

Midsummer R. J. Young & Co. Midsummer Sale

Ladies' White Cambric Gowns, 69c

Ten dozen Ladies' Night Gowns, made of fine white cambric, trimmed with embroidery insertion and lace; lengths 58 to 60-inch. Regular 90c value. On sale Thursday, for each... 69c

Middy Blouses, Special, \$1.35

New style Middy Blouses, made of fine white linen, with blue collar, long and three-quarter sleeves. Special... \$1.35

\$1.40 Black Sateen Underskirts for 98c

Five dozen Black Sateen Underskirts, made with 12-inch flounce, dust frill and embroidered frill. Regular \$1.40 value. Special, Thursday, each... 98c

\$1.50 Fancy Parasols for 98c

Any Fancy Parasol in stock of value up to \$1.50, on sale Thursday for, each... 98c

65c Black Chiffon Taffeta for 43c

Pure Silk Black Chiffon Taffeta, beautiful rich color; will give satisfactory wear. Regular 65c value. On sale Thursday, for yard... 43c

Check Glass Toweling, Special 10c

Extra special Check Glass Toweling, 22 1/2 inches wide. Special, the yard... 10c

500 LARGE SIZE BATH TOWELS ON SALE THURSDAY FOR, EACH... 12 1/2c

AGENTS FOR PICTORIAL PATTERNS.

R. J. YOUNG & CO.

AGENTS FOR PICTORIAL PATTERNS.



SHOE POLISH

Holds its shine. Waterproof and dustproof. Won't stain clothing. Quickest, brightest, blackest. Contains no acids, turpentine, or other injurious ingredients. No substitute even half as good.

ALL DEALERS, 10c.

THE F. F. DALLEY CO., LIMITED
Hamilton, Ont., and
Buffalo, N.Y.

Fruit Preserving

Two important rules to follow if best results are wanted: Best Fruit, Best Sugar. For over fifty years

Redpath

Extra Granulated Sugar has maintained the highest quality standard. Best to-day. Always say "REDPATH'S" Extra Granulated to your grocer

THE CANADA SUGAR REFINING CO. LIMITED, MONTREAL

Established in 1854 by John Redpath

Ways to Save

Be systematic if you are determined to develop the saving habit. Here are several plans which may help you to save money and get ahead financially:

Make an allowance for each class of expenses, and then plan to save something on each allowance. Make it a rule to set aside a certain per cent of your income on pay day. Consider that this per cent is insurance against the future. Look upon it as a debt which must be paid. As your income increases your savings will increase.

We pay 3% interest, compounded every six months.

THE BANK OF TORONTO

THREE OFFICES IN LONDON

CORNER KING AND RICHMOND STREETS,
CORNER DUNDAS AND ADELAIDE STREETS,
CORNER RICHMOND AND JOHN STREETS.

THE FIDELITY TRUSTS COMPANY of Ontario

CAPITAL... \$500,000.00

Authorized to act as Executor, Administrator, Guardian, Assignee or Agent. Acts in all business involving financial transactions. MONEY TO LOAN at lowest rates.

NO. 1 MASONIC TEMPLE, LONDON

T. H. PURDOM, K.C., President. NATHANIEL MILLS, Managing Director.

BORDEN'S QUEBEC CHIEF READ OUT OF PARTY

Opposition Organ Says His Desertion to Bourassa Is Good for the Conservatives.

Ottawa, July 20.—The Ottawa Journal, edited by Mr. P. D. Monk, a personal friend of Mr. R. L. Borden, says editorially, under the heading, "Mr. Monk Well Lost."

"The Conservative party of Canada means a stroke of good fortune and a blow to the opposition," the paper recognized as the leader of the party for the Province of Quebec, who has now joined forces openly with Mr. Bourassa. The paper says that Mr. Borden is not merely a deadweight on the party, but a drawback and a danger to it, has for some time been recognized by most of the party in the other provinces. Some men, by unwavering and aggressive loyalty to their party, make up to it for their lack of political acumen and force. Other men, less reliable in their party fealty, supply compensation by their ability and activity as organizers and generals. Mr. Monk shone in neither way. Politically speaking, he was neither a leader nor a competent. It is true that the Conservative party has been hard put to it for capable men for the front of the battle in Quebec since Laurier first swept the province. Mr. Monk was probably the worst choice for leadership that could have been made. All the worse because he is in some respects a man of impressive personality; because he is a man of fine presence, of culture, of high personal integrity, of undoubted honesty of purpose, and an excellent speaker. But he possessed neither the organizing ability nor the power to enthuse, neither personal magnetism nor political breadth of view, neither activity nor industry; and where a man like Cartier or Langton or Chaplin would have been inspiring an aggressive fighting spirit in the Conservatives of Quebec, Mr. Monk has been useless throughout, and now fortunately disappears into the Bourassa ranks.

Means a Split.

"It is quite likely that a number, a large number, of the most prominent French-Canadian Conservatives will go with Mr. Monk for the time being. The active, practical co-operation of Canada in the British Empire, is, unfortunately, not as popular in Quebec as elsewhere in Canada. The party's response to Sir Wilfrid Laurier's call, the Liberals of Quebec joined hands with their fellow-Canadians in this regard. For this the Dominion and the empire have never forgiven them. And in the absence of strength, courage, or statesmanship in the Conservative leader in Quebec, the imperial cause, and the true, self-respecting, manly Canadian cause, long grip the province, the party men there lost insight, and for the moment the Conservative ranks seem to have disintegrated into ammunition for Mr. Bourassa."

