

WHISKARD'S

230-232 Dundas St.

Just received PER SPECIAL IMPORT, 6 Cases of MILLINERY and MILLINERY NOVELTIES, in Hats, Flowers, Jet Sprays, Jet Birds, Buckles, Pins, etc.

Just received, full line of Fine Swiss Spot Dress Muslins.

5,000 yards Silk Ribbon Velvet, satin back, 5c, 8c, 10c, 12c, 15c YARD.

New Goods—Special line of Linen Torchon Lace, colored edge for trimming, 4c, 5c, 7c YARD.

A new line of Art Sateens, beautiful shades, only 20c YARD

Also a line of Art Sateens, 12c YARD

See our special line of Embroidery, wide width, only 5c YARD

Apron Linen, 40 inches wide, BORDERED, 20c YARD

Extra value in Chenille Table Covers, 50c, \$1, \$2 EACH

Floor Oil Cloth, 36 inches wide, 25c YARD

Floor Oil Cloth, 72 inches wide, only 50c YARD

Children's Black Wool Mitts, 12c, 15c PAIR

Ladies' Black Wool Mitts, 20c PAIR

Whiskard's

FRED DOUGLASS' FUNERAL.

Sorrowing Thousands Do Honor to the Memory of Freedom's Apostle.

ROCHESTER, N. Y., Feb. 26.—The train which brought the body of the great colored statesman, Frederick Douglass, arrived at 9:40 this morning. They were met at the depot by Mayor Lewis, members of the council, Douglass League, the honorary and active bearers and a cordon of police. The Fifty-fourth Regiment Band was also present. The station was filled with a surging mass of people. A large crowd followed the procession to the city hall.

The higher grades of the public schools were dismissed, and the teachers and pupils given an opportunity to take a final look at the features of the great apostle of freedom.

At 1:30 the remains were taken to the Central Church (Presbyterian), the largest and one of the handsomest in the city, where the final ceremonies were held. Dr. Myron A. Adams, of Plymouth Church, where Mr. Douglass was once an attendant, and Rev. Mr. Stebbins, of the Central, preached. At the close of the ceremonies the remains were taken to Mount Hope Cemetery. The honorary bearers were: Hon. John Van Voorhees, J. K. Post, ex-county clerk, William Oliver, ex-Mayor Henry L. Fish, Wm. Carroll, Charles W. Briggs and George Q. Clarkson.

The remains were placed beside his first wife. A movement is on foot to change the name of Highland Park, in which locality Mr. Douglass resided, to Douglass Park. It was at this point where John Brown, of Harper's Ferry fame, made the miniature fort.

FEMALE TROUBLES.

A Toronto Lady's Testimony Respecting Dodd's Kidney Pills.

TORONTO, Feb. 27.—The efficacy of Dodd's Kidney Pills in all female troubles has long since been established, and scores of testimonials have been received in reference to cures effected by the specific. The experience of Mrs. Carleton, of 25 Henry street, this city, is a case in point. Mrs. Carleton writes: "I was troubled for some time with a pain in my back and kidneys, and was recommended to try a box of Dodd's Kidney Pills. I did so, and the result was that in a very few days the pain left me, and I have been free from it since. Therefore from experience I highly recommend your pills to anyone suffering in that way." Yours truly, MRS. WILLIAM CARLETON, 25 Henry street.

THE BOGUS LORD.

DETROIT, Mich., Feb. 26.—Word is received here that the individual who successfully swindled several prominent Detroiters last fall while posing as "Lord Claude Hamilton," has been arrested in New York charged with stealing two gold watches and two diamond rings from Mrs. Evans, of 1,674 Broadway, and also of leaving an unpaid board bill of \$190. Several other parties have claims against the youth. He is now locked up in the Tombs. His name is Sidney Benson.

To have perfect health you must have pure blood, and the best way to have pure blood is to take Dodd's Kidney Pills.

Coachman—My former coachman was drunk every day. Are you sober? Coachman—O, very often.

The great lung healer is found in the excellent medicine sold as Bickel's Anticongestive Syrup. It soothes and dissolves the sensibility of the membrane of the throat and air passages, a sovereign remedy for all coughs, hoarseness, etc. It has cured when supposed to be far advanced in consumption.

The Electric Road.

Yesterday Developed Nothing New in Relation to the Franchise.

Solicitor Ivey and Manager Carr Both Out of Town.

Comparative Statement, Showing Abstract of Other Canadian Franchises.

