

London Advertiser.

TWO EDITIONS DAILY - WEEKLY.

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LONDON, SATURDAY, AUG. 12.

Bridge the C. P. R. at Wellington Street.

We have recently pointed out that some grave dangers have been made in the past by our municipal managers. One of these was the closing of Wellington street north by the C. P. R. At the time this was done the north part of the city was comparatively vacant. Today it is one of the most popular parts of the city, and is rapidly filling up. The direct street between the north end and Victoria Park is Wellington street, and if the railway were bridged it would bring the north part into direct communication with the city's best section—Victoria Park, and the streets surrounding it—and enlarge the area of land of the most desirable kind for residential purposes.

The Theatrical Trust.

For some time past the Theatrical Trusts have controlled the theatres, but it looks as if there would be relief before long. It is very undesirable from the standpoint of the public as well as the actors' standpoint, that any trust should control the brains of the stage. Those who are fighting against the combination that for some time past has mercilessly dictated terms, are entitled to the gratitude and support of the public.

London's Future.

With the close of the celebration of the fiftieth anniversary of the establishment of London as a city one is naturally inclined to speculate as to the future of this center of civilization. The advent of the city came at a time when there was brisk local railway development, when the conquering of the soil in Western Ontario had not yet been fully completed. London became a railway center. Her enterprising pioneer merchants and manufacturers took opportunity by the hand, and pushed their business beyond the comparatively narrow limits of Middlesex fine and fertile country though it ever has been. After twenty years, however, it was seen that the development was also necessary, and by the exercise of faith capital was raised to set on foot a street railway. This was no easy task, for the public had then no very great favor for the new-fangled tramway, and so fearful were the municipal rulers of those days of any revolutionary method of propulsion that they provided in the 50-year franchise, which was given without question, that the cars should only be moved by either horses or mules! Up to 30 years ago, too, the city had no domestic water supply, except that obtained from wells, and it said much for the civic patriotism of not a few inhabitants that they ungrudgingly used water from wells tainted by petroleum, which percolated through the gravel soil from the refinery region, rather than kick against the presence of an industry that did so much to advertise the city in its early days.

But the time came when the public health demanded that there should be a pure water supply for domestic purposes, and when the wooden boxes stored with water at business street corners could no longer be regarded as effective protection from fire. And then the civic water supply was established. These were the chief reforms with which we ushered in the semi-jubilee of the city. They have been modified to meet the new wants of a steadily-growing urban community, and no doubt will be improved as time passes. It was a very agreeable pastime for our citizens in the past few days, while entertaining their thousands of Old Boy friends, to rejoice with them over the progress made in the last half-century. Both citizens and visitors could review with complacency and thankfulness the changes for the better. To us has come the testimony from far and near that while London has not had a mushroom growth, bringing with it questions difficult of solution, she has made substantial progress, and is today one of the most desirable places of residence, for the business man, for the worker, and for the man of leisure, to be found on the continent of America.

How to keep the city so is the problem that every Londoner of today has to face. We need more and more to cultivate a spirit of unity in civic endeavor. This is an age of competition, and we must strive to promote the welfare of citizens collectively, with just as much devotion as the head of a household labors to advance the interests of members of his family. In the past, the more this spirit has been cultivated, the greater has been our progress, and so it must be in this twentieth century, which ought to be ours as citizens of London, as well as of the wider Dominion. We are advantageously situated, in the heart of as fertile a territory as is to be found in Canada. Our local advantages can be bettered. A network of railway car lines, the products of our shops and factories, and the products of the country, and by our own railways we are able to enjoy the advantages of a lake port, and the cheapening of freights which water competition provides. The benefit of the last-named advantage cannot be over-estimated. Even the city of Quebec, which somehow seems to be avoided by the ocean steamers, complains that her merchants and manufacturers are greatly handicapped through the carriage of their imports by rail. But so long as London keeps her railway to a lake port under control, so long will she maintain her present enviable position. We need have no fear as to the future in this and other matters pertaining to the public welfare, considerations of civic patriotism are made.

The Southwestern Traction Company.

We hope soon to know the efforts of the directors of The Southwestern Traction Company have met with success, and to be able to go over their line to St. Thomas, Port Stanley or Delaware.

