

Arrangements Made to Send Bodies Back to America by the New York.

Salisbury, July 3.—The city today gave a public funeral to Rev. E. L. King, of Toronto, Ont., one of the victims of Sunday's disaster. All of the shops put up their shutters, and citizens lined the route to the ancient Cathedral of Salisbury, where the first portion of the burial service was read. The mayor and corporation marched in the cortege, as well as representatives of the American Line and the Southwestern Railway. Flags were half-masted.

The bodies of all the other victims of the wreck were removed in the course of the day from the waiting room of the railway station, which has been used as a temporary mortuary, and some of them were sent by train to Southampton, where they will remain until July 14, when the steamer New York, on which they came over on their fateful voyage, will reconvey the bodies to America.

Others have been taken to London prepartory to ultimate trans-shipment to New York.

W. H. Thompson, who was butler for one of the Vanderbilts, was a native of Newcastle. His body has been sent there for burial. Louis Goephinger's widow has been found. She resides in London.

REPORT OF HUBREY SCHOOL

Result of the Recent Promotion and Review Examinations.

The following is the report of the recent promotion and review examination held in school section No. 10, Westminster, the names appearing in order of merit:

To Class V.—Cameron Brown.

To Class Senior IV.—Earl Carrothers, Andrew Kirk, Clifford Dale.

Junior IV. to Senior IV.: Total, 550; marks required to pass, 275—Nellie Kirk 408, Christina Nichol 349, Mary Annie Lawson 222, Janie Fraser 311, Clayton Dumaw 290, Fred Murray 278, Lorne Dale.

Senior III. to Junior IV.: Total, 550; marks required to pass, 275—Anna Laidlaw 328, Loretta McDonell 277, Fred Carrothers.

Senior II. to Junior III.: Total, 500; marks required to pass, 250—Murray Kirk 386, Harry Wilcox 299, Dave Carothers 296, Louisa Brown 292, Robert Lawson 260, Flossie Dale 260, Nettie Nichol 252.

Junior II. to Senior II.—Della Fleming, Mabel Carrothers, Martha Nichol, Andy Carrothers.

To Junior II. Class—Lucy Brown, Gertrude Fraser, Francis Nichol, Arthur Kirk, Chester Anderson, Lucina Johnson.

To Part II.—Reta Carrothers.

Class A to Class B, Part I.—Clair Carrothers, Urban Carrothers, Dorothy Edwards.

Class A to Part I.—George Lawson, Delbert Dale, Norman Carrothers, Mary Nichol.

PRINCE SAVED THE GOAT.

A characteristic story is being told about the Prince of Wales during his stay in India. It happened during his second visit to Gwallor, and after the unfortunate abandonment of the Nepaul shikar.

The Maharajah of Gwallor had established some lion cubs in an inclosure with the idea of perpetuating the breed, and one morning the prince strolled out with some members of his staff to see them fed. He found them baiting an unfortunate live goat, which they were playing with as cats with a mouse, and it was not at all a pleasant sight for an English sportsman's eyes. By the way, live animals are given to them with the object of teaching them to feed for themselves in their destined future lives of freedom.

After watching the performance for a while the prince suddenly exclaimed: "I can't stand this any longer. He's a jolly plucky goat, and we must get him out somehow." The question was how to manage the rescue, for it was not at all an easy task to get the goat out of an inclosure in which some three-quarter grown lions were at large. However, the fertile brain of Gen. Stuart Beatson thought of a lasso, and the work of salvage was commenced.

They had just got the noose over the goat and were about to hoist him up, when a lioness went for him in earnest, and it looked to be all up with him. With the courage of despair he charged her and sent her flying, and before she could return to the attack the rope was over him and he was hoisted to safety.

On examination he was found to have escaped without injury, barring a slight cut on one leg, and he now roams about a pensioner for life, adorned with a massive silver collar, with an inscription explaining how the prince saved his life.—London World.

The highest known velocity of movement for water underground not flowing in a subterranean stream, but percolating through the soil, is 144 feet in 24 hours. It has passed through gravel at that rate near Tuscon, A. T.

The Children's Hospital, Bristol, England, has three dogs which collect for it. They have been trained to catch in their teeth coins thrown to them and drop them into a box they carry. They are very successful collectors and the hospital has given their trainer a medal.

It takes more than willingness to be nothing to make you amount to something.

Use the right starch right, and the woes of ironing-day end for you; with wrong starch you have to rub the surface off the clothes to get the looks into them. Celluloid Starch saves starched things because less iron rub-rub gives better finish; costs no more than clothes-wrecking starch. Test it. 304

CELLULOID STARCH

NEEDS NO COOKING NEVER STICKS

CHOLERA AT MANILA

Serious Outbreak of Dread Plague at the Filipino Metropolis.

