

## CZAR AND FAMILY WERE IN PERIL

Report of Accident to Royal Yacht Confirmed—Strict Secrecy Enjoined.

St. Petersburg, Sept. 12.—No official announcement has been made here up to 1:30 o'clock this afternoon regarding the grounding of the Imperial yacht Standart off Horsoe, near Hangoo, Finland, yesterday afternoon. The news has been withheld from the embassies, but the Associated Press learns that the yacht, on board of which was Emperor Nicholas and Empress Alexandra and their family, produced a depressing effect upon the vessel. The Standart is in an unfavorable position upon some rocks, which are submerged at high tide, but the yacht was maintained on board and news of the disaster being telegraphed to the naval authorities, a number of warships and a salvage steamer were hurried to Horsoe.

At 10 o'clock last night, the Imperial party left the Standart and were taken on board the dispatch boat Asia, orders being telegraphed to St. Petersburg to have the Imperial yacht Alexandra sent to Horsoe, where she is expected in the course of the day.

His majesty was urged to leave the vessel when she struck the rocks, but he refused and waited until the Asia was ready to take him and the Imperial family on board.

Though it has been suggested that the accident to the Standart was due to members of her crew, who purposely ran her on the rocks, it is claimed in naval circles here that the disaster was due to the narrowness of the channel.

## MOORS ROUTED BY ALLIED FORBES

Attack by the Franco-Spanish Army Well Planned and Completely Successful.

Casablanca, Sept. 11.—The allied Franco-Spanish army has made a sudden and successful move on Taddert, where the Moors were massed in force. The camp of the latter was destroyed by bombardment, leaving many dead on the field. The French lost one man killed and six men wounded.

The attack was carefully planned, and was based largely on the observations of the Moorish positions made from a military balloon.

The allied army, which was divided into two columns, left the camp at 6 o'clock in the morning, leaving several companies of infantry to defend the base at Casablanca. The first column was composed of four companies of regulars, infantry, several companies of sharpshooters, a battery of artillery and all the cavalry. The second column consisted of six companies of infantry, and a battery of artillery.

The march was skillfully carried out under a fog until half way to Taddert, when the fog lifted and disclosed several large bands of the enemy. The allies then charged at the point of the bayonet, and although the Moors resisted with their old-time courage, they were finally compelled to retreat in the face of a superior force, and both columns of allied troops advanced on Taddert. After the bombardment of that place by the French artillery, as well as by the guns of the French cruiser, Gloire, the allied infantry advanced on the Moors' camp, where the enemy was making a last desperate stand. A short engagement followed and the Moors fled in the wild disorder pursued for several miles by the irregular Algerian cavalry in the French service.

The Moorish camp was destroyed. The exact loss of the Moors is not known, as they carried away many of their dead. The allied army, later returned to Casablanca.

## HOW ZAM-BUK SAVED A GIRL'S HAIR

When eczema, ulcers or ringworm break out on the scalp the first thing the doctor orders is to have the hair cut off. Don't do it before trying Zam-Buk, because it can cure these diseases without causing such a sacrifice.

Mrs. J. Butler, of 5 Brannochburn avenue, Montreal, has proved this. She says: "My eldest daughter, Annie, caught eczema. It broke out on her face and scalp, and the disease was quickly transmitted to Herbert and Edith, and in their cases not only their heads, but their hands and faces were covered with sores and scaly places.

"I tried various blood-purifying remedies in vain and then consulted a doctor. He applied all kinds of lotions but the sores remained the same. He next ordered that the hair be all shaven off from the girls' heads in order to get down to the disease on the scalp. They each had long hair and I thought it such a pity to cut it all off. I refused. He thereupon withdrew his services altogether.

"After that I bought first one thing and then another, but it was all no good until we got Zam-Buk. That proved equal to the case and in a few weeks it cleared every trace of skin disease from each child. With it in use there was no need to cut off the girls' hair or take any other extreme measure. It just went to work and healed the sores in the shape."

Zam-Buk cures blood poison, cuts, bruises, old wounds, running sores, ulcers, boils, eruptions, scalp sores, eczema, itch, barber's rash, burns, scalds, and all skin injuries and diseases. Best cure for piles yet known. All drug-gists and stores at 25 cents a box, or from the Zam-Buk Company, Toronto.

