

R. J. YOUNG & CO. :: R. J. YOUNG & CO.**October Sale of Quality Dress Goods****French Sedan Broadcloth, 98c**

These queenly Broadcloths, with their superior draping and tailoring qualities, have won favor everywhere. They are 48 to 52 inches wide, in all-wool qualities, unspottable and thoroughly shrunk. They have the rich gloss finish, in every new autumn shade. Compare these with \$1.35 and \$1.50 qualities. October sale price **98c**

Cheviot Suitings at 69c

Fashionable Cheviot Suitings, in fine or heavy diagonal weaves, permanent finish, in all colors and black. Worth up to 90c. October sale price **69c**

New Valesca Suitings, \$1.40

Beautiful rich quality of Fine Valesca Suitings, 54 inches wide, in navy, smoke, taupe, wistaria and black. October sale price **\$1.40**

\$1 Black Peau de Soie for 79c

All Pure Silk Black Peau de Soie, C. J. Bonnet & Cie make, wear guaranteed, stamped on selvage, double faced, beautiful rich black. Regular \$1 value. October sale price **79c**

Bleached Table Linen, Regular \$1, Sale Price 79c

Two pieces of 70-inch Full-Bleached Table Linen, choice patterns. Regular \$1 value. October sale price **79c**

White Bath Towels, Special 25c

Ten dozen White Bath Towels, red border, size 25x48, a snap. Each at **25c**
35c Battenburg Centrepieces, 18x18 inches, for **25c**

R. J. YOUNG & CO. :: R. J. YOUNG & CO.

Are YOU awake to your own interests?

Have you seen Hillcrest?

The reason for both of these questions is the same—i. e.—Lots at Hillcrest present the best opening in London real estate for

a quick advance in price

Come up and see them and get full particulars.
Prices now, \$5.00 to \$10.00 per foot. Terms easy.

Hillcrest

London's Newest Suburb

Located out Quebec street, opposite new C. P. R. holdings and proposed new station, shops and offices.

Building operations at Hillcrest are now going on—houses are going up—and more houses are being planned for quick completion.

We understand that the street cars will soon be extended up Quebec street to Knollwood, right past the property—thus making Hillcrest as accessible as downtown London.

A prominent C. P. R. official has bought a parcel of lots at Hillcrest. This should be evidence conclusive that the section is all we claim for it.

See Hillcrest Today—Tomorrow may be too late.

English's Limited

Office Open Evenings.

Telephone 2020

Hillcrest Office on Property.

Phone 108

GROW BROOM CORN**Kent County Farmers May Strike It Rich.**

Chatham, Oct. 4.—Farmers in Kent will probably try raising broom corn next year as it is stated that it will grow readily here and finds a market at \$10 a ton. A farmer in Ruthven has already grown the corn successfully, and it is said it will grow wherever ordinary corn grows, and is very profitable.

FATALLY BURNED**Embryo Woman Terribly Injured When Gasoline Explodes.**

Embryo, Oct. 4.—Mrs. Fillmore, of this place, is dead as a result of burns she sustained while cleaning clothes with gasoline last Friday. She was terribly burned about the head and face and upper parts of the body.

Clark's Pork and Beans

People doing hard physical or mental work, find Clark's Pork and Beans admirable for restoring the vital forces. They are not only nourishing, but appetizing and digestible. Wm. Clark, Mfr., Montreal.

MUZZLES REMAIN**Chatham Council Decides Not to Repeal Government Order.**

Chatham, Oct. 4.—The council have decided not to repeal the muzzling order and local canines will have to continue to wear their wire adornments indefinitely. Mayor Austin says the police commissioners will see that the regulations are rigidly carried out, and stiff fines will be imposed on those allowing their dogs to run at large without muzzles.

STEAMER BURNS**A Duluth Freighter Completely Destroyed in Lake Michigan.**

Chicago, Oct. 4.—According to a wireless message received here, the steamer Frank L. Vance, of Duluth, was burned to the water's edge in mid-lake, off Ludington, Mich., today. The Vance lay in the harbor at Ludington yesterday owing to heavy weather, but steamed out at 5 o'clock this morning. The captain of the Vance refused to leave her until it be-

came apparent that his craft could not be saved. The Vance was registered as of 1,352 gross tonnage, 258 feet long, 48-foot beam, and drawing 23 feet. Her owner is Captain L. A. Rand, of Chicago.