Manila, July 3. — Cholera of a virulent type has broken out among the natives of Manila and surrounding provinces. Four Americans in Manila have been stricken, and one American has died. His name is Charles Sheehan. Twenty-one cases and sixteen deaths were reported today. The provinces report 21 cases and 25 deaths. The disease is of the most deadly type.

The suburbs near Fort McKinley have been quarantined. There has been one death from cholera among the soldiers, that of a cook, Christian G. Dwight, of Company C, Sixteenth Infantry. The health bureau is taking every precaution to prevent the spread of the disease.

A circular has been distributed among citizens, warning them of the danger, and requiring them to take precautions. While the situation is serious, the health officials do not look for an epidemic of great proportions. The greatest difficulty is experienced in getting natives to report cases of sickness. The Filipinos fear the health officials and are concealing cases from them. To this cause is assigned the spread of the disease.

WERE WED IN EUROPE

Mrs. Thaw Denies Charges to Contrary Made by Husband's Valet.

New York, July 3. — "I was married to Mr. Thaw while we were abroad and before the ceremony in this country. All statements to the contrary are untrue. I have the proof which will be produced at the trial. If the valet, Bedford, said we were not married, I am very much surprised, but I don't believe he said any such thing."

This statement was made today by Mrs. Harry K. Thaw, whose husband is now in the Tombs prison charged with the murder of Stanford White, Bedford was to have been one of the principal witnesses of the prosecution at Thaw's trial, and he was examined at length by representatives of the district attorney before he was stricken with the attack of appendicitis, which resulted in his death yesterday.

In the course of his examination, according to a statement issued yesterday, Bedford said that Thaw and Miss Nesbit traveled together through Europe, occupying adjoining connecting rooms. The only marriage he had heard of was the one that took place at Pittsburg after their return to this country from Europe. He also declared that White never had called upon Mrs. Thaw to his knowledge.

Mrs. Thaw, in replying to the statement today, said that the second marriage ceremony at Pittsburg was performed in compliance with the request of Mr. Thaw's mother.

Mrs. Thaw made her usual daily visit to her husband in the Tombs today, and remained with him for some time.

Counsel for Thaw decided today not to take advantage of the reservation made a week ago when the prisoner entered a plea of not guilty.

IT WILL PROLONG LIFE.—De Sota, the Spaniard, lost his life in the wilds of Florida, whither he went for the purpose of discovering the legendary "Fountain of Perpetual Youth," said to exist in that then unknown country. While Dr. Thomas' Eclectric Oil will not perpetuate youth, it will remove the bodily pains which make the young old before their time, and harass the aged into untimely graves.

The name of Dr. Richard Garnett, died in London the other day, will ever be associated with the great work of cataloguing the vast library of the British Museum. The Treasury agreed to set aside $50,000 a year for the purpose, and the work of editing the new catalogue was handed over to him. By 1880 the presses were at work and ten years later the task was completed. The catalogue of today consists of 800 volumes in all and contains nearly 4,000,000 entries, including the cross references. Nearly 60,000 fresh entries are added each year.

Eruptions

The only way to get rid of pimples and other eruptions is to cleanse the blood, improve the digestion, stimulate the kidneys, liver and skin. The medicine to take is

Hood's Sarsaparilla

Which has cured thousands.

ABC CURES in 1 to 5 days. Guaranteed not to stricture. Prevents Contagion. THE EVANS CHEMICAL CO. CINCINNATI, O. U. S. A.

MEN AND WOMEN. Use Big G for unnatural discharges, inflammations, irritations or ulcerations of mucous membranes. Painless, and not astringent or poisonous. Sold by Druggists, or sent in plain wrapper, by express, prepaid, for $1.00, or 3 bottles $2.75. Circular sent on request

LEE HING LAUNDRY.

Shirt collars ironed so will not hurt neck. Standup collars ironed so wing will not be broken. Ladies' dresses fluted. Vests ironed. Satisfaction guaranteed. Goods called for and delivered. Don't pay if work not satisfactory. JOHN TOM, manager, 485 Richmond.

SMALLMAN & INGRAM

THE WEATHER TODAY Mostly fair.

THE SATISFACTORY STORE

Our Mail Order Department Brings This Store to Your Summer Cottage Door

If your summer cottage is within easy reach of a postoffice you will not need to deny yourself the pleasure of dealing with your favorite store—the Satisfactory Store—during the vacation interval.

Our Mail Order Department brings the store to your door. Through it we will supply your needs to your entire satisfaction. Your mail orders will be filled just as carefully as if you were here in person.

All purchases of **$5 AND OVER** will be shipped by express or freight prepaid to your nearest station, if within 200 miles of London.

Complete Stock Long Kid Gloves

We are now in splendid shape to supply the demand for these fashionable articles.

A good color range and all sizes in the collection. All with mousquetaire wrists.

8-Button Glace Kid for three-quarter length sleeves. Black, white, tan and mode. Per pair..**$1.50 and $1.60**

$1.60 gloves are washable.

