F. H. BUTLER, Stock Broker

Stocks, Bonds, Grain and Provisions bought and sold for cash or on margins. Send for vest pocket manual. Long distance 'phone 1,273. OFFICES—Masonic Temple, London.

THE CPC LARD

THE CANADIAN PACKING CO. LONDON

Live Chickens bought at highest prices, delivered at Pottersburg.

LATEST MARKETS

LOCAL MARKET.

London, Monday, Oct. 10.

The amount of business transacted on the market this forenoon was small.

About 8 loads of hay were offered; sales were fairly brisk, at $8 per ton for the best loads.

The only grain offered was one load of wheat, which brought $1 per cwt.

About 100 live hogs were weighed at the city scales for Mr. D. McIntyre, who paid $5 10 per cwt for selects and $4 85 for fats.

STOCK MARKETS.

New York, Oct. 10.—Noon.—Market opened with general fractional gains from Saturday's close, though some hesitancy was shown by the professional floor traders on the belief that Saturday's bank statement would reflect higher rates for call money. London was the heaviest of buyers, confining their operations to Southern Pacific chiefly. Gould stocks were again taken in hand, Missouri Pacific showing strength on trading thought to be for local pool interest. Bull talk was again current on A. C. P., based on the demand for the metal. Balance of the industrial list were firm in sympathy with the strength of the steel stocks. Sales to noon 416,900.

NEW YORK.

Reported by F. H. Butler, stock broker. Masonic Temple, for The Advertiser.

New York, Oct. 10	Open.	High.	Low.	Close
Amal Copper	6 7/8	6 3/4	6 5/8	6 3/4
American Sugar Co	134½	133½	134½	133½
American Cotton Oil	29½	...	...	...
American Locomotive	26⅞	27¼	26⅞	27¼
American Ice Sec.	23½	...	...	...
American Refining Co	66¼	66½	66	66½
Atchison, com	83¾	83¾	83¾	83¾
Atchison, pref	103⅞	103⅞	103¼	103¼
Baltimore and Ohio	91⅞	91⅞	91	91½
Brooklyn Rap Tran	59⅞	59⅞	59⅛	59⅞
C P R	13 1/8	132½	131	132⅞
Chesapeake & Ohio	44⅛	44¼	43¾	43⅞
Chic Great Western	16⅞	16¾	16⅝	16¾
Col Fuel & Iron	36⅞	37⅞	36¼	37¼
Consolidated Gas	211	211⅞	211	211⅞
Delaware & Hudson	174	174½	173¼	173¼
Erie	33½	33⅞	33½	33⅞
Erie, 1st	69¼	69¾	69¼	69¾
Illinois Central	143¼	143¼	142⅞	143¼
Kan & Texas, com	27¼	27⅞	27	27¼
Kan. & Texas, pref	56	56½	55½	55½
Louisville & Nashville	128	128⅞	127¼	128
Manhattan	154¼	154⅞	154¼	154⅞
Metropolitan St Ry	121	121½	120¾	120¾
Mexican Central	13⅞	13⅞	13⅝	13⅝
M. P.	101¼	101⅞	101	101½
N. Y. Central	129¾	129⅞	129¾	129⅞
Norfolk & Western	71¾	72¼	71¼	71⅞
Ontario & Western	34⅞	34¾	34⅛	34¼
Pacific Mail S. S. Co	34	34½	34	34¼
Pennsylvania	133⅞	134½	133¼	134½
People's Gas	103	103¼	102⅞	103
Reading	74	73	71¼	72⅞
Republic I. & S	12	12⅞	12	12⅞
Rock Island	29	29½	28¾	29⅞
Southern Ry, pref	33	33	32¼	32⅞
Southern Pacific	59⅞	59¾	59½	59¾
St. Paul	167⅞	167¼	166½	166⅞
Texas	34¼	34¼	33⅞	33⅞
Twin City	103¾	103¾	102¼	103¼
Tenn. Coal & Iron	44⅞	51¼	48¾	50⅞
Union Pacific	104⅞	104⅞	103¾	103⅞
U. S. Leather	9½	9⅝	9¼	9⅝
U. S. Rubber	23⅞	24	23¾	24
U. S. Steel	18⅞	19⅛	18⅝	19⅛
U. S. Steel, pref	76⅞	77⅞	76⅞	77⅞
Wabash, com	20¼	20⅞	20¼	20⅞
Wabash, pref	42⅞	43⅛	42	42⅞
West Union Tel	92	92½	92	92
Wisconsin Central	20¼	20¼	20	20

MONTREAL.