## Advertiser Correspondence

High-Pressure—What It Means for Fire Protection.

To the Editor of The Advertiser:

A great deal of matter has appeared in the local press since the water problem became a topical subject, and it would appear to me from general conversation that very few persons know what the term high-pressure really means.

In order that it may be better understood I beg to submit for your many interested readers and the general public the following: In the past, among fire-fighters, high-pressure with few exceptions has been confined to the steam fire engines of the first-class order. As higher buildings came into existence the demand has increased. A first-class fire engine can be manipulated to generate any desired pressure up to 300 pounds. This is not practical with the ordinary waterworks systems of this country for a number of reasons. All experienced firemen know the great value of a high-pressure stream as compared to that from one of low pressure. In the former force and quantity are the two great factors that count in the fire. In effect there is no comparison as between a nozzle-pressure of 200 pounds and that of 40 pounds, so that Londoners really have no conception of the value of high-pressure in a large conflagration.

To produce this high-pressure plan of the Americans millions of dollars, and millions to maintain. And until recently it has been practically confined to the steam fire engine, which means initial cost of engines, houses, horses and men. Each engine means two, three or four horses, their keep, and three men, engineer, engineer and stoker. This, where from 20 to 100 engines are necessary, means a large annual expense account.

To overcome this great expense, the so-called high-pressure system or most modern fire protection has been introduced. With this new plan the steam fire engine is practically put out of business, and in the near future it will almost entirely supplant the fire steamer system.

To the fire tug-boat, and later the water front modern fire boat, may be attributed the initial idea or suggestion. It was easily demonstrated that, when abundance of water was at hand, these boats (really floating waterworks stations) could without horses, and few men, and where the fire hazards were generally greater than any other parts of the cities, outclass in effective work a great many steam fire engines and at a much less cost.

Then came the idea of iron pipe lines to save hose, running larger pipes and longer ranges than was practical from hose lines, to which these fire boats could be rapidly connected. Cleveland, for instance, has recently completed a system of this type, pending the time when they can finance a permanent pumping station. In this city it is stated the total cost, including a perfect system of telephone for a city the size of Cleveland will reach to the smaller city or even the village. The plant under test at Cleveland was a pleasing surprise to a large party of insurance magnates gathered to see it.

The practical results—it is now claimed that the steam fire engines can all be relegated to the outskirts. To Philadelphia belongs the honor of high-pressure. Now several other cities are making installations of a similar class. High-pressure ordinarily cannot be obtained from a gravitating plan, for it means a constant pressure at the hydrant during fire service of from 300 to 400 pounds, carrying the maximum number of streams. At Philadelphia number of 2½-inch streams is the maximum load. There is not a steam fire engine in America (Montreal, Canada, has one of the largest) that will maintain a base pressure on one, two and one-half nozzle of 250 pounds. And this class of steam fire engine is sold to rate 1,000 imperial gallons per minute.

The new method demands mechanically held streams, one fireman doing the work of many with the same fire hose as at present (unless very large nozzles are used). The pumps are an interesting feature: not one or two big pumps, but a series of small ones to meet the demands of the work and lessen the liability to breakdowns, and so on, by arranged that they can be driven by any kind of power, gas, electricity or steam or water, whichever is most convenient, so that in case of accident to a supply of electric current the same pump or series can be driven by a producer gas plant, etc. The fire underwriters insist on quality of pipe as at Springfield, no matter how much water power we have we must have other means in reserve for driving the pumps, because the dam might be lost as was the case here a few years ago.

One hundred pounds is not classed high-pressure. London now cannot stand under the most favorable conditions at the market district, eighty pounds and no fire. After the Masonic Temple fire the underwriters' inspector made the then regulation classification test, and the hydrants only maintained sixty-three pounds—five streams of one inch each.

Imagine the same hydrants maintaining 250 pounds on five streams, using 2-inch nozzles on the old temple or any other risk and you will have a fair conception of what high-pressure means in the modern sense. One inch water would be greater and far more effective than ten streams from our present system.

In construction the system is such that one pump or the whole series can be instantly set in motion according to the work required, giving a base hydrant-pressure anywhere up to the maximum and keeping it there, provided the supply is at hand.