NEW SECRETARY**Rev. A. C. Farrell Succeeds Rev. T. Egerton Shore.**

Toronto, Oct. 4.—Rev. A. C. Farrell, formerly of Medicine Hat, Alberta, has been appointed associate secretary of the foreign missions of the Methodist Church to succeed Rev. T. E. Egerton Shore, who was made secretary. Mr. Farrell has been professor of systematic theology in Alberta College.

WILL UNITE OFFICES

One Man in Future Will Do Chatham's Tax Collecting and Assessing. Chatham, Oct. 4.—The council has decided to combine the offices of tax collector and assessor, provided the city solicitor gives his opinion that such an action is legal. It is proposed to let Mr. Horne for the new position and the salary will be \$750 a year to start with, increasing to \$1,000. The resignation of William Rennie was held in abeyance for a week.

DRANK CARBOLIC IN DESPERATION

Pretty Drumbo Girl Said to Have Attempted Life at Orwell.

WAS WITH TWO MEN

Tragedy Narrowly Averted in Party of Joy Riders From Chatham.

Aylmer, Oct. 4.—A young girl named Kennedy, claiming Drumbo as her home, it is alleged, an unsuccessful attempt to commit suicide by drinking carbolic acid at an Orwell Hotel on Monday evening. It is stated that the girl, who is 19 years old, came to the hotel two days ago in company with another girl and two Chatham men. They travelled in an auto car bearing the number 1968 and owned in Pennsylvania. A passing motorist on Monday evening had occasion to stop at the hotel for a few minutes and his attention was attracted to a couple of men who left the building with a lantern and went over to the corner of a shed, just east of the hotel, where they picked up what looked like a very small human body. The motorist asked the men if they had a drunk and they replied "I guess."

Detected Smell of Carbolic. The motorist, however, had in the meantime detected the smell of carbolic acid and went over to the shed only to find that the object was the body of a girl. Not being able to get any assistance in Orwell he phoned to Aylmer and secured a doctor and constable. By the time they reached Orwell, however, the girl had recovered her senses.

The Chatham men were badly frightened and would have left the place but for the fact that they were detained. The girl said she would have never herself had she been permitted to do so. The reason for her rash act was, she said, the result of her desire to go home. The men, she said, would not allow her to go, and when she insisted they put her out of the hotel. It was then that she took a dose of the carbolic acid, which she carried with her.

The girl was taken to Aylmer and after much difficulty a place was found for her for the night. She had plenty of money and stated that she was paying all the expenses of the party.

The Kennedy girl is good looking, well dressed, and says her home is in Drumbo.

ELECTRIC FIGHT MAY BE SETTLED

Justice Middleton Urges Toronto Company and City to Get Together.

Toronto, Oct. 4.—There is a possibility that the big fight threatened between the Toronto Electric Light Company and the city of Toronto over the erection of poles in the streets for the transmission of hydro-electric power will be averted and a settlement in the public interest arrived at.

A suggestion that the parties get together was made today by Justice Middleton, and was accepted by counsel for the city.

The hearing was allowed to stand over until Thursday to enable them to arrive at a modus vivendi.

BISHOP FALLON AGAIN ATTACKED

Criticised Over the Bi-lingual Question at French Canadian Congress.

[Special to The Advertiser.]

Ottawa, Ont., Oct. 4.—Bishop Fallon, of London, was the subject of a general attack at the French Canadian Congress of Ontario, which was held here tonight, and at which the bi-lingual school question came up for discussion. Bishop Fallon was accused by several speakers of being opposed to the teaching of French in the schools. It was admitted that he had denied that this was his attitude, but was affirmed that there was something in the rumor. He was endeavoring to introduce the thin edge of the wedge, and pave the way for the Anglicizing of the French-Canadian schools in the Province. Senator N. A. Belcourt was one of Bishop Fallon's chief critics. The meeting, which took place behind closed doors, was attended by more than two hundred people, the majority of them being members of the clergy.

\$1,100 VERDICT

Continued from Page One.

hicle, and a driver would be compelled to "hug" the rails and drive carefully. He had telephoned City Engineer Graydon two days before the accident, and again on the following day, to complain of the dangerous condition of the street.

Benjamin Lawton, who has a shop above Fowler's grocery, did not see the accident, but noticed that there was a bank of snow at the point where the upset occurred.