Montreal, Oct. 10.	Ask.	Off.
Canadian Pacific	132½	...
Winnipeg Electric	...	175
Montreal Street Railway	210	205
Toronto Street Railway	105	103¾
Halifax Street Railway	95	93⅛
St. John Street Railway	115	...
Twin City Transit	102¾	102⅝
Bell Telephone	157	...
Dominion Steel, com	14½	14⅜
Dominion Steel, pfd	...	42⅝
Montreal Power	81½	81
Nova Scotia Steel, com	65½	64¾
Detroit Railway	71¾	71¼
Montreal Cotton	105	100
Montreal Railway, bonds	...	104½
Switch, com	45	35
Dominion Coal, com	57	55½
Dominion Coal, pfd	115	110
C. P. R. rights	5½	5¼
Mackay, com	32¾	32½
Mackay, pfd	74½	74
Bank of Montreal	250	...
Bank British N. America	...	130
Molsons Bank	215	210
Merchants' Bank	...	158½
Ogilvie Flour	200	180
Ogilvie Flour	...	118
Royal Bank	205	...
Quebec Bank	128	125
Union Bank	138	135
Bank of Commerce	158	...
Dominion Steel, bonds	75½	75
Heat and Light, bonds	105	100
Toledo Railway	23	22¼

SALES: C. P. R., 18 at 132; Iron, preferred 10 at 42, 40 at 42½; Power, 145 at 81½, 50 at 81¾, 125 at 81½, 50 at 81¾, 25 at 81¼, 50 at 81; Toronto Railway, 1 at 104½; Detroit Railway, 5 at 72; C. P. R. rights, 50 at 5¼; Merchants' Bank, 1 at 158½, 2 at 159; Molsons Bank, 100 at 212, 25 at 211; Bank of Montreal, 22 at 249½, 20 at 250; R. and O., 25 at 57; Twin City, 100 at 102¾, 10 at 102½, 100 at 102⅞, 100 at 102¾; Mackay, common, 25 at 31¾, 450 at 32, 25 at 32¼, 100 at 32½; Mackay, preferred, 100 at 74, 25 at 73⅞, 375 at 74, 150 at 73¾, 25 at 74; Scotia, 65 at 67, 60 at 66, 50 at 65½, 50 at 65¼, 75 at 65; Iron, common, 60 at 13¾, 60 at 14, 50 at 14¾, 25 at 14⅝; Halifax Railway, 20 at 94; Montreal Telegraph, 6 at 157; Iron bonds, 2,000 at 75¾; West India, 18 at 40; Hochelaga Bank, 10 at 132.

TORONTO.

Toronto, Oct. 10.	Ask.	Off.
Ontario	128½	...
Toronto	227	221½
Bank of Commerce	...	157¾
Imperial Bank	236	230
Dominion	...	236
Hamilton	...	215¼
Bank of Ottawa	215	...
Traders	...	132
Imperial Life	...	149
Consumers' Gas	...	206⅞
Ontario and Qu'Appele	...	100
Canada Northwest Land pfd	...	90
C. P. R. Stock	132¼	132⅛
Confederation Life	...	270
Toronto Electric Light	145½	144½
Can. General Electric	162	161
London Electric	...	92
Dominion Telegraph	...	119
Bell Telephone	...	152½
Richelieu and Ontario	60	57
Northern Navigation	80	...
Toronto Railway	104¼	103¾
Twin City Railway	102½	102⅜
Winnipeg St. Railway	...	178
Sao Paulo Tramway	105¼	105
Dom. Steel, com	14¾	14¼
Dom. Steel, pref	44½	...
Dom. Coal, com	59	55⅝
Nova Scotia Steel, com	66	65¼
Crows Nest Coal	350	...
Mackay, com	32⅝	32½
Mackay, pref	74	73
Salt	115	...
British Canadian L. and L.	80	70
Canada Landed	...	164
Canada Permanent	...	163
Canadian S. and L.	124	119
Central Canada Loan	...	150
Dominion Savings	...	70
Hamilton Provident	...	119
Huron and Erie L. and S.	188	181
Landed Banking and Loan	...	120
London and Canada	...	93½
Manitoba Loan	...	95
Toronto Mortgage	...	92
Ontario Loan & Debenture	...	122
Toronto Savings and Loan	...	130
Dominion Steel bonds	76	75
Nova Scotia Steel bonds	108	106

SALES: Bank of Commerce, 25 at 157¾;

