

SPRUCEHURST

Building Lots For Sale

Before deciding to build elsewhere, it will be to your advantage to examine this property—A NUMBER OF EXCELLENT LOTS, 40 feet by 120 feet to a 10-foot lane. These lots are on streets just opened through the property of Philip Mackenzie, immediately south of the Normal School, within fifteen minutes' walk of the corner of Dundas and Richmond streets, and close to both Belt Line and Ridout Street Cars.

This property is in the center of the best residential part of the city, and as nothing but substantial dwelling houses are to be erected, they afford an exceptional opportunity to those wishing to build.

FOR SALE ON EASY TERMS

FIVE PER CENT DOWN AND BALANCE IN INSTALLMENTS TO SUIT PURCHASER.

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The Canada Trust Co'y

HURON @ ERIE OFFICES.

RICHMOND STREET, LONDON, ONT.

Or On The Property Any Time On Saturday, June 1.

SHIPPERS AND FREIGHT AGENTS HAVE A HEART-TO-HEART TALK

Committee of the Board of Trade
Discusses Western Delays
With Freight Men.

The shippers' committee of the board of trade met the local freight agents of the railway companies entering London yesterday afternoon, and conferred as to the best means of overcoming delays in shipments from London to points west.

The railwaymen appeared to be perfectly frank, and ready to meet the wishes of the committee on all points. But they stated that they doubted whether the remedy proposed by the board of trade would result in any great good to the shipping interests of London, should it be applied.

In brief, the representatives of the companies stated that they are out for business, and that they are doing all they can now, and have done all it was possible to do in the past, to handle the freight of London shippers expeditiously, because it is a matter of dollars and cents to them.

"Barkis is Willin'."

If the shippers of London will guarantee the freight in sufficient quantities, the companies are willing and ready to accept such consignments, and ship direct to Western Canadian points. But it was stated that if a car was delayed 24 hours in London so as to make up a carload lot, the consignments would not reach the west any sooner than would a shipment sent to Toronto, where it would be transhipped for the west on a mixed train.

After an exchange of views, Chairman Buttrey, on behalf of the committee, thanked the railwaymen for their attendance, and the meeting adjourned.

The following members of the shippers' committee were present: Chairman Harry Buttrey, Aid. Stevens (president of the board of trade), Walter Thomson, S. J. Allen, Fred Kerrigan, Adam McMahon and Secretary Nelles.

Railwaymen Present.
The railwaymen present were: L. McDonald, of Hamilton, chief freight agent of the Grand Trunk Railway, and who has charge of the London district; Freight Agent Gordon and Master of Transportation Crombie, of the Canadian Pacific Railway, London; General Freight Agent Young and Superintendent Tate, of the Pere Marquette, London; and General Freight and Passenger Agent Evans, of the Michigan Central, city.

The railwaymen were in the board of trade rooms promptly at 5 o'clock, and but two members of the board were present. After waiting for some minutes Mr. Bamford began to joke the board.

"Now, who is it that keeps things late?" he asked.

Then when the wait was further continued, he remarked:

"I move we discuss pedigree stock."

This easily caused a laugh, but before anything more was said the members

of the committee put in an appearance, and the meeting was proceeded with.

Object of the Meeting.

President Buttrey explained the object of the meeting, which, he said, was to have a heart-to-heart talk with the railways, with the object of wiping out the delays in shipments from London to many points in the Canadian west. He further explained the means which are being resorted to to get the shippers together and ascertain the nature of their grievances against the companies. Also to have the shippers pool their shipments, so as to ship in car lots from London to the west.

Mr. Bamford, of the C. P. R., stated that in response to Mr. Buttrey's request, he had produced a list of those shippers who ship in small lots from London to Western Canada. It was a lengthy list, but he did not think that the shippers could consolidate western shipments at London instead of at Toronto as at present. He did not think, from the fact that the shipments are consigned to so many points, that it would be possible to do as the board asked.

Shipments Transshipped.

Mr. Buttrey asked if it is not true that shipments from London are transshipped at many points between London, and say, Calgary or Regina.

"The freight agents admitted that this is true."

"If we could get the shipper to load a car for Regina, for example, would you accept it?" Mr. Buttrey asked.