Thus for commercial work, street watering, etc., 20 or 30 pounds is quite ample. One of the series of pumps may be work sufficient especially during the winter and wet weather periods, this pump giving constant twenty-four hour service. The rest are idle only when there is a fire.

Direct pressure—Does the London Fire Department require—during the past five years experience, 120 hours in 12 months the use of the fire pressure? It is necessary to place this constant load on every house tap in the

city? This is a question solved by high-pressure. Great London is now frequently spoken of. It has really commenced, and its foundations are very broad, but like all other growing places it will grow upward as well. At present we have the upward growth only in a few buildings, the Bank of Toronto and the Darch buildings. Two more are under way, the Smallman and Reid structures; more are bound to follow. 100-pound pressures are useless in high buildings and antiquated in configurations.

The fire underwriters' new regulations now require for a city of 50,000 population where storage reservoirs are adopted a capacity of 25,000,000 gallons. Hence it may be noted that it will in a dry period keep both branches of our river busy to supply a natural reservoir to meet these regulations. When we reach 75,000 people they demand 37,500,000 gallons. High-pressure, while it may seldom be run at its full capacity, must have ample supply. And so must any other system in configurations, or the inevitable happens as at Baltimore and Toronto. The Thames, at or below the forks makes a natural reservoir of all the river waters and practically inexhaustible, hence a pumping station at or near the forks would get all the river, requiring a very short intake. If that water is good enough for Chatham to drink it surely should do for our fire-fighting, and street watering.

A pumping station at or below the forks would cause no lawsuits for mill rights or privileges, and allow the easy installation of either gas or electric current for power.

For the same reasons if a filtration system should be entertained the plant should be at Springfield or below the forks where we could get all the waters of the river, and if at Springfield we there obtain the finest quality of sand and fine gravel in profusion. It will not cost us a cent to filter water below the forks than it does on the north branch. If filtration will thoroughly cleanse and purify the water of the branch it surely will do the same with the trunk, where we can have all the water of the whole of the river, and gravitate it into the supply into the present spring ponds and thus make our present pumping plant (10,000,000 gallons capacity) do the work. But none of these are high-pressure. Yours truly,

JOHN M. PARSONS.

## EMBRO HAPPENINGS

Location for New Railroad Station Chosen—Several Marriages.

Embrow, Sept. 12.—On Saturday afternoon a committee of railroad men met our council in the town hall for the purpose of deciding on a location for the station, and arranging other business about our new railroad. The final survey made is the route to be taken. It will cross Commissioner street, near Mr. D. R. Ross' mills, then running along the edge of the pond around to the corner of Argyle and Halliday streets, and from there out through the rear of Mr. A. M. Boosey's property, and crosses the Fourth line (Huron street north), by means of an overhead bridge. Portions of St. Andrew's Park, Argyle and Halliday streets are to be closed, and the station will be to the rear of Mr. Boosey's house. Mr. Morrow, the right-of-way man, is buying the land along the route. He is being assisted by Mr. Columbus Ross. Work is to be commenced as soon as the right-of-way is purchased. The C. P. R. men were Engineer Darling and Mr. Morrow, and the St. Marys and Western Ontario Railway Company representatives were Engineers Macklin and Hyde, and President Chambers, of St. Marys; also, Mr. Carman, C. P. R. agent at St. Marys, and Contractor Webb.

Mr. Wm. Baxter, of Manor, Sask., formerly on the staff of the Traders' Bank, has been renewing acquaintances here.

Mr. Andrew Ross, who died last week, at his home on the Eighth line, had sustained serious injuries a few weeks ago. He was in his 83rd year. His wife predeceased him about four years ago. An only son, Hugh, survives, who lives at home. The funeral took place on Monday afternoon to the Log Church Cemetery, Rev. Mr. Whaley, of Burns' Church, officiating. There was a large attendance.

Mr. George Innes, of Kansas, is the guest of his sisters-in-law, the Misses Matheson.

Robert Grimstead, of Chicago, is visiting at Mr. Alex. Campbell's.

Mr. Wm. McNeill, of Cobalt, is visiting at his parents' home.

Mr. Robt. Barnaby is visiting at Mr. J. Munro's, Gosport.