C. N. SPENCER, STOCK BROKER

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Canadian General Electric, 25 at 160, 25 at 161, 100 at 161¼, 70 at 161¼; Sao Paulo, 325 at 105, 80 at 105¼, 100 at 105⅜, 210 and 15 at 105½, 225 at 105⅞, 2 at 106, 25 at 106¼; Canada Permanent, 30 at 123½; Mackay, common, 25 at 32⅛, 180 and 25 at 32¼, 50, 50 and 10 at 32½, 150 at 32⅜, 100 at 32, 25 at 32, 200 at 32¼, 50 at 32½; Twin City, 25, 120 and 50 at 102½, 25 and 100 at 102⅜, 25 at 102⅞; Niagara Navigation, 20 at 106; Toronto Mortgage, 10 at 94; Mackay, preferred, 225 at 75, 50 at 74⅛, 25 at 73⅞, 160 at 73¾; Nova Scotia Steel, 10 at 67½, 35 at 67; C. P. R., 10 and 115 at 132, 25 at 132⅛.

CHICAGO EXCHANGE.

Reported by F. H. Butler, stock broker, Masonic Temple, for The Advertiser.

Chicago, Oct. 10.	Open.	High.	Low.	Close.
Wheat—Dec.	1 08¼	1 08⅞	1 07⅜	1 08¾
May	1 08⅞	1 09⅝	1 08¼	1 09⅜
Corn—Dec.	48½	48½	47⅜	48
May	46½	46½	45¼	45⅝
Oats—Dec.	30¼	30⅜	29½	29¾
May	32⅝	32⅝	31⅞	32
Pork—Oct.	11 35	11 35	11 20	11 25
Jan.	12 95	12 00	12 70	12 75
Lard—Oct.	7 60	7 60	7 55	7 55
Jan.	7 42	7 47	7 40	7 45
S. Ribs—Oct.	7 85	7 85	7 45	7 45
Jan.	6 75	6 75	6 65	6 67

N. S. WILLIAMS,

BROKER, 113 Masonic Temple

Correspondents W. F. DEVER & CO. (established 1890). Stocks, Bonds, Grain, Provisions and Cotton bought and sold for cash or on margin.

Long distance 'phone 1,113.

LIVE STOCK MARKETS.

CHICAGO.

Chicago, Oct. 10.—Cattle—Receipts, 32,000, including 7,000 westerns and 1,000 Texans; market 10c to 15c lower; good to prime steers, $5 65 to $6 50; poor to medium, $3 75 to $5 40; stockers and feeders, $2 30 to $4 15; cows, $1 50 to $4 50; heifers, $2 to $5; canners, $1 20 to $2 40; bulls, $2 to $4 50; calves, $3 50 to $7 50; Texas-fed steers, $3 to $5 50; western steers, $3 to $4 75.

Hogs—Receipts, 28,000; market steady; mixed and butchers, $5 60 to $6 10; good to choice heavy, $5 90 to $6 10; rough heavy, $5 60 to $5 80; light, $5 70 to $6 05; bulk of sales at $5 80 to $6 05.

Sheep—Receipts, 40,000; sheep weak, lambs lower; good to choice wethers, $3 75 to $4 30; fair to choice mixed, $3 25 to $3 70; native lambs, $4 to $5 85.

EAST BUFFALO.

East Buffalo, Oct. 10.—Cattle—Receipts, 5,000 head; active; best grades 15c to 25c, others 10c to 15c higher; prime steers, $5 50 to $5 85; shipping, $4 75 to $5 25; butchers, $4 to $5; heifers, $3 25 to $4 50; cows, $2 50 to $4 15; bulls, $2 50 to $4; stockers and feeders, $2 50 to $3 85; stock heifers, $2 to $2 50; fresh cows and springers, $2 to $3 higher; good choice, $45 to $52; medium to good, $32 to $45; common, $20 to $32. Veals—Receipts, 750 head; active, 25c higher, $6 50 to $8 25.

Hogs—Receipts, 15,500 head; fairly active; pigs and Yorkers 10c lower; others steady to strong; heavy, $6 35 to $6 50; mixed and Yorkers, $6 30 to $6 40; pigs, $5 60 to $5 75; roughs, $5 25 to $5 50; stags, $4 to $4 75; dairies and grassers, $5 90 to $6 25 per cwt.

Sheep and Lambs—Receipts, 17,000 head; active, 15c to 25c higher; lambs, $4 50 to $6 50; yearlings, $4 25 to $4 75; wethers, $4 25 to $4 50; ewes, $4 to $4 25; sheep, mixed, $2 to $4 25.

AS HIGH AS 5½% CAN STILL be obtained on Investments in choice bonds and stocks of undoubted security.