Many obstacles have been put in their way, the greater part by the London Street Railway Company, but the citizens are not interested in assisting those who hold one city franchise to thwart the wishes of the new suburban electric railway scheme.

We believe the London and Southwestern Traction Company with the charter they control would be able to build from Hamilton through Chatham, from London to Port Stanley, and also to Aylmer. These lines, or any part of them, when completed, will bring business to the city of London, and should be encouraged in every way by the mayor and city council.

It is proposed to build south and cross the river at the foot of Richmond street; but the Street Railway Company endeavor to make the way as difficult as possible. A number of years ago the late Mayor Andrew McEwen was anxious to have a bridge erected across the river at this point, and wanted to considerable trouble in connection with the scheme, which was not accomplished. It is now within the reach of the citizens, if the mayor and council do what they can to assist the London and Southwestern Traction Company.

We have pointed out that when the Grand Trunk make their improvements in London every effort should be made to induce them to elevate their tracks through the city. If Richmond street had a subway all inconvenience and danger at this point would be removed, and with the river bridge at the foot of the street it would bring a large section of South London into close touch with the center of the city. These are all points well worth the serious attention of the mayor and council. Elevate the Grand Trunk through the city; build a bridge across the river at the foot of Richmond street, and assist the London and Southwestern Traction Company to get their line in running order.

Fun at the Fairs.

The open letter which Mr. D. H. Price, manager of the East Elgin Fair, has addressed to the farmers of that riding, in defense of horse speeding and other special attractions at fairs, is timely, though really its arguments are unnecessary to readers of The Advertiser. In these columns, we have always advocated the provision of legitimate attractions of a fun-imparting character at these gatherings, and experience has but confirmed us in our views.

According to Mr. Price, but one fair—that at Simcoe—succeeded without attractions. On the other hand, as he points out, four years ago the Ontario department of agriculture undertook to conduct a model fair at Whitby—without "attractions," of course. To Professor G. C. Creelman, now president of the Ontario Agricultural College, and our former fellow-townsmen, Professor Hodson, Dominion live stock commissioner, was given full control of the management. They got special assistance from the Minister of Agriculture, they had the aid of other expert Government officials; they had an enterprising town and a fine farming region at their back, and if ever a model fair could be successful without those attractions that some rail at as altogether unnecessary this fair at Whitby should have succeeded. There was much interest in the result, and Mr. Price, to quote his very latest information, wrote to a director of the exhibition, and this is what he says:

"Professor Hodson and Professor Creelman took full management of the fair. They increased the prize list, had no amusement and no speed races, secured contributions from the different corporations in the county, and the result in two years was a deficiency of nearly \$500. Under their management the fair was a financial failure, but at everyone's dissatisfaction. Last year we ran it ourselves. In our own way, and succeeded in reducing our debt to the bank \$200, besides paying off nearly \$300 debts of the previous year. We had races and shows in front of the grandstand, and will have them again this year. There is one thing that is evident to my mind, that is, that a model fair, or a fair without some kind of amusement and some speeding in the ring, will never pay."

The conclusion cannot be gainsaid. People do not go to agricultural shows to look upon the ordinary exhibits alone. They are not to be satisfied unless instruction is blended with interest and amusement. This does not call for questionable attractions or vulgarities of any description. Such are not to be classed with legitimate amusements. The directors of the Western Fair, held in this city, annually for many years, have made their exhibition a phenomenal success by endeavoring to live up to the policy of providing just such amusements, while never overlooking the primary object of the fair, which is to advance the great agricultural cause and its allied industries in the factory.

"Snide shows," cannot be defended, whether they are permitted to form part of the main exhibition, or tolerated on the "side." But legitimate amusement for the sightseer certainly ought not to be neglected.

The question is now put, How can a round robin be square?

If wheat is King in the Northwest then oats is the Prince of Wales.

The necessity for a fearless, capable building inspector in every large city is emphasized by the terrible fatality in the Albany departmental store.

The Imperial Parliament has adjourned. No power on earth could

of August. The Britisher is a hard worker, but he keeps himself in good repair by reasonable open air enjoyment.