The probable near settlement of the street railway question was the sole topic of conversation yesterday on the street corners, in the workshops and around the fireside. The men on the street corners rejoiced in the prospect of work, those in the workshops rejoiced in the prospect of nine tickets for a quarter going to and from labor, and those around the firesides rejoiced that London would probably shortly have a modern street railway and rapid transit. From the tone of the mayor's message, the inception of electricity, and it seems to be an assured fact, will be used as an opportunity for repairing the business streets, which have long been an eyesore and very much dilapidated. Altogether the outlook for the coming summer in London is bright. Solicitor Ivey and Manager Carr, of the street railway company, were out of town yesterday, and there was a diversity of opinion as to whether they were in Toronto on radial railway legislation, or in Detroit interviewing Mr. Everett.

It is possible that one might have been at each place. Anyway, the situation did not alter during the day.

"Surely the difficulty between the company and the council can be bridged," said an embryo municipal humorist yesterday. This man has an assured future before him, and if he cultivates his wit he will soon press Ald. Garratt for first position as council joker.

"Why cannot the city widen one bridge and the company the other?" asked another citizen whose taxes are paid, and who therefore feels free to feel free to give advice. "I think it would be better to abandon Victoria bridge altogether," he continued, "and build a loop line, using York street and Clark's bridges."

And many of the aldermen think likewise.

The council intends to fight for the cross-town line in the East End from Dundas to the Hamilton road on Eggar street. This and a short portion of Adelaide street are the only points of variance in regard to routes, and no difficulty is expected from that quarter.

City Clerk Kingston, at a great deal of trouble, has prepared a comparative statement showing the abstract of contemporary street railway agreements. It proves interesting in view of the probable near solution of the question in London.

DETROIT.

Term—Thirty years; from Dec. 4, 1894.

Mileage—None.

Percentage—None.

Fares—Five cents, with transfers; children under 6 years old free; eight tickets for 25 cents, for use between 5:45 a.m. and 8 p.m.; six tickets for 25 cents for use between 8 p.m. and 5:45 a.m.

Rights of corporation at end of agreement—At expiration of term city may purchase at arbitration value, but the value of franchise not to be considered by arbitrators.

Tracks, poles, etc.—Poles within a two-mile circuit to be of iron, outside of that may be of wood. Tracks to conform to grade of street.

Hours of labor of employees—Conductors and motormen to be citizens of the United States, ten hours to be their day's labor, to be performed within twelve consecutive hours.

Removal of snow—City to keep the track clean same as rest of street, but not to remove snow or ice for purposes of company.

Taxes—Company to pay taxes on all its property except its franchise and earnings.

Damages—Company gives bond of \$100,000 to save the city harmless from damages caused by exercise of franchise.

Paving and repairing, etc.—Paving to be done and streets kept in repair by city, except as in case of replacing the pavement or widening the pavement for the company's purposes.

TORONTO.

Term—Twenty years; from Sept. 1, 1891—to be renewed for a further ten years if legislation for that purpose is passed.

Mileage—Single track, 800; double track, 1,600.

Percentage—Eight per cent. on gross receipts up to \$1,000,000; 10 per cent. on next \$500,000; 12 per cent. on next \$500,000; 15 per cent. on next \$1,000,000; 20 per cent. on all over \$3,000,000.

Fares—Five cents, with transfers; 10 cents night fare; infants in arms and school children, ten tickets for 25 cents; eight tickets for 25 cents for use 5:30 a.m. and 8 a.m. and 5 to 5:30 p.m.

Rights of corporation at end of agreement—City at end of term may take over all real and personal property of the company necessary to operation of railway at arbitration value. City to pay for land only what it is worth, without reference to its value in connection with operation of railway.

Tracks, poles, etc.—Tracks to conform to grade of street.

Hours of labor—No employee of company to work more than ten hours a day, or 60 hours per week, or six days per week.

Removal of snow—Track allowances to be kept free from snow by company.

Taxes—School rates payable by public schools only. No further stipulation as to taxes.

Damages—Company to indemnify city against damages arising out of construction or operation of railway.

Paving and repairing—City constructs, reconstructs and maintains in repair the street railway part of road way, constructing permanent pavement where old lines are replaced by new. Pavements broken for purpose of repairing tracks to be replaced by the company.

HAMILTON.

Term—Twenty years; from Dec. 22, 1893.

Mileage—Single track, \$400; double, \$800.

Percentage—On all receipts under \$125,000, 4 per cent.; between \$125,000 and \$150,000, 6 1/2 per cent.; between \$150,000 and \$175,000, 7 per cent.; between \$175,000 and \$200,000, 7 1/2 per cent.; on \$200,000 and over, 8 per cent.