H. C. BECHER,

Bond and Stock Broker, 412 Richmond street. Long distance 'phone 213.

DAIRY MARKETS.

NEW YORK.

New York, Oct. 8.—Butter quiet and unchanged; receipts, 2,766 pkgs. Cheese firm and unchanged; receipts, 5,023 boxes.

WATERTOWN.

Watertown, N. Y., Oct. 8.—Large white, 1,165 boxes, 9¾c to 9¾c; large colored, 360 boxes, 9¾c; small white, 1,415 boxes, 10c; small colored, 100 boxes, 10c; white twins, 2,314 boxes, 10c; colored twins, 345 boxes, 9⅞c.

BELLEVILLE.

Belleville, Ont., Oct. 8.—At a meeting of the cheese board here today there were offered 3,000 white September cheese; the sales were 2,000 boxes at 8 15-16c.

LONDON.

London, Oct. 8.—Canadian butter remains in a quiet condition; choicest is 98s to 100s; finest, 92s to 96s; choicest cheese is 42s to 44s; finest, 40s to 41s.

LONDON.

London, Saturday, Oct. 8.—Eight factories boarded 1,496 boxes of cheese at the meeting of the London Dairymen's Exchange on Saturday, and again not a box changed hands—at the board. The cheese was September make, 1,296 boxes being colored. Bids ranged from 8⅝c to 8¾c. The offerings:

	Boxes.
Ridgetree	190
Blanshard	156
North Street	120
Ballymote	215
Blanshard and Nissouri	260
Uttoxeter and Gallabank	200
Maple Grove	200
Glanworth	155
Total	1,496

PRODUCE MARKET.

TORONTO.

Toronto, Oct. 10.—Wheat—The market continues weak in tone, and is quoted lower; Manitoba grades are quoted at $1 03 to $1 03½ for No. 1 northern, $1 to $1 00½ for No. 2, and 97c to 98c for No. 3, at Georgian Bay ports, and 6c more grinding in transit; Ontario grades are quiet, at $1 03 for No. 2 red and white, outside; No. 2 goose, 88c; No. 2 spring, 94c to 95c. Flour—The market is unchanged; cars of 90 per cent patents are quoted at $4 40 to $4 45, in buyers' sacks, east or west; choice brands are 15c to 20c higher; Manitoba, $5 70 for Hungarian patents, $5 40 for second patents, and $5 30 for strong bakers, bags included, on the track at Toronto. Millfeed—Steady and in good demand; bran is quoted at $14 to $14 50 in bulk, and shorts at $17 50 west; Manitoba millfeed is unchanged, at $20 to $21 for shorts and $19 for bran, sacks included, Toronto freights. Barley—Demand good, at 45c to 46c for No. 2, 44c for No. 3 extra, and 42c for No. 3, middle freights. Rye is quoted at 60c west; demand quiet. Corn—Nominal and unchanged, at 52c to 53c for cars of Canadian, west; American No. 3 at 62c for No. 2 yellow, 61c for No. 3 and 59½c for No. 3 mixed, on track; there is a moderate inquiry. Oats—Market is steady; No. 1 new white, 32½c to 33c east; No. 2 white, 31c low freights, and 31½c north and west. Rolled oats—Steady, at $4 50 for cars of bags and $4 75 for barrels on the track at Toronto; 25c more for broken lots here and 40c more outside. Peas—Unchanged, at 63c to 64c for No. 2, west or east. Butter—Prices are steady and receipts plentiful; the percentage of low grade is heavy. Eggs—Firm and tending higher, at 19c to 20c.

WOOL MARKETS.

LONDON WOOL MARKET.

London, Oct. 8.—The arrivals of wool for the sixth series of auction sales amount to 14,371 bales, including 3,500 forwarded direct to spinners. The imports this week were: New South Sales, 1,079 bales; Queensland, 1,142 bales; Victoria, 813 bales; Cape of Good Hope and Natal, 88 bales; Brussels, 2,357 bales; China, 59 bales; New York, 42 bales.

OIL MARKETS.

PITTSBURG.

Pittsburg, Pa., Oct. 8.—Oil opened and closed at $1 56.

OIL CITY.

Oil City, Pa., Oct. 8.—Credit balances, $1 56; certificates, no bid; shipments, 77,483 barrels.

LONDON.

London, Oct. 8.—Petroleum, American refined, 5 15-16d; spirits, 8¾d.

ENGLISH MARKETS.

LIVERPOOL.