Ottawa people have learned that it is better to boulevard their streets, and efficiently maintain a moderately wide roadway, than to maintain cow pastures "in their midst."

Peace may come after all as a result of the conference now in progress at Portsmouth, N. H. The nations most vitally affected certainly desire it. The question is as to the terms, and that it is evident there must be give and take, or there will be no settlement.

The outlook is that for the next ten years Canada will have a growing time such as she has never enjoyed in the past. Even the halcyon days since 1896 will be left far behind. The country is indeed worthy talking about now. What will it be in 1915?

There has been a hog plague in Denmark, from which Great Britain has hitherto received the greater portion of her imports of bacon. Here is the opportunity for Canadian hog raisers. Let them produce the light hog demanded by the exporters of bacon, and secure a benefit which may be lasting in view of the fact that it will be some time before the deficiency in the Danish hog supply can be completely re-established.

World-wide penny postage is certain to come—probably after next year's conference of the parties to the Postal Union. Great Britain led in establishing penny postage within the United Kingdom. This auxiliary British nation led in establishing ocean penny postage. The example thus set by Great Britain and Canada other nations have followed, in great measure, to their benefit. Why should not penny postage embracing the civilized world be successful? Probably by the time we get it, we will also find Great Britain, moved to protect the interests of herself and the empire at large, by agreeing to a much more liberal system of postage on newspapers and periodicals within the empire.

Don't Worry.

[Belleville Ontario.] That's an interesting statement in the report of insanity in Ontario that most of the cases arise from worry, which practically bears out an old theory. So don't worry. "Apples will grow again."

Left on the Porch.

[Philadelphia Press.] Mr. Stuyt—My, it's 10 o'clock. However, my train doesn't go till 11:15 and it's very pleasant here on the porch. Miss Subbuss—I'm glad you like it. Mr. Stuyt—Yes, but—er—perhaps I'm keeping you up, but—er—Miss Subbuss—Not at all. I'm going to look up and go to bed now.

So Short the Day!

[New York News.] So much to do in this wide world, So many crowns that wait, So little done at last by those Who labor for the day. So short the day, So swift the sun, So much to do, So little done!

If days were long as mortal aim, If hearts were strong to bear, If night comes on and strength is gone, The task is finished here. So short the day, So swift the sun, So much to do, So little done!

English Unnecessary.

[Louisville Courier-Journal.] Railway Official—Yes, I can give you a protégé a job. I'll make him a brakeman. Friend—But he's just over from Finland. He can't speak English. Railway Magnate—That's all right. All he's got to do is to call stations.

Agitation for Reciprocity.

[New York Herald.] A competent observer who has just made a tour of New England reports that a steady growth in agitation for revision of the tariff and reciprocal treaties. The convention called by agricultural and industrial organizations of the west to meet in Chicago next month will voice the sentiment of that section in favor of reciprocity and call upon Congress to act.

The Chugs.

[Chicago Tribune.] Mrs. Chugwater—This paper says the passengers escaped on a raft. How could they make a raft at sea? Mr. Chugwater—They could use the ship's log, couldn't they? Why don't you go on your own reasoning faculties once in awhile?

Warm Poetry.

[Chicago News.] The following, which we quote from "Poems of the Future," by Ella Wheeler Wilcox, is probably the warmest thing of its kind extant: If I were a raindrop and you were a leaf, And lie on your breast in a rapture of rest, And love you, love you, love you.

This is short but brilliant, like the tale of a mallard duck, and Ella has the sympathy of every man in Uddia in her suffering. In their behalf we must respond: If I were a cannibal chieftain bold, And should I chance to meet you, I'd carry you far from the haunts of man, And eat you, eat you, eat you.

Our Mercenary Suitor.

[Montreal Star.] A Boston newspaper has a strong editorial in favor of annexation with Canada. As Mr. Fielding has just announced his \$2,000,000 surplus, it rather looks as if Uncle Sam wanted to marry us for our money.

Reflections of a Bachelor.