"That depends," Mr. Bamford replied. "If the load was sufficient, we would accept it if the goods were all for Regina and points west of Regina."

Mr. McDonald, of the G. T. R., remarked that if the wishes of the board were met, it would ultimately lead to cars being held on the siding, and with them certain shipments here, for perhaps two or three days.

"Better have a shipment delayed for two or three days at London than sixty days on the road," Mr. Allen said.

"I think you're stretching the length of the delay on the part of the railroads," Mr. McDonald replied.

Mr. Bamford said that as a result of the railway being unable to move the wheat last winter, because of the coal strike in the west and the cold weather, dollar wheat is now holding the boards.

The board couldn't see that the railways are entitled to any credit on the wheat score, however.

Only Covers Four Months.

"Your grievance only covers four months in the year," Mr. Gordon, of the G. T. R., remarked.

When shipments are being made to the west during the navigation season, he said, they would only go perhaps to Sarnia, where they would be placed in a boat and sent to the Northwest. Carload lots would be of no advantage in such cases. Consequently, it is only during the months of December, January, February and March that the shippers could take advantage of carload lots.

"If you gentlemen will consolidate enough freight to fill a car for Calgary or any other point west, we will accept it," said Mr. Bamford, and I'll wager the G. T. R. will accept it."

Mr. Buttrey said that the western buyers claimed that they can get goods in the winter from the Maritime Provinces quicker than from London.

Afraid of London.

Mr. McDonald said that 90 per cent of the complaints to the G. T. R. are from eastern shippers, who are afraid the London shippers will beat them out.

"I have nothing to say against the local or district service," Mr. Buttrey replied. "The freight and passenger services are excellent. It is only the western freight service in the winter that we have cause to complain of."

Mr. Bamford declared that last winter the C. P. R. did everything in its power to handle the freight sent over the line. But the winter was a bad one in the west, and the coal strike tied up the railways for a time.

"Then you don't think we could do very much good by having the companies agree to accept carload lots for the west?" Mr. Buttrey asked.

"I honestly believe it impossible to improve the freight service very much," Mr. Bamford answered. "Of course, I can only speak for the C. P. R."

Pointer for Shippers.

To Mr. Buttrey, Mr. Gordon said that all shipments for Cobalt from London are transshipped at Toronto, where three cars are made up daily for Cobalt. To all the big points a car is made up each day out of London, as far as it is possible to do so.

"If the shippers would mark shipments properly, they would have less trouble," Mr. Bamford told the committee. "In some cases, only the initials of places to which consignments are made are placed on the goods, consequently much freight goes astray and the railways are blamed for it."

"I'll instruct our shipper to mark his shipments full," Mr. Buttrey said. "The point is a good one."

"If a shipment isn't properly marked, we simply return the goods," Mr. Gordon said.

Mr. Buttrey pointed out that the committee was anxious to secure pointers from the freight agents, so as to improve the manner of handling freight.

Mr. Crombie Explains.

Mr. Crombie, the Grand Trunk trainmaster, explained, in fairness to the C. P. R., that at the time the latter company was being blamed for failure to handle shipments expeditiously, the Grand Trunk had an embargo on certain classes of freight. Consequently, in this regard the one road was in as bad a position as the other. He declared that the Grand Trunk is ready and willing to accept carload lots for transshipments, but he said that if a car is held back 24 hours in order to make direct, the shippers would be no further ahead than if the goods had been simply sent in the ordinary way and transshipped for the west at Toronto.

"A shipment will not leave Toronto any sooner in your own car," he said, "than if it will be shipped on a mixed

train. If you can fix things so we can ship your goods in carload lots to the west, we are anxious to do it. As you know, the money for us lies in the long haul."

Mr. Buttrey explained that the intention of the committee in regard to carload lots is to do away with the loss of shipments which occur when shipments are transshipped at various points for the west and frequently mis-carried, one part of the shipment going to one point and another part to another point.

After some further discussion the meeting adjourned.

FARMER LOST HIS \$1,300

Had No Faith in Banks, So Buried Gold in His Garden.