Liverpool, Oct. 10.—Wheat—Spot, nominal. Futures quiet; December, 7s 5½d; March, 7s 6½d.

Peas—Canadian, 5s 7½d.

Corn—Spot easy; American mixed, 4s 5d. Futures quiet; December, 4s 5¼d.

Teething Time

is a critical period in baby's life, but it can be passed over with much greater safety if a little special attention is given to his diet. If there are any symptoms of digestive disorder you can quickly correct it with Strong's Carminative. Promptly relieves colic, prevents white mouth, regulates the bowels and is absolutely safe and harmless. Price, 25 cents.

Strong's Drug Store,

134 DUNDAS STREET.

Strong's Baking Powder—used once, used always. Try it.

Hams—Short cut, 14 to 16 lbs, quiet, 46s.

Bacon—Cumberland cut, 26 to 30 lbs, quiet, 52s; short ribs, 16 to 24 lbs, quiet, 49s 6d; long clear middles, light, 28 to 34 lbs, dull, 50s 6d; long clear middles, heavy, 35 to 40 lbs, quiet, 50s; short clear backs, 16 to 20 lbs, dull, 43s; clear bellies, 14 to 16 lbs, easy, 51s 6d; shoulders, square, 11 to 13 lbs, dull, 29s.

Lard—Firm; prime western, in tierces, 39s 6d; American refined, in pails, 40s 6d.

Butter—Good United States, steady, 70s.

Cheese—American finest white, firm, 42s; do, colored, strong, 44s.

Tallow—Prime city, strong, 23s 3d; Australian (in London), firm, 27s 3d.

Turpentine Spirits—Dull, 39s 3d.

Rosin—Common steady, 7s 3d.

Petroleum—Refined quiet, 6½d.

Linseed Oil—Quiet, 18s 3d.

The imports of wheat into Liverpool last week were 10,500 quarters from Atlantic ports and 80,000 from other ports.

The imports of corn into Liverpool last week were 32,600 quarters.

FUNERAL OF MR. LEGG

Remains of East End Resident Were Interred at Webster's.

The funeral of the late James Legg, who died on Friday morning, was conducted from the family residence, 697 Dundas street, to Webster's Cemetery, yesterday afternoon. It was one of the largest funerals ever held in this city, and testified to the respect, in which deceased was held. Many beautiful floral offerings were placed on the casket by the friends and relatives of deceased, among them, and one of the most acceptable, being a beautiful wreath from the Dundas Center Methodist Church, of whose congregation the late Mr Legg was a member. Rev. Mr. Kennedy, formerly a pastor of the First Methodist Church, and now retired, conducted the funeral services. He referred touchingly to deceased, and spoke highly of his merits. The following friends acted as pall-bearers: Messrs. Wm. Suhr, J. Dobbin, H. Dreaney, H. Aust, W. Brooks and M. Sage.

Photo by Frank Cooper.

The Late James Legg

BOTH CALLED THOMAS

Two New Prisoners in the Care of the County Jailer.

Two Thomases figured prominently in the county jail this morning. One was Thomas Blythe, who was gathered in by a county constable in the town of Newbury. Blythe was seen to be acting very strangely on the streets, and the constable thought he was not right in his mind. When Dr. MacArthur, the jail physician, examined the patient, however, he thought the case looked suspiciously like the aftermath from a "hot time."

The other Thomas was a well-known character, whose last name is Nelson. He is an old man, and a member of the Tramp Fraternity. He was put behind the bars, more out of pity than because he was doing any harm, some months ago. The authorities would be willing to set him free if they knew anything that would be done for him. He was brought before Squire Smyth and remanded for the sixth time. It is a question whether the old man would be able to find a livelihood if he was set free.

BAD ROAD CAUSES SPILL

Dangerous Condition of King Street at Clarence—Engineer May Act.

This morning a farmer was bringing in a load of hay to the market, when the wagon was upset in a hole at the corner of King and Clarence streets. The farmer at once sought help at the fire hall, and a man was sent to assist him to reload the hay. The city engineer is puzzled to know what to do with this street, but he has about made up his mind to pull up the blocks and dump a few loads of gravel on the thoroughfare, as it is said a petition is being circulated with the intention of knocking out the initiation of a brick pavement on the street. One thing appears certain, and that is that the lives of the firemen and the safety of the fire fighting equipment are in danger every time an alarm is sounded, for the street is in a very unsafe condition.

THE RAILWAY BOARD

Refuse an Application of Canadian Freight Association.

Ottawa, Ont., Oct. 10.—The railway commission this morning refused the application of the Canadian Freight Association to be allowed to levy special rates carrying industrial plants, as it would pave the way to widespread discrimintion.