Fares—Five cents, with transfers; children under 5 years not occupying seats free; eight tickets for 25 cents, for use between 6:20 and 8 a.m., 11:50 a.m. to 1:30 p.m., and 5:50 to 6:30 p.m.; children 5 to 12 years, 8 cents, or ten tickets for 25 cents.

Right of corporation at end of agreement—City may take over railway at end of term at arbitration value according to actual value, without regard to use or net revenue.

Tracks, poles, etc.—Tracks to conform to grade of streets; poles on certain streets to be of iron.

Hours of labor—Persons employed in running cars not to work more than ten hours in 24. Any employee working

more than ten hours to receive extra pay at the rate of 5 cents per hour.

Removal of snow—Company to remove snow from tracks and spread same evenly over surface of street.

Taxes—No stipulation as to taxes.

Damages—Company to indemnify city against damages arising out of construction and operation of railway.

Paving and repairing—Company to construct and keep in repair paved and macadamized streets and crossings between tracks and two feet outside each rail similar to what city uses on balance of streets, material to be supplied by city; first paving to be done by city.

OTTAWA.

Term—Thirty years from April 13, 1893.

Mileage—No double mileage, but \$450 per mile of street occupied by company during first fifteen years of franchise and \$500 per mile during last fifteen years.

Percentage—None.

Fares—Five cents with transfers. From 12 midnight to 5:30 a.m. fare 10 cents. Children under 14 years, 40 tickets for \$1; children under 10 years of age, drop fare, 3 cents.

Rights of corporation at end of agreement—At end of term city may take over railway on payment of value thereof as determined by arbitration.

Arbitrators to consider only actual value of property, plus, and not value of rights, privileges, revenue, etc.

Tracks, poles, etc.—Tracks to be flush with the grade of streets. Poles to be uniform, dressed and painted.

Hours of labor—No provision.

Removal of snow—If company runs its cars on wheels in winter it must remove the snow from curb to curb of the streets occupied by the company, except such as may be required for sleighing.

Taxes—Company exempt from taxation on its income, franchise, and all its property, except real estate.

Damages—Company responsible for damage caused by construction or operation of the railway.

Paving and repairing—When city permanently pays any or erect the company shall pay at the rate of \$1,000 per mile instead of \$450 or \$500 mileage.

KINGSTON.

Term—Forty years; from July 1, 1894.

Mileage—None.

Percentage—None.

Fares—Five cents from 6:30 a.m. to 10:30 p.m.; night fares, 10 cents; workingmen's tickets, eight for 25 cents; children's tickets, four for 25 cents.

Rights of corporation at end of agreement—Same stipulation as in Toronto agreement.

Tracks, poles, etc.—Tracks to be flush with grade of streets and poles to be to the satisfaction of the engineer.

Hours of labor—No stipulation.

Removal of snow—Snow to be removed by the company and kept at a level for fifteen feet outside of each rail.

Damages—Company responsible for damages caused by construction or operation of railway.

Paving and repairing—In case of repairs to track, streets replaced by company at its own expense with same material as the roadbed is composed of, but after the expiration of fifteen years of franchise city to pay for repairs.

MONTREAL.

Term—Thirty years; from Aug. 1, 1892.

Mileage—None.

Percentage—Company to pay city 4 per cent. of its gross earnings up to \$1,000,000 and 2 per cent. additional for each \$500,000 to \$3,000,000; 15 per cent. over \$3,000,000.

Fares—Five cents. Between 12 midnight and 6 a.m. company may charge 10 cents. Children on parents' knee six tickets for 25 cents; 25 tickets for \$1; between 6 and 8 a.m. and 5 and 7 p.m. 8 tickets for 25 cents.

Rights of corporation at end of agreement—At end of term or each five years thereafter, upon giving six months notice, city may assume all property of company necessary to operation of railway upon paying its value and 10 per cent. additional, to be determined by arbitrators.

Poles, tracks, etc.—Tracks to conform to grade of street, and rails to meet with approval of engineer.

Hours of labor—Employees of company not to be held to work more than ten hours per day or 60 hours per week.

Removal of snow—Company to keep tracks clear, but city may remove all snow from curb to curb, the company to pay half cost of same.

Taxes—No stipulation, but company must erect shops and manufacture cars in the city.

Damages—Company responsible for damages caused by construction and operation of railway.

Paving, repairs, etc.—Company to make all excavations and lay tracks; repairing with same material as balance of street.