Kokomo, Ind., May 30. — Leonidas Pickett, a well-to-do Howard County farmer, admits a loss of \$1,300 in gold through a practice of burying his savings in the ground on his farm. Doubting the safety of banks, he put his money in a sheet-iron box in a corner of his garden. The last time he made a deposit his cash on hand amounted to exactly \$1,300.

Not having occasion to use any of the money, he did not visit the place where it was buried for several weeks. One day he desired to make another deposit. Taking a spade, he went confidently to work to uncover the sheet-iron box. He failed to find it.

At first he thought he might have missed the location of the buried treasure, and he made several other excavations. His search was in vain. Pickett was so chagrined over his loss that he did not tell anyone of it for several weeks. Recently, however, he employed detectives to try to recover the missing money. Through them the fact of Pickett's loss became known to some of his neighbors. The story was so remarkable that some of them questioned him regarding it, and he admitted it was true.

INSURANCE AND ABSTAINERS.

Toronto, May 30.—At the meeting of the Ontario Medical Association today, a paper was read by Dr. F. P. McMahon, of Toronto, on alcohol and life insurance. He said that, dividing policyholders into two classes, abstainers and non-abstainers, the former showed a less insurance risk, and therefore special advantages should be given to both classes. This view was upheld by Drs. J. L. Davidson and A. Davidson, of Toronto.

Have you ever seen the Heintzman & Co. Tonic Design Piano? It is conceded to be the most artistic and classical piano made in Canada, and best value ever offered. Please call and examine same in our warehouses, 217 Dundas, corner Clarence. 23-4f

ANCHOR LINE
Glasgow and Londonderry
Sailing from New York every Saturday
New 1200-horse steamships, Caledonia and Columbia. Average passage, 14 days, and favorite steamships, Astoria and Furber.

For rates, book of tours, etc., Henderson Brothers, N. Y., or F. B. Clarke, 416 Richmond, E. De La Hooke, Dundas and Richmond, London.

Feather Beds, Pillows and Mattresses renovated and sterilized; also manufacturers of Mattresses, Feather Pillows, Cushions and Spring Beds. Brass and Iron Beds, St. Stores, Furniture, Camp Beds, at the Feather Bed, Pillow and Mattress Cleaning Factory, J. F. HUNT & SONS, 935 Richmond street. Phone 297.

A BLOOD AND KIDNEY TONIC.

Make your own Blood Medicine by mixing one ounce Fluid Extract Dandelion, one ounce Compound Salsolone, four ounces Compound Syrup Sarsaparilla. Shake well in a bottle, and take one teaspoonful after meals and again at bedtime. Any good druggist can supply these ingredients.

This is said to be a splendid Blood Tonic and system restorer because of its gentle action in restoring the kidneys to normal activity, forcing them to filter from the blood all impure matter and acids, restoring ill-health and sour blood.

Everyone should take something to cleanse the blood from time to time, and the above simple prescription is the most highly endorsed of the hundreds of home remedies generally used.

Mix this yourself, then you will know what you are taking.

STOMACH TROUBLES

To wrong action of the stomach and impaired digestion a host of diseases owe their origin.

When the food is imperfectly digested the full benefit is not derived from it by the body, and then stomach troubles start to appear.

Thus you become thin, weak, nervous and debilitated, energy is lacking, brightness, snap and vigor are lost and in their place come dullness, dizziness, loss of appetite, depression and languor. The great point is to get the stomach back into good shape and the easiest, quickest and best way to do it is by the use of

BURDOCK BLOOD BITTERS

Miss Lizzie Furlotte, Jacquet River, N.B., writes: "I was very much troubled with my stomach and did not know what to do. I consulted several doctors, got medicine from them, but all to no purpose, and was constantly growing worse. One day I had the good luck to meet with a friend who had been troubled in the same way as myself. My friend told me of the wonderful cure Burdock Blood Bitters had made with her and advised me to try a bottle. I did so, and what a happy change the first bottle made. I took two more and am completely cured, and I shall ever sing the praises of B.B.B."

Price \$1.00 per bottle or 6 bottles for \$5.00

ANCHOR LINE
Glasgow and Londonderry
Sailing from New York every Saturday
New 1200-horse steamships, Caledonia and Columbia. Average passage, 14 days, and favorite steamships, Astoria and Furber.