The Ontario fruit growers' arrangement, as to freight rates, involving a decrease, was sanctioned.

The Misses L. and G. Logan, successors to A. M. S. Logan, fashionable dressmakers, 169 Dundas street.

28c zxt

Offer Was Not Made and Nothing Is Accomplished

Lease Extension Question Before the Port Stanley Board.

Superintendent Woollatt Not Prepared to Make a Bid,

And the Directors Would Not Say What They Wanted for a Long Lease of the Road.

Superintendent Woollatt, of the Lake Erie and Detroit division of the Pere Marquette Railway, this morning met the London and Port Stanley Railway Board at a special meeting held in reference to an extension of the L. and P. S. R. lease in the mayor's office, but nothing was done as a result of the session. Mr. Woollatt was the only representative of the Pere Marquette, while President Beck, Vice-President Forristal and Directors Greenlees, Matthews, Greer, Judd, and Minhinnick, of the board, were on hand.

Superintendent Woollatt, it developed, had no definite proposition to make the city, but appeared to be, in the opinion of the directors, simply feeling his way, or in the language of Ald. Greer, attempting to put the city in the position of buying and selling at the same time. Mr. Woollatt, when asked if he had come prepared to say what the Pere Marquette is ready to do to secure an extension of the lease, replied that he was not. He said he was at somewhat of a disadvantage, inasmuch as a year ago last June, Mr. Carpenter, a Pere Marquette official, had practically opened up negotiations with the city for a lease extension, and he was not aware just how far Mr. Carpenter had gone. He then went on to state that he was present to ascertain if there was any likelihood of the Pere Marquette securing an extension of the lease. It was an all-important matter to both the Pere Marquette and the city, he said, because while the question was being left in abeyance, the L. and P. S. R. was suffering greatly. He wished to make it plain that the road was not suffering for lack of ordinary repairs, as the Pere Marquette had large gangs of sectionmen at work on the line every day, but a large, permanent expenditure was required. For new bridges it will cost fully $40,000, and to relay the line with heavy rails between London and St. Thomas will cost not less than $50,000 to $60,000. Thus a permanent expenditure of fully $100,000 is needed.

Under present conditions, with the lease having only about nine years to run, the Pere Marquette does not feel like investing such a large sum on the road, and, of course, the railway is suffering. The interest on this $100,000 would mean $5,000, which would be practically an increase of the rental. He pointed to the good work the lessees had done in increasing the net earnings since they took hold of the road, from $60,000 to $100,000 per year. Last year was, of course, a banner year, and he would not say the earnings would be as large this year, as they were in 1903. He then declared that the P. M. would likely repeat the offer made for an extension of the lease by the L. and D. R. R. three years ago, when the city refused to ratify the proposed extension.

Would Not Be Entertained.

This latter statement of Mr. Woollatt's drew forth emphatic protests from the board, that if this was all Mr. Woollatt had to say, he had come to the city empty-handed, as the city will not consider as an offer any such sum as was named for the road three years ago.

The mayor declared that the Pere Marquette was seeking a renewal of the lease on the same terms as at present, and he called upon City Clerk Edwards to show that in rental and percentage the city received about $17,500 from the Pere Marquette last year. This is the amount the Walkers offered the city to extend the lease for a term of years.

Ald. Judd said it was plain the Pere Marquette was not offering enough for the road.

Mr. Minhinnick declared there was no offer at all. He said he thought it was Mr. Woollatt's intention to come before the board and state just what the Pere Marquette is willing to offer for a lease extension.

Mr. Woollatt again protested that he did not know to what extent Mr. Carpenter had gone, and the directors laughingly accused him of coming to London to "feel his way."

The mayor said Mr. Woollatt's arguments about the Pere Marquette being unwilling to spend $100,000 on the road, because of the brevity of its hold on the line, did not hold good. If the bridges wre renewed and heavier rails laid, it would mean a great saving to the Pere Marquette, as one engine would then be able to haul in safety as much as two now. Then, the earnings are increasing, and the city was bound to reap the benefit through its increased percentage, and yet Mr Woollatt wanted the city to accept $17,500 a year, for, say, twenty years—ten years added to the present lease—while the city is now drawing $17,500 a year.

Mr. Woollatt admitted it would be to the company's advantage to put the road in shape, but he said it would also be to the city's advantage.

Mr. Minhinnick again urged Mr. Woollatt to make an offer, but he refused to be cornered, or show his hand. Ald. Judd then suggested $25,000 a year as a fair rental, but Mr. Woollatt said this was too high. He asked the mayor to state just what had taken place between him and Mr. Carpenter.