The marriage was solemnized at the Presbyterian manse, Kintore, on Tuesday afternoon, of Miss Isabella, eldest daughter of Mr. and Mrs. Philip McDonald, second line, to Mr. John Robert Armstrong, of Kintore. The couple were unattended. The bride's dress was blue ladies' cloth, with hat to match. Mr. and Mrs. Armstrong left on the evening train for Toronto and other eastern points, and on their return will reside on the Armstrong homestead near Kintore.

Mrs. Alfred Ensign and infant son, of Callopie, Iowa, are visiting at Mrs. George Gordon's.

Mr. and Mrs. Fred Matheson and daughter, Eva, of Woodstock, were recent visitors at Mrs. Wm. Murray's, John street.

Messrs. Edward Regan, of Phoenix, Arizona, and Henry, of Beachville, spent Monday at Mr. John Fairbairn's.

Mrs. James Laird, of Toronto, has been renewing acquaintances here. She has sold her farm to Mr. P. J. Fraser.

The marriage of Mr. Thos. Youngs and Miss Maggie Finnie took place in St. Marys last week.

St. Knox Church, Stavelly, Alta., was the scene of a happy event on Monday, Sept. 2, when Mr. James H. Brand was married to Miss Margaret Barley. Mr. Brand is an old Embro boy and a son of our townsmen, Mr. Alex. Brand. His many Embro and Zorra friends unite in wishing him and his bride a happy wedded life.

Mr. Dr. Craig, of Ann Arbor, Mich., is visiting her aunts, the Misses Matheson.

Mr. and Mrs. A. A. McKinnon and Mrs. Donald M. McKinnon are spending a few days with Toronto friends.

Mr. George N. Matheson, of Fair-



## Clark's Corned Beef Clark's Sliced Smoked Beef Clark's Ready Lunch Beef

and Clark's other cooked specialties will save much trouble and bother in every household. They are always ready to serve with every meal or to provide an economical appetizing meal at unexpected hours.

But see that you get Clark's Meats in tins. Do not use imported canned meats of only average quality upon which you have to pay a high duty.

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That we can serve you better than any other house for your clothing needs. If you have the same idea, then there is practically nothing more to say. Is there? So, come on in.

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Low Rate Excursions Return London to Detroit \$3.40, Grand Rapids \$6.20, Saginaw \$4.25, Chicago \$9.25, Bay City \$4.35, Cleveland \$5.90, St. Paul and Minneapolis \$28.40 or \$31.90

WANTED IN THE NORTHWEST  
Extra Excursion Leaves Tuesday, Sept. 17th

WELL PAID WORK FOR ALL COMERS  
Farmers Everywhere Are Wanting Men

Full information at London offices: W. Fulton, 161 Dundas St. E., Toronto, C.P.R. Station, or write C. B. Foster, D.P.A., C.P.R., Toronto.

## ABOLISH A HOLIDAY

Proposal To Have Labor Day on the First of July.

Glouce Bay, N. S., Sept. 13.—At the meeting of the National Trades and Labor Congress, President Mee recommended:

That the question of political action be acted upon and finally decided; that the office of the secretary be abolished, and the salary devoted to organization; that we petition to abolish Labor Day and continue Dominion Day, and that it be known as Labor Day; that this Congress again declare in favor of purely Canadian organizations, officers and managed by men and women working in and allowing allegiance to the Canadian Government only; that we declare the action of the self-styled labor leaders in maintaining foreign organizations on British soil unpatriotic and unworthy of the sons of our fair land.

IGNORANCE IS A CURSE.—"Know thyself" is a good admonition, whether referring to one's physical condition or moral habits. The man who is acquainted with himself will know how to act when any disadvantage in his condition manifests itself. Dr. Thomas' Eucalyptic Oil is the clean and simple remedy for the eradication of pain from the system and for the cure of all bronchial troubles.