[New York Press.] A girl has to be mighty pretty not to be as ugly as her rival says she is. The way things are kept in a girl's mind is a mystery. It is rather a woman never gets over the idea that if she had lived abroad she would have had a great romance with a royal prince. We educate our children so that they will think they know so much more than we do that we are only fit to go on supporting them. There is a good deal of consolation in thinking you could amount to a great deal if you were a girl.

PEACE PROSPECTS ARE FADING FAST

Sakhalin and an Indemnity the Stumbling Blocks.

REAL STRUGGLE BEGINS MONDAY

Credentia Mixup Puts New Face on Negotiations—Jap Envoy Has Not Absolute Powers.

Portsmouth, N. H., Aug. 11.—Russia's reply to the Japanese terms of peace was delivered to M. Witte to be forwarded to the Japanese at 2:30 a. m. tomorrow. The reply is written, there being two texts, one in French, the other in English.

Upon the two crucial points, indemnity and the cession of the island of Sakhalin, the reply is absolute non-possimus. Other points are accepted as bases for new negotiations, while still others are accepted conditionally.

The reply is rather long because, in considering the conditions upon which discussion is being conducted, those upon which consideration is decided, reasons and arguments are given.

The Japanese plenipotentiaries are likely to ask for the cession of the island of Sakhalin to examine and prepare their reply. M. Witte probably will intimate that the Russian plenipotentiaries expect the Japanese to show as much expedition as they (the Russians) have shown in the preparation of their response.

Monday, therefore, is expected to be the day on which the real discussion will begin. Neither side wishes to indulge in diplomatic sparring.

The tactics of the Japanese are inscrutable. They have shown through-out the war their ability to guard their secrets, military, naval and diplomatic, and the remotest clue comes from behind the helmet of the general, whether or not they are prepared to make substantial concessions.

That Credentia Mix Up. In the inner camps of both plenipotentiaries the deepest pessimism reigns. M. Witte, it is known, positively believes the prospects of an agreement so remote as to be practically nil.

He has no desire to prolong the agony and has not yet decided whether or not they are prepared to make substantial concessions. The plenipotentiaries come together after the Japanese have had the opportunity to examine the reply, there is strong reason to believe that his colleagues will but will insist upon an immediate discussion of all the proposed bases.

Before selling for home, he contemplates a visit to Chicago. That the Japanese terms, insofar as they touch the main point, will not be withdrawn or materially modified is the opinion of a Moscow correspondent. A member of the Japanese parliament, who is here as a financial emissary of Japan.

"The conditions in their broad outline," he said, "are not so substantial known to us in Japan and the Russians will be much misled if they imagine the Japanese will not do so. Upon the two chief points—the indemnity and the cession of Sakhalin."

Agreement Unlikely. To surrender either is impossible. If Baron Komura should yield on these points, public feeling in Japan would be so strong that he would be murdered on his return to Japan.

"We must be reimbursed for the cost of the war and we have national claims on Sakhalin which we never have forgotten. Japan has no desire to humiliate Russia more than is necessary, and the conditions are not so favorable to Russia's susceptibilities, but public opinion in Japan is absolutely so firm upon the main issues that no Japanese statesman could be expected to withdraw the terms which have been proposed as the basis of peace.

The Japanese Government has only asked for the return of the Japanese ideas, are considered most moderate terms. A strong party in Japan favored claiming the entire peninsula, but the evacuation of Manchuria with the cession of the territory around the mouth of the Amur, and Japan.

A very remarkable state of affairs exists regarding the credentials of the plenipotentiaries and the end is not yet. Notwithstanding yesterday's official statement, that with the exchange of credentials, all difficulties upon that point had been removed, the matter still is in issue.

Won't Give Up Sakhalin.

After the failure of Baron Komura to produce credentials at the first session, Wednesday, an English copy was communicated to M. Witte with the statement that it was a copy, but the paper had been removed, the matter still is in issue.

M. Witte's credentials, on the contrary, while in Russian, were accompanied by a certificate copy in French, which bore the signature of Baron Komura, the signature of the Russian Minister of Foreign Affairs.

M. Witte has returned to Baron Komura the copy of the latter's credentials, and has stated that he will forthwith receive an attested copy of the translation, but he has received none yet.