$25,000 for Eleven Years.

The mayor replied that all that had been said or done was without prejudice and was merely informal. When he discussed the matter with Mr Carpenter, he (the mayor) had in mind $20,000 a year for the remaining nine years of the present lease, and $25,000 a year for the eleven years of extension necessary to make it a twenty-year lease. On the other hand, the city was to order the Grand Trunk Railway off the Bathurst street siding, owned by the L. and P. S. R. board, and was to hand it over to the Pere Marquette. The company was also to lay a heavier rail and renew the bridges.

The mayor talked plainly to Mr. Woollatt, telling him he was at no disadvantage because of the conversation with Mr. Carpenter. The city was now drawing $17,500 a year, and would not listen to an extension on these terms. A year ago the city was perhaps more friendly to the Pere Marquette, because of the bad reports of the manner in which the Port Stanley business had been conducted this year.

Mr. Woollatt replied that the city will have no cause to complain on this score next year. He said further that despite all the bad reports, the excursion business to the Port was larger than ever before. In a pointed way he remarked, however, that when the board was considering the rental for a new lease, it must be taken into consideration that it will not be long until the L. and P. S. R. line is thrown into competition with an electric line for the excursion business.

Ald. Forristal said it was time to get down to business. It was necessary for the lessees to spend $100,000 on the road. Next, how much rental were they prepared to pay? He also declared that the repairs which the Pere Marquette were called upon to make must be made.

Mr. Woollatt replied that the Pere Marquette had no desire to evade any of its obligations.

The mayor pointed out that the Walkers had agreed to renew the bridges, under the old lease. If it would pay the Walkers it would also pay the Pere Marquett to do this.

After some further argument, Mr. Woollatt declared that it was his intention to go back to Walkerville and inform the officials of the Pere Marquette of what the city wanted and what he thought was fair. If the officials were agreeable, negotiations would be continued. If not, the whole matter would be dropped. He then asked if the city would have any objection to the transfer of the lease made with the Walkers to the Pere Marquette. The answer was given him that under present conditions the city certainly would object.

Mr. Woollatt then asked again about the Bathurst street siding, and the mayor explained that the matter was now in the hands of the city solicitor. Mr. Woollatt remarking that the business men of London were suffering because of the fact that the Pere Marquette could only unload eight cars a day, whereas 40 cars a day should now be unloaded at times. The mayor also promised that Engineer Graydon would make another trip of inspection over the road right away, so as to give the lessees credit for any repairs which had been made since the last inspection.

JESSIE SENT TO THE MERCER

Homeless Young Woman Given a Term Where She Has Been Before.

Two young women and a large number of drunks were in the police court this morning. The drunks were the vintage of Saturday and Sunday, numbered a full dozen, and, strange to say, not one of them bore evidence of having been in a fight.

One of the women was homeless, Jessie Spickman, who has been in nearly every charitable institution in the city, besides the Mercer reformatory in Toronto. She was found a week or so ago wandering about the city, and was taken into custody. The magistrate was of the opinion that she would have to be put in close confinement for some time, and he told her so. A year in the Mercer reformatory was the sentence passed, and as Jessie walked downstairs she used language not often uttered by a member of the fair sex. A minute before she had promised the magistrate to be the "goodest little girl," but the court was not moved.

The other female prisoner was Lizzie Walters, charged with attempting to commit suicide. On behalf of the girl, Mr. Essery stated that it had been decided to change the plea to one of guilty, and he asked that the case be adjourned until Thursday. The request was granted.

Of the twelve drunks in the box, ten were allowed to go, all being up for the first time. The two others, who had been disorderly, as well as drunk, were fined $5.

Albert Scott was sent for trial on a charge of robbing the trunk of the domestics at the Fraser House.

SEARCHING FOR RELATIVES.

The police have been handed a letter from E. A. McNeal, of No. 70 North Michigan street, Battle Creek, Mich., who formerly lived in this city, asking for information concerning relatives of his mother, whose maiden name was Mary Baine. Mr. McNeal's father was at one time a conductor on the Great Northwestern Railroad, and he had an uncle named Warren Paine residing in this city. Any person who could help in this search would confer a favor by communicating with Mr. McNeal.

FELL 100 FEET; FATALLY INJURED

Fred Coleman, Former Londoner, Meets With an Accident at Fort William.