For rates, book of tours, etc., Henderson Brothers, N. Y., or F. B. Clarke, 416 Richmond, E. De La Hooke, Dundas and Richmond, London.

The term "surname" is supposed by some to be derived from the French surname, meaning "over name," because a person's family name was formerly written above instead of after the baptismal name.

CANADIAN PACIFIC

DETROIT AND RETURN \$1.60

Tickets Good for 3 Days

Good only going at 11:35 a.m.

SATURDAY, JUNE 1

Change of Time

Commencing June 2 the following changes will go in effect:

OLD TIME, NEW TIME.

East.....5:05 a.m. 4:35 a.m.

West.....8:43 a.m. 8:28 a.m.

West.....11:35 p.m. 11:10 p.m.

W. FULTON, C. P. AND T. A., London.

C. B. FOSTER, D. P. A., Toronto.

Ocean Steamship Tickets

White Star Line—New York-Queens-town-Liverpool, New York-Plymouth-Cherbourg, Southampton, New York and Boston-Mediterranean.

Leyland Line—Boston-Liverpool.

American Line—New York-Plymouth-Cherbourg, Southampton, Philadelphia-Queens-town-Liverpool.

Atlantic Transport Line—New York-London.

Dominion Line Royal Mail Steamers—Montreal-Quebec-Liverpool in summer; Portland-Liverpool in winter.

Red Star Line—New York-Dover-Antwerp.

Sailing lists, rate sheets, etc., on application to E. De La Hooke or W. Fulton, LOCAL AGENTS.

100S OF TOURS

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SUMMER RESORTS

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Nova Scotia

Prince Edward Island

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Newfoundland

VIA

INTERCOLONIAL RAILWAY

Are Described In

"Tours to Summer Haunts"

Write for free copies to General Passenger Department, Moncton, N. B., or Montreal ticket office, 141 St. James street; Toronto ticket office, 51 King street east, King Edward Hotel block.

GRAND TRUNK RAILWAY SYSTEM

Are You Going West?

HOMESEEEKERS'

Excursion to Manitoba, Saskatchewan, Alberta.

\$32.00 round trip to Winnipeg.

\$42.50 round trip to Edmonton.

Rates to other points in proportion.

Second-class fares the same from all stations in Ontario.

Leaves Toronto June 4, 18, July 2, 16, 30, Aug. 13, 27, Sept. 10, 14.

Tickets will also be sold via Sarnia and Northern Navigation Company.

For further particulars, call on Grand Trunk agents, or write J. D. McDonald, Union Station, Toronto.

E. de la Hooke, city agent, London.

WABASH

SPECIAL EXCURSIONS

—TO—

PACIFIC COAST

JUNE 7TH TO 15TH INCLUSIVE.

On the above dates the Wabash will sell round trip tickets at greatly reduced rates to Los Angeles and San Francisco, California, good to return until Aug. 31, 1907.

Tickets good to stop over west of Chicago and St. Louis. For rates and routes see Wabash agents, or address J. A. RICHARDSON, district passenger agent, northeast corner King and Yonge streets, Toronto, and St. Thomas, Ont.

22-1f

1000 Islands

Montreal, Quebec and Saguenay River

R. & O.

TORONTO-MONTREAL LINE

3:00 p.m.—Steamers leave Toronto from June 1 daily, except Sunday, for Charlotte (Rochester), Thousand Islands and Montreal.

HAMILTON-MONTREAL LINE

6:30 p.m.—Leave Toronto, Tuesday, Thursday and Saturdays, for Bay of Quinte, Kingston, Brockville, Montreal and intermediate ports.

For tickets and berth reservations apply to E. DE LA HOOKE, C. T. A., G. T. R.; W. FULTON, C. T. A., C. P. R., or R. R. RUSE, D. T. A., G. T. R., London; or H. FOSTER CHAFFEE, A. G. P. A., Toronto.

Southwestern

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Hourly Electric Service Between

London and St. Thomas.

The first car will leave London

at 6 a. m.; St. Thomas at 7 a. m.

The last car will leave London

at 9 p. m.; St. Thomas at 10

p. m. On Saturdays additional

cars will leave London at 10

and 11 p. m.; St. Thomas at 11

and 12 p. m.