Japan's chief negotiators, he regards it as only proper that he should consider his powers limited in the same way.

In other words, unless the power of Baron Komura are increased to make him co-equal with those conferred upon M. Witte, Baron Komura will have the right to ratify or reject any treaty that he negotiated.

"We understood," said one of the Japanese sarcastically, "that the peace terms would be considered in the naval stores building at the Portsmouth navy yard, and not in the newspapers."

A PEASANT'S SON RUSS RICHELIEU

Father Yanniuseff, Confessor to the Czar, Once a Bare-Legged, Underfed Boy in Kharkoff.

St. Petersburg, Aug. 11.—Clerical influence, which has always played a dominant part in Russian history, will not unlikely be the deciding factor in the developments of the next few months. At present the most powerful man at Nicholas II's court is Father Ioann Leontievitch Yanniuseff, palace almoner and father confessor to the Czar. By coolness of brain, subtly, veiled flattery and other qualities which appeal to unfriended monarchs, Yanniuseff has reached a height of power which can only be compared with that of Konstantine Pobedonostsev during the first years of Alexander III's reign.

It is widely asserted that Father Yanniuseff uses his position as imperial confessor to impress his crude ideas of politics upon the brain of the Emperor. Certain it is that he is never far away when any great state question is being considered. The priest is an avowed reactionary. It was he who devised the idea of organizing a deputation of Absolutists for the purpose of counteracting the effect of the Troubetsky delegation; and it was his influence which led to the exclusion of the Jews from the Easter manifesto.

The confessor-statesman is an ascetic of the fiercest type and is in constant conflict with the liberal-minded, easy-going Metropolitan Antonius, his nominal superior. He is supposed to fog himself daily and to advise his penitents to submit to the same agony and suffering in the flesh. His attachment to Nicholas II. and to the autocracy is probably genuine, but the average uneducated Russian, who is now beginning to hear his name, repeats it with anathemas, and hundreds of stories, mostly probably untrue, are being circulated, showing him in the light of a greedy and unscrupulous impostor.

Like M. Pobedonostsev, whom he resembles in temperament, Yanniuseff is the son of a village peasant priest. Fifty years ago he was running about, a bare-legged, under-fed boy in a Kharkoff village. There he was "discovered" by the superior of a Moscow monastery, to whom, in answer to a request for stone-throwing, he gave an account of himself. The superior, who was a member of the Black Clergy, he prospered by devoting severe penances and living himself exclusively on bread and water he gained a name for rigid piety and gathered around himself an exclusive circle of devotees before he had reached the age of twenty.

His removal spread to the ears of the Dowager Empress; and as he added to fierce religious zeal political ideas of the darkest type, he was soon imposed upon by the Czar. Yanniuseff's ambition is to keep his own personality dark, as regards his political views, and to play the part of a Richelieu behind the scenes. The autocracy impresses upon the Count of Petroff is a divine principle which it is blasphemous to surrender to politics. He adds, come within the province of the confessional and for every political act monarchs are responsible to their spiritual advisers. By preaching these fully upon the minds of worldly and superstitious courtiers Yanniuseff has made himself the most powerful priest at Nicholas II's court, and the possible arbiter of Russia's future history.

Now for the Fall Fairs.

BERLIN IS AFTER STYLE Date of "The Western" and Other Notable Exhibitions.

WESTERN, LONDON, SEPT. 8-16

Can. National, Toronto.....Aug. 25-Sept. 1
Central Canada, Ottawa.....Sept. 1-16
Guelph.....Sept. 1-16
North Belton, Port Elgin.....Sept. 25-29
East Elgin, Aylmer.....Sept. 4-8
Bayham, Stratfordville.....Sept. 20-22
North Oxford, Woodstock.....Sept. 18-19
Springfield, Springfield.....Sept. 18-19
G. N. W., Goderich.....Sept. 25-27
West Elgin, Wallacestown.....Sept. 27-29
East Lambton.....Sept. 25-29
East Bruce, Mildmay.....Sept. 25-29
Drumbo.....Sept. 25-27
Ripley.....Sept. 25-27
Wingham.....Sept. 25-27
West Nissouri, Thorndale.....Oct. 5-8
South Waterloo, Galt.....Oct. 5-8
Westminster Agricultural Society.....Oct. 1-3
Dorchester.....Oct. 3-4
North Norwich, Otterville.....Oct. 6-7
Norfolk, Simcoe.....Oct. 17-19
Ingersoll.....Oct. 5-8
Secretariat of Ontario associations as possible, the dates of the fairs in their mind, to whom he gave notice of any change or correction in the above list.