Ernest Charlton offered similar evidence.

Former Owner Testified. Mr. Joseph Johnston, the local baker, who owns a number of fine horses, sold the colt to Mr. Horne for \$505. He was met McCormick, a pure trotter, and showed evidences of extreme speed.

Mr. Johnston would value him at about \$2,000. To Mr. Hellmuth he stated that many horses which have never been raced are perhaps worth more than those that have competed in speed tests.

Geo. McCormick was the next witness. He said the horse was bred along very fine lines, and that he had offered \$1,000 for him six months before his death.

"We allow that in our church," exclaimed Mr. Gibbons, in explaining the brand of horsemanship to Justice Teetzel.

Donald Hennigar, a draftsman in the

The Right Food for the Baby

We have all the good infants' foods, and as they deteriorate with age we order frequently, so as to keep a fresh stock at all times. Horlick's, Nestle's, Allenbury's, Eskay's, Imperial Granum, Robinson's and half a dozen others.

Strong's Carminative For Babies

quickly relieves colic, flatulence, nervousness, diarrhoea and all the ills that babies suffer most from. Perfectly harmless. Indorsed by the medical profession. Price, 25 cents.

Strong's Drug Store

184 Dundas St., London, Ont.

office of Moore & Henry, swore that a plan of the scene of the accident made by himself the day of the upset was correct.

Inspector Young, of the street railway, said that while none of the snow had been carted away, most of it had been spread back by the wing plow. The weight of the plow itself regulated the slope at which the snow was spread.

Shot the Horse.

Malcolm McRae, a city policeman, who shot Horne's horse, spoke to the plaintiff after the accident. Horne told the witness that he could not tell how the accident occurred, but said he did not strike the snowbank on the outside of the rail.

Fremantle Perkins, a liveryman, formerly a street railway motorman, valued the horse at \$400 or \$500.

"You have had more experience driving street cars than standard-bred horses," said Mr. Gibbons. "All right; good-bye," he added in dismissing the witness.

The Defence.

Mr. Hellmuth, in addressing the jury, cast reflections upon the evidence of several of the plaintiff's witnesses, particularly Mr. A. O. Graydon, the consulting engineer, who at the time of the accident was city engineer of London.

Mr. Graydon swore that the snow was banked at an almost impossible angle. Mr. Hellmuth claimed, and had also sworn that he had "phoned" the street railway officials, whereas Superintendent Young declared he never heard of it.

He asked the jury to cast off any "unconscious prejudice" against the defendant company.

The Plaintiff's Case.

"The London street railway is permitted to use the streets of the city under certain conditions, and it should be no hardship to carry out these conditions," contended Mr. Gibbons.

On the day of the accident, there was but one very narrow track for vehicles, and it was admitted that no snow had been removed. He claimed that it is unreasonable to suppose that Mr. Fowler would have telephoned the city engineer of the dangerous condition of the road had there been no cause for complaint.

SHIP DETAINED AS CHOLERA CARRIER

Sant' Anna, at Quarantine, Gotham, Had Fatal Case On Voyage.

New York, Oct. 4.—The steamship Sant' Anna from French and Italian ports, now detained at quarantine, had a case of cholera aboard. The victim, a man in the steerage, died Sept. 25, and was buried at sea. Two other cases of intestinal trouble are under observation.

Meanwhile the Sant' Anna, carrying 224 first cabin passengers, some of them prominent Americans, and 1,072 in the steerage, is held as a possible "cholera carrier," pending further investigation.

Announcement of the foregoing was made tonight by A. H. Doty, health officer of the port, who has been fighting to keep cholera out of this country during the epidemic abroad.

In action of the Sant' Anna he has as a precaution detained at quarantine the steamship Moltke from Genoa and Naples, and the steamship Virginia from Naples. Tomorrow he will hold a conference with Dr. Walter Wyman, surgeon-general of the United States marine hospital service. They will map out a campaign of protection.

STINSON PLEDGED TO HUGHES' COURSE

Republican Nominee For Governor Stands For Progressive Policy.

[Special to The Advertiser.]

New York, Oct. 4.—Pledging himself, if elected, to a vigorous continuance and development of the progressive policies of Governor Hughes, Henry L. Stinson, Republican nominee for governor, formally accepted the nomination today. He and the other candidates named at the Saratoga convention were officially notified of their nomination at the Republican Club by a committee headed by Lloyd C. Griscom, president of the New York County committee.