Advertising pays: Newspaper advertising pays best of all. Out of the mouths of merchants and tradesmen, whose bright record has added imperishable luster to the history of American commerce, can all testify to this truth from personal experience. The newspaper is the commercial center of the country, and the man who tells at the fireside, to the evening circle, the merits of your wares and merchandise, if you are wise enough to employ it to speak for you, it never neglects, never goes unheeded, never speaks to inattentive or unwilling ears. It never bores. It never tires. It is always a welcome visitor and meets a cordial reception. It speaks when the day is done, when your wares, when your mind at peace and at rest is in its most receptive mood. Then it is that its story is told and all who read treasure what it says and are influenced to go where it directs for the thing for which it speaks.

What other influence can be so potent to help trade as this quiet but powerful advocate?

Let it become a salesman in every home for your wares. Let it make its happy plea for your benefit. And we assure you it will do more than all other influences to promote your business and put money in your purse.

In our long experience we know whereof we speak.

NEWSPAPER ADVERTISING AGENCY, 22 School street, Mutual Reserve Bldg., BOSTON, MASS. NEW YORK CITY.

INDESCRIBABLY BEAUTIFUL.

"The scenery along the line is indescribably beautiful, and it traverses a country not only delightful but full of historical associations, while its equipment and thorough train service have a parallel," says a distinguished editorial writer, in speaking of the New York Central Railroad.

The demand for our elegant line of furniture at the ridiculous low price tells more plainly than words just what the people want. Try for yourself. WM. TRAFORD, \$5 and \$7 King street.

We Are Coming.

Do not make any contract with the Bell or other telephone company. You can own your own in a short time, and almost obliterate future expense. AMERICA. 27a

BLAZING PRINTING OFFICES.

Disastrous Fire in Minneapolis—Loss Placed at \$300,000—A Couple Cremated.

MINNEAPOLIS, Minn., Feb. 26.—The Crown Lithographing Company and the Housekeeping Publishing Company, at Seventh street and First avenue, were destroyed by fire yesterday. Loss, \$300,000. Insurance is very light.

DAYTON, Ohio, Feb. 26.—The house of G. W. Weaver and wife, an aged couple living two and a-half miles southwest of Trotwood, Montgomery county, was burned on Sunday night, and the charred bones of Weaver and his wife were found in the ruins. It is thought robbers committed the deed.

DIDN'T PASS.

WASHINGTON, D. C., Feb. 26.—The amendment to the general deficiency bill appropriating \$425,000 to pay damages to Canadian sealers under the findings of the Paris tribunal, was at first adopted by the United States House of Representatives by a vote of 91 yeas to 85 nays. On the yeas and nays vote it was rejected, yeas 112, nays 143.

The vote was mainly on party lines, Republicans and Populists opposing it and the Democrats favoring it.

IN A PERILOUS PREDICAMENT.

QUEBEC, Feb. 26.—While backing his horse and sleigh on the ferryboat at Levis last night, a man named Poulin, milk inspector, had a narrow escape. While on the gangway the boat moved, and the sleigh hung down the boat's side, with the horse pulling on it from the deck. Poulin hung on to the back of the sleigh, with his feet dangling in the water, and was barely rescued, as he was about to be crushed between the boat and the wharf.

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DUNN'S FRUIT SALINE

GIVES HEALTH BY NATURAL MEANS

KEEPS THE THROAT CLEAN AND HEALTHY.

DELICIOUSLY REFRESHING.

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Reclining Study and Invalid Chairs

Also a special line of Wheel Chairs for street

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686 DUNDAS STREET, LONDON.

Woven Wire Springs

\$1 each

We are selling the only \$1

Woven Wire Springs in Can-

ada. It is made on a strong,

neat frame, and in all sizes.

With our latest improved ma-

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big value for your money.

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London Furniture Mfg. Co.,

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Largest stock of Maple, Basswood, Elm

Cherry, Walnut, Sycamore, Chestnut, Ash,

Oak, etc., in Western Ontario. Inspection so-

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CURE FOR ALL!!!

Is an infallible remedy for

Bad Legs, Bad Breasts,

Old Wounds, Sores

and Ulcers. It is

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and Rheu-

matism.

For Disorders of the Chest

it has no equal.

For SORE THROATS,

BRONCHITIS, COUGHS,

COLDS,

Glandular Swellings, and all Skin

Diseases it has no rival; and for

contracted and stiff joints it acts like a charm.

Manufactured only at 78, New Oxford Street (late

523, Oxford Street), LONDON, and sold by all

Medicine Vendors throughout the World.

Purchasers should look to the Label on the

Pots and Boxes. If the address is not 78,

Oxford Street, London, they are spurious.

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148 and 150 DUNDAS ST.

Alfred Taylor, Manager.

Lee King, Chinese Laundry, The best

work in the city. 427 Richmond

Street, London, Ont.

Shirt collars ironed straight so as not to