We call attention to an advertisement in another column for a lawn bowler's outfit lost during the recent journey in London. The finder is asked to report to the honorary secretary, Mr. James Mattinson, 100 Dundas street and be rewarded. 21u

A Manchester (England) man asked a Japanese what struck him most about the European face. He replied that it was the horrible round eyes. A Hindu, to whom he put the same question, said that it was the glimmer

SOCIETY'S EXODUS ON FROM LONDON

Roads to Scotland Tested By Heavy Traffic.

GROUSE SPORT IS THE MAGNET

King and Queen Are Busy Individuals at Goodwood During Week of Festivities.

London, Aug. 11.—The great rush from London has set in. The extraordinary heavy traffic to Scotland and North England, this being the participatory rush of servants, families, huggers, horses, carriages and automobiles to be prepared for those who will go north later for the grouse-shooting.

From the three great terminals whence trains are sent north the night trains have been quadrupled. A most remarkable spectacle was witnessed at Euston one morning, when between 10 o'clock and 1 o'clock they were dispatched express trains every five minutes. It was said a year ago that the trade would take a turn after the last Christmas holidays, but it didn't, and business remained as slack as ever.

The railways have not been in a particularly thriving state, the returns showing a decrease in both passenger and freight traffic. Every day still hard up was the excuse found for such a state of affairs, and yet this is difficult to remember when the staffs at these three great stations—Euston, St. Pancras and King's Cross—from station-masters to porters, had such an exciting and busy time for the first week in August.

Glorious Goodwood is over, but it has not this year quite deserved its historic complement of a night, having rained heavily almost without cessation on the great day of all—Thursday—which was Goodwood cup day, on which there is usually the highest and most brilliant, and best-dressed assemblage of any other day of the great race meeting. Goodwood was "glorious" as ever. To begin with, on Tuesday the sun shone brightly.

John, who had stuck to his old idea of a drive of four miles from the station to the course, grumbled at what he considered his poor harvest of golden grass, because so many excursionists came to the course in automobiles instead of by train and horse, indeed, the increase in automobiles which ran screaming to the course, and churned loose the surface of the roads into intolerable dust, which engulfed the spectators and carriage folk alike and filled the air with sickening odors, was great, it being estimated that there were at least three or four times more than were to be seen there last year.

It was an interesting feature at Goodwood this year to watch the automobile, full of dainty women, arriving unrecognizable in motor veils, dust, soaks and driving rugs, and then, much as a statue is unveiled, the outer coverings were removed, and the perfect of English beauty, garbed in parade fashions, would step on to the parade ground or lawn to be admired. The costumes this year seemed to be distinguished by charming simplicity. There were no elaborate or elaborate toilets. As far as the men were concerned, it was the white hat. At Goodwood the King and Queen were so close followed that even the fashion closely followed that even the fashion was surprised and pleased to see Queen Alexandra accompany the King to the races three days in succession, for the King and Queen were stopping at the Duke of Richmond's, where on this occasion Goodwood House, where the King and Queen were stopping, could be accomplished without the least fatigue.

The Queen was looking as young and handsome as ever, and appeared in excellent health and spirits. So was the King, who appeared most energetic, being never at rest for many minutes at a time in one place.

In one respect, it was noted, Goodwood differed much from last year, in the paucity of American visitors. Never were they so conspicuous by their absence. The King had no talk with Perry Belmont and asked him why he didn't bring over some horses and race. Mrs. Belmont will do so, says Mrs. Belmont, and she is impressed with the English race-courses, and think Goodwood one of the most beautiful places they have yet seen from a racing point of view.

German Capital Resents the Charge of Provincialism. At the conclusion of his speech he moved that a monster demonstration should be arranged to be held on the same day that the B'Nai B'Rith presented its petition, if it insists upon presenting it.