Earlier in the day the new Republican state committee elected Ezra P. Prentice, of New York, son-in-law of John D. Rockefeller, as its chairman to succeed Timothy L. Woodruff, of Kings. Mr. Prentice is known as an enemy of the direct nomination movement.

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They were badly shaken up, but were able to lend assistance to the injured. None of the passengers had a chance for safety, as the crash between the cars followed immediately the cries of warning issued by the conductors and motormen, as they jumped from the trains.

The cars came together with a terrific crash and both were demolished and piled in one huge mass of wreckage, through which the bodies of the dead and wounded were scattered. It is not definitely known how many of the passengers escaped uninjured, but it is certain that by far the larger portion of those on both cars were either killed or desperately injured.

The two trains were so closely twisted together that it was a marvel that anybody escaped death or injury.

As quickly as possible word of the accident was telephoned to Springfield

and Peoria, and a special car was immediately rushed from these points. Other cars also were sent north from Granite City, Ill. These last took many of the injured and hurried them back to Granite City, where they were placed in hospitals.

The by-election in Glenview was caused by the resignation of Mr. Riley as a protest against the action of Lieutenant-Governor Buley in calling upon Hon. Arthur L. Sifton, then chief justice of the province, to form a government on the retirement of Premier Rutherford, without a general appeal to the country. The election in Macleod was caused by the death of Colin Genge, Liberal member for the constituency. Last night, when his election was assured, Mr. Patterson announced his intention of supporting the Sifton Government in all matters that his judgment approved.

The local train had orders to pass the southbound train at Staunton. The latter train was running in two sections, and the orders given to the local were that it should pass both sections of the southbound train at Staunton. The first section had passed when the crew of the local pulled out on the main track, regardless of the second section, and started north. At a sharp turn, called Dickerson's curve, two miles north of Staunton, the two trains came together in a splintering crash.

Curved at Foot of Decline. Dickerson's curve is at the bottom of a decline both from the north and from the south. The local train and the second section of the excursion train were on the main track, heading south and moving at a speed of 40 miles an hour when they met. The collision occurred right at the bottom of the double decline and at the sharpest part of the curve.

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A Good Strong Bank Can ASSIST YOU

in many ways, in addition to protecting the funds you deposit therein.

This bank not only offers absolute protection, but constantly strives to make its service satisfactory by extending every permissible banking courtesy. Business and personal accounts invited.

THE BANK OF TORONTO

THREE OFFICES IN LONDON

CORNER KING AND RICHMOND STREETS,
CORNER DUNDAS AND ADEL IDE STREETS,
CORNER RICHMOND AND JOHN STREETS.

PETERS' CHOCOLATES

FINEST QUALITY

Range from 40c to 80c a pound

PETERS London

MANY LIVES LOST IN TROLLEY CRASH

Collision Due to Failure of Northbound Crew to Obey Orders.

Stanton, Ill., Oct. 4.—Thirty-seven persons were killed and from 16 to 25 injured in a collision on the Illinois Traction system, two miles north of Stanton late today.

Three of the injured and possibly more are not expected to survive. Reports from the wreck, by the present time have been difficult to obtain. Some of the statements received from there make the number of injured as high as 50.

Only three of the dead have been identified, and these are all prominent officials of the traction system. They are:

J. E. Berry, of Springfield, Ill., land commissioner for the Illinois traction system.

W. N. Street, of Stanton, Ill., assistant trainmaster of the traction system.

D. V. Black, of Springfield, assistant superintendent of motive power and equipment.

Crew Disregards Orders. The collision occurred between a local train, northbound, and an excursion train headed toward St. Louis, and loaded with passengers on their way to view the parade of the Veiled Prophet in St. Louis.

The accident, according to present information, was due entirely to the disregard of orders by the crew of the local, which was in charge of M. A. Leonard, conductor, and John Lierman, of Stanton, the motorman.

The local train had orders to pass the southbound train at Staunton. The latter train was running in two sections, and the orders given to the local were that it should pass both sections of the southbound train at Staunton. The first section had passed when the crew of the local pulled out on the main track, regardless of the second section, and started north. At a sharp turn, called Dickerson's curve, two miles north of Staunton, the two trains came together in a splintering crash.

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ALBERTA BY-ELECTIONS