12-Button Glace Kid. Black, gray, white, champagne, tan. Pair..**$1.75**

12-Button Black Glace Kid. Trefousse make. Elegant quality. Per pair.....**$2.50**

12-Button Suede. Rich, velvety skins. Champagne, mode, gray and white. Pair.....**$1.75**

12-Button White Suede. Per pair.....**$1.50**

16-Button White Glace Kid. Fine quality of skins. Very shapely cut. This glove is for ¼-length sleeves. Pr..**$2.75**

GLOVE DEPT.—MAIN FLOOR.

Persian Lawns, yd.....**25c, 35c**

India Linens, yd.....**10c to 30c**

WASH GOODS—EAST STORE.

Dainty, Fancy Handkerchiefs

You haven't an idea of how many different styles of dainty, fancy Handkerchiefs we are showing until you come and look through the collection.

These are merely hints for your guidance: Some very pretty styles for as little as 15c each. Made of sheer linen. Neatly embroidered and hemstitched. Each.....**15c**

Those at 20c are very captivating little articles. Fine, sheer linen. Handsomely embroidered and nicely hemstitched. Each.....**20c**

Still daintier lines in beautiful snowy white linen of very fine quality. Embroidery work is exquisitely done. They are also hemstitched. Each .....**25c to 50c**

HANDKERCHIEFS—MAIN FLOOR.

Cool Percale Corsets 50c Pr.

Light-weight, Summer Percale Corsets. Cool and comfortable. Good, **steel** fillings. Average figure. Just the corsets for **now** wear.

Elastic Webbing for hose supporters. White or black. Per yard.....**12½c**

CORSET DEPT.—2ND FLOOR.

SMALLMAN & INGRAM, 149, 151, 153 and 155 Dundas Street.

Gluten and Cellulose

both enter largely into the composition of a grain of wheat. The object of the scientific miller is to retain as much of the gluten as possible whilst extracting all the cellulose from the flour.

Gluten is the real strength giver and is contained in the inner "skin" of each grain of wheat. Cellulose is a hard and almost pure white fibre surrounding the gluten and starch cells. It is absolutely indigestible, but its presence cannot be detected in flour except by special chemical tests.

In the milling of "FIVE ROSES" FLOUR the flour passes through special purifying processes, which, although they remove all cellulose and waste matter, retain all the gluten and nutriment unharmed.

Consequently this brand is more nutritive and more economical than ordinary flours.

ASK YOUR GROCER FOR IT.

Lake of The Woods Milling Co.

MONTREAL. Limited.

Local Office, Canadian Bank of Commerce Chambers, London, Ont.

Six Months in "2 in 1."

A Consulting Chemist Makes a Novel Experiment. An Unsolicited Letter that Explains Itself.

"I write to state that on account of your "2 in 1" Shoe Polish being criticised, and the charge made that it injured leather, I made this test as follows:

I mixed the contents of a box of "2 in 1" Shoe Polish, bought at a retail store from regular stock, with four ounces of water and into this mixture put a kid glove, and left the said glove in the mixture in a bottle from June 15th to December 15th, 1905—a full six months. I then took the glove out, washed it and examined it. The fine leather of the glove was not affected in the least. It was as pliable and soft as when new, and was not altered in condition, nor were the stitches affected in any way. This test, I consider, proves that "2 in 1" does not injure the finest leather.

I hereby state that these facts are correct and true.

J. M. WILLIAMS, Consulting Chemist, Hamilton, Dec. 15th, 1905.

Best Window Screens; all Sizes, at Lowest Prices.

Woods' Fair

Screen Doors, All Reduced in Price.

Graniteware Sale on Tuesday

Kneading Pans, with cover, worth $2, for	98c
Granite Dish Pans, 14-qt., worth 85c, for	59c
Granite Dish Pans, 17-qt., worth $1, for	79c
Granite Berlin Kettles, large size, worth $1 25, for	75c
Granite Stove Pots, No. 9, worth 85c, for	49c
Granite Tea Pots, 3-qt., worth 45c, for	25c
Granite Coffee Pots, 3-qt., worth 45c, for	25c
Granite Tea Kettles, No. 9, worth $1, for	75c
Granite Sauce Pans, 5-qt., worth 35c, for	19c
Granite Sauce Pan and Cover, worth 25c, for	15c
Granite Twin Sauce Pans, worth 50c, for, each	35c
Granite Water Pails, 10-qt., worth, 65c, for	39c
Granite Water Pails, 12-qt., worth 75c, for	59c
Granite Fry Pans, No. 7, worth 25c, for	15c
Granite Tea Pots, 1½-qt., worth 30c, for	15c

Another crate of printed Toilet Sets just opened up, and in three colors, green, blue and pink. These goods are sold all over at $2 75 set. Our price on Tuesday will be, set $2 25

Lawn Mats, 10c each, or three for 25c.

WOODS' FAIR

Feather Dusters from 15c up to 50c each.