At the close of the meeting a committee of nine delegates was appointed to draft a letter to be sent to the Independent Order of B'Nai B'Rith, asking it to stop the petition and urging its officers against the proposed demonstration of protest. The only official of B'Nai B'Rith available in Chicago last night was David Fish, treasurer of the local organization. Mr. Fish said he was not familiar with the movement in behalf of the proposed petition. Mr. Witte, further than to know that Chicago members of B'Nai B'Rith are almost unanimously opposed to the proposition, "I have not followed the talk about a petition, and the matter is of little interest here," he said. Adolf Kraus, head of the national organization, is bitterly opposed to the presentation of any petition to M. Witte, but what he is doing is being done under instructions from the organization. Practically the entire Chicago membership feels as Mr. Kraus does on the subject. I know nothing about what is being done in the east either for or against the petition plan."

KEEP MINARD'S LINIMENT IN THE HOUSE.

On the sands near Marseilles—the sea, Yorkshire, England, the other day a large crab was seen running along the beach with a sparrow in his claws. The crab had caught the bird by its leg, and so much was it struggling to get free that once it lifted the crab several inches off the ground. The crab eventually let the bird go and ran away.

The true philosopher rarely cares for a thing—after he has discovered it is not within his reach.

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For Infants and Children.

The Kind You Have Always Bought

Bears the Signature of J. C. Watson, M.D. CASTORIA. The Kind You Have Always Bought

Nordheimer Pianos

have been favorably known for over sixty-five years as Standard High-Grade Pianos. Highest standard in every respect. Sold to every purchaser at one price. Easy terms of payment if desired.

NORDHEIMER'S LIMITED.

188 Dundas Street, London, Ont.

Use "Maple Leaf" The Best CANNED SALMON Packed

ART BEVELED GLASS AND RE-SILVERING A SPECIALTY.

The Western Glass Decorative Works

All Descriptions. H. E. ST. GEORGE, Proprietor, 74 Fullarton St., London, Ont. PHONE 1408. Memorial Windows and Glass of

The Northern Life Assurance Co

Closed the half year showing over 25 per cent more insurance issued than the same period last year.

Its policies just meet the wants of the people and are easily sold.

A few good producing agents can secure liberal contracts in desirable territory.

HEAD OFFICE, LONDON, ONT.

JOHN MILNE, Managing Director.

JEWS WANT NO PITY

Russian Refugees Fight Proposed Appeal to Witte.

New York, Aug. 12.—The proposed Jewish petition to Sergius Witte is stirring up more and more excitement on the East Side. Representatives of thirty-eight Jewish societies will see Mr. Kraus, president of the Independent Order of B'Nai B'Rith, not to make representations before the Russian Jews.

If the proposed petition is still presented, all these and other societies composed of Russian Jews will organize a monster street demonstration in protest against the action of the B'Nai B'Rith organization. Under the auspices of the "Poale Zion," which is made up of the radical Zionists, a conference was held last evening at the Hotel New York, on Broadway, to decide on some course of action to be taken in order to prevent the proposed presentations of the B'Nai B'Rith petition to M. Witte.

Jewish trade unions, the Workingmen's Circle and branches of the Bund and Zionist societies were represented by eighty-three delegates. Joel Slonim, a Jewish writer, who was the first speaker, declared that the B'Nai B'Rith had no right to act in the name of the American Jews.

There are more than 5,000 Jewish organizations in the United States, and he said, "Have they been asked whether they want to present a petition to Mr. Witte? The Jews of Russia are asking for pity, and they don't want any pity or mercy from the Russian Government or its representatives."

At the conclusion of his speech he moved that a monster demonstration should be arranged to be held on the same day that the B'Nai B'Rith presented its petition, if it insists upon presenting it.

The only official of B'Nai B'Rith available in Chicago last night was David Fish, treasurer of the local organization. Mr. Fish said he was not familiar with the movement in behalf of the proposed petition. Mr. Witte, further than to know that Chicago members of B'Nai B'Rith are almost unanimously opposed to the proposition, "I have not followed the talk about a petition, and the matter is of little interest here