## TRAVELERS' GUIDE

GRAND TRUNK RAILWAY.  
SARNIA TUNNEL TO SUSPENSION BRIDGE AND TORONTO.  
Depart from the east—\*3:50 a.m., 10:45 a.m., \*11 a.m., \*11:20 a.m., \*6:25 p.m., \*7:30 p.m., \*7:48 p.m., 10 p.m.  
Arrive from the west—\*12:05 a.m., \*3:15 a.m., \*11:20 a.m., \*1:25 p.m., \*4:10 p.m., \*6:25 p.m.  
Depart for the east—\*12:05 a.m., \*3:20 a.m., 7:30 a.m., \*9:30 a.m., \*11:30 a.m., 2:05 p.m., \*4:25 p.m., \*6:55 p.m., (Eastern Flyer).  
The trains leaving at 7:30 a.m., and 2:05 p.m. stop at all stations.  
Depart for the west—\*3:25 a.m., \*3:55 a.m., \*7:40 a.m., \*11:10 a.m., \*11:33 a.m., 1:55 p.m., \*8:05 p.m.  
The 7:40 a.m. and the 1:55 p.m. trains stop at all stations.

LONDON AND WINDSOR.  
Arrive—10:40 a.m., \*4 p.m., \*6:50 p.m., (Eastern Flyer), 11 p.m.  
Depart—6:35 a.m., \*11:25 a.m., 2:20 p.m., \*7:55 p.m. (International Limited.)

STRAITFORD BRANCH.  
Arrive—\*3:15 a.m., 11:15 a.m., 1:25 p.m., 6:35 p.m., 10:55 p.m.  
Depart—6:10 a.m., 11:00 a.m., 2:50 p.m., 5 p.m.

LONDON, HURON AND BRUCE  
Arrive—9:45 a.m., 6:10 p.m.  
Depart—8:15 a.m., 4:50 p.m.  
Trains marked thus \* run daily. Those not so marked run daily except Sunday.

CANADIAN PACIFIC RAILWAY  
Arrive—From the east—\*11:30 a.m., 8:00 p.m., \*11:00 p.m. From the west—\*4:30 a.m., \*8:20 a.m., \*5:20 p.m.  
Depart—For the east—\*4:35 a.m., 8:28 a.m., \*5:28 p.m. For the west—\*11:38 a.m., \*8:10 p.m., \*11:10 p.m.  
Trains marked thus \* run daily. Those not so marked run daily except Sunday. \*From Chatham only. \*\*Runs only to Chatham.

MICHIGAN CENTRAL RAILWAY  
Arrive—8:45 a.m., 11:10 a.m., 6:19 p.m., 9:35 p.m.  
Depart—7:15 a.m., 2:20 p.m., 6:38 p.m., \*10:25 p.m.  
\*Runs through to Waterford.

PERE MARQUETTE RAILWAY.  
Depart—5:40 a.m., \*6:50 a.m., 9:45 a.m., 2:30 p.m., \*3:40 p.m., 12:35 p.m., 4:40 p.m., \*9:20 p.m., 11:30 p.m.  
\*To and from Walkerville, without change. Trains not "starred" to Port Stanley. Between London and St. Thomas only.

## BIG GAME

SEASON OPENS  
NEW BRUNSWICK,  
September 15th  
QUEBEC, September 1st  
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Moose. Caribou.  
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Atlantic Transport Line—New York-London direct.  
Dominion Line, Royal Mail Steamers—Montreal-Quebec-Liverpool (summer); Portland-Liverpool direct; Ontario—\$4.25.  
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Special Low Round-Trip Rates FROM LONDON Sept. 19th, 20th, 21st.

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Grand Rapids, Mich.	\$6.25
Saginaw, Mich.	\$6.25
Chicago	\$9.25
Cleveland, O. via Detroit and D. C.	\$28.40 or \$31.90
St. Paul and Minneapolis.	\$28.40 or \$31.90

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An additional Farm Laborers' Excursion will be run on Sept. 17, 1907 \$12.00 From All Stations \$12.00

For tickets and full information call on E. DE LA HOOKE, city passenger and ticket agent; E. RUSE, depot agent; or write J. D. McDONALD, D.P.A., Union Station, Toronto, Ont.



Special Low Rate One-Way Colonists Tickets  
on sale daily during months of September and October, 1907, from all Wabash stations.  
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Tickets good via all direct routes, and should read over the Wabash System, the short and true route to Western points.  
For full particulars see Wabash ticket agent, or address J. A. RICHARDSON, district passenger agent, Toronto and St. Thomas.

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The Big G for men and women, discharges, inflammations, irritations or ulcers, of the nose, membranes, throat, and not acting as a stimulant.  
Sold by Druggists, or sent in plain wrapper, by express, prepaid, for \$1.25, or 3 bottles \$2.75. Circular sent on request.