An unfortunate accident occurred in Fort William, Ont., about two weeks ago, by which Mr. Fred Coleman, formerly of Exeter, and brother of Mr. John Coleman, of this city, lost his life. Word of his death on Saturday night, at 11:30, reached the city yesterday, the patient having lingered for some time after receiving the injuries.

Mr. Coleman left Exeter about four years ago, and after residing in this city for some time, he went to the Northwest, where he lived in various places until a few months ago, when he went to Fort William with his wife. He commenced work at his trade as a painter, and he was engaged at his trade when injured. He and a number of other painters were engaged on the inside of a large grain elevator. The work was dangerous, as the workmen had to be suspended from the roof of the building by ropes. The work had to be done in a hurry, as the elevator was needed along with others for the season's crop. Coleman was working near the top of the elevator, when the rope by which he was suspended snapped, and he fell to the floor, a distance of nearly a hundred feet. Strange to say, he was not instantly killed, though he received terrible injuries. His right leg and his right arm, on which he had fallen, were badly fractured, and his right side was crushed. It was thought from the outset that there was no possible chance of his recovery. He was taken to the hospital and his injuries attended to.

Mrs. Coleman, of Exeter, the injured man's mother, and her son left for Fort William when notified of the accident. Encouraging reports were sent home regarding the condition of the injured man, and only a day or so ago Mr. John Coleman was notified that his brother was doing well, and that there was every chance of his recovery. The telegram of Sunday was consequently a great shock to him.

It is expected that the remains will be interred at Fort William sometime today. Besides his mother, the late Coleman leaves a wife, a native of Ottawa, and to whom he was married only five months ago; and two brothers, John, employed by J. Tune & Sons, in this city, and the other in Exeter. He was about 25 years of age.

CONDENSED LOCAL NEWS

—Mrs. R. W. Long, 259 Talbot street, city, is spending a few weeks with friends in Montreal.

—Miss Olive Peters, of this city, and the Misses Scott, Quebec, are with Mrs. G. McMurrich, Toronto.

—The firemen had a run to 28 Ridout street, the residence of Mrs. Smith, on Sunday afternoon. It was a chimney blaze and no damage resulted.

—Rev. Mr. Berry and Mrs. Berry, of St. Thomas, spent Sunday in the city, the guests of their nephew, Mr. Walter Lawson, 337 Maitland street.

—Warren Bros. have taken out a building permit for a story-and-a-half brick dwelling on the southeast corner of the Hamilton road and Pegler street.

—Mr. John Faulds, of the firm of Faulds & Campbell, is in Toronto today in connection with the case of Marsh vs. the L. E. and D. R. R. Company, which is being heard by the court of appeal.

—Capt. Robson, county clerk of Middlesex, and incidentally one of the best authorities on live stock in Ontario, attended the Markham Fair, near Toronto, in the capacity of judge last Friday.

—The case of Marsh vs. the Lake Erie and Detroit River Railway is in the court of appeal at Toronto today, but up to 3 o'clock this afternoon argument was not concluded. The appeal in Archer vs. the Sacred Heart will not be reached until tomorrow.

—Mr. James Currie, formerly secretary-treasurer of the street railway, and now occupying the position of secretary-treasurer of the Southwestern Traction Company, Cleveland, was the guest of Mr. Charles Tolmie, of this city, over Sunday and today.

—Major Carpenter, of No. 1 Company, R. C. R., was called home from the School of Musketry, at Ottawa, on Saturday evening, owing to the death of his father-in-law, Mr. William McDonough, of Dufferin avenue. The major will probably return to Ottawa in a few days.

—At the First Presbyterian Church yesterday, the quartet under the direction of Mr. George C. Phelps, the organist, rendered very acceptably, "Cast Thy Burden on the Lord." They also gave Barnby's vesper hymn, which was so much appreciated that it will be made part of the musical services in future.

—The members of "D" Company, Seventh Fusiliers, have agreeably surprised one of their comrades, John A. Bruce, by making him a present of a handsome toilet set. Private Bruce recently joined the ranks of the benedicts and has purchased a pretty home on Langarth street, where the gift was sent on Saturday evening.

—The B. M. E. Church presented a very attractive appearance yesterday, it being decorated tastefully with the products of the field and garden. The occasion was the annual harvest home. Rev. R. A. Ball, the pastor, occupied the pulpit in the morning and Mr. A. G. Langford in the evening. Special music was given by the choir, Miss Edna Ball and Mrs. M. Gray, jun., rendered as a duet "Beautiful Isle."

SEVENTH CHURCH PARADE.

The regular drill of the Seventh Regiment will be held tonight, when an announcement will be made regarding a church parade. It is altogether likely the regiment