The end of the first day of the big Grand Trunk strike finds the situation absolutely unchanged. The freight service is tied up completely, not a car of goods moving.

The passenger service is being maintained, and the through trains are running as if nothing had happened.

The International Limited and the Eastern Flyer, the two fastest expresses on this division, arrived and departed from London last night exactly on time. They were in charge of old crews, who did not go out with the strikers.

Expresses No. 2, at 4:25 in the afternoon from the west, No. 5, due from the east in the evening, No. 8, which goes through at midnight from the west, and Nos. 4 and 7, the two early morning passenger trains, were all more or less behind time, and had crews made up partly of new men and partly of old.

Still Confident.

Both parties are still confident of the outcome of the strike. "We got along much better than we expected yesterday," reiterated Superintendent Bowker to The Advertiser today.

The men are watching the situation closely, and all meetings held in Cullis Hall were largely attended.

The arrival of the pay car last night was responsible for a large gathering at the depot. Hundreds of employees drew the checks.

Large crowds of citizens were also attracted to the depot. Special constables were everywhere, but there was not the slightest disorder, and they had nothing to do but walk around among the crowd.

Some of the "green" brakemen came in for a deal of good-natured chaffing, particularly one on express No. 5, who came out in full view of the crowd and put his tail lights up backwards. The mistake, however, was righted by an experienced man before the express pulled out.

Perishable Freight.

G. T. R. PAY CAR ARRIVES IN CITY

Big Crowd Watched Striking Employees of G. T. R. Draw Their Money.

ONE DAY OF THE FIGHT

No Change in the Situation This Morning—What the Men Ask.

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Perishable Freight.

The handling of perishable freight and baggage constitutes two of the most serious problems of the company at the present time. It is stated that many cars of beef and other meats are tied up in various yards and that the goods are suffering considerably from not being moved and looked after.

Under usual conditions the railroads make a special effort to haul this "fast freight," as it is known, through as quickly as possible in ice-cold cars. It is said that the meat is not properly iced and that unless it is moved speedily it will spoil.

A goodly number of the new baggage-men have no idea of the system of checking which is followed, and most of them came in last night without any returns of what they had carried or where it was going, or any other particulars. Naturally a good deal of confusion resulted.

London citizens do not know what a close shut they had during the night. The electric lights last night and the night before.

The local electric light company was practically without coal. Its bid to get 6 o'clock on Monday evening. A member of the company hurried up and got a yardman to run down a string of coal cars to a siding when he heard that the men were likely to go out that night.

The cars were placed and now the company have plenty of coal to last some time. "It would have been a case of shut down if we had not got the cars," he said.

On the Bruce.

One train came down the Bruce yesterday. It left Wingham shortly before 11 o'clock, and got into London in the afternoon. It was in charge of the regular crew and left again at its usual time, 4:50, in the afternoon, with the same crew.

The trains which ran yesterday were as follows: No. 24 and 46 were consolidated and left at 9:30 for Niagara Falls in charge of J. Lyons, a former G. T. R. man, and Stationmaster Thomas Short.

No. 21, for Windsor, due to leave at 6:35 a.m., left at 7:20 in charge of Conductor Manley.

No. 27, for Sarnia, left at 12:10, in charge of Conductor T. Hill.

Express No. 8, which leaves at 6:52 a.m. for Stratford, left at 7:10 in charge of Conductor McCormick.

Conductor McCallum came in in charge of No. 1 from the east at noon. Conductor Douglass took the Sarnia train out as usual.

The strike has made a very noticeable difference in the sale of tickets. Many people are travelling via the C. P. R. and officials of that road report that the increase in their traffic is quite noticeable.

The strike is making little difference, however, on the through traffic. Both the International Limited and the Eastern Flyer were filled with tourists going through on long distance trips.

What the Men Ask.

The following table shows what the men ask and what they were awarded by the board of conciliation, which was composed of John G. Donohue for the men; Wallace Nesbitt, K.C., for the G. T. R., and J. E. Atkinson, chairman.

	Men asked.	G. T. R. rate per 100 miles.	100 miles.
Passenger service—			
Conductor	\$2.68	\$2.45	
Baggage man	1.55	1.40	
Brakeman	1.50	1.36	
Through freight—			
Conductor	3.63	3.35	
Brakeman	2.42	2.22	
Local freight service—			
Conductor	3.97 1/2	3.68	
Brakeman	2.48	2.28	
Men asked, New G. T. R. rate per hr. rate per hr.			
Conductors	.37	.34	
Brakemen	.34	.32	
Conductors	.36	.32	
Brakemen	.33	.28	
All others—			
Conductors	.25	.22	
Brakemen	.22	.20	
Nights 2 cents higher than day rates.			

WABASH MEN ORDERED OUT

Three Hundred and Fifty Quit Between Falls and Windsor.

SITUATION AT DETROIT

Strikers Want State Commission To Examine Fitness of Crews Now Being Hired.

Montreal, July 19.—Vice-President Murdoch tonight called out 350 Wabash men operating trains between Windsor and Niagara Falls.

Detroit, July 19.—While the first day of the Grand Trunk strike passed without serious disturbance in this city, a report last night that the company would try to move its freight from the local yards today caused a decided stir among the strikers. This report was denied by A. B. Atwater, of the company, but received some support from men in charge of the strike-breaking crews.

A move of the strikers which caused interest was a plan to ask the state railway commission to examine the men now being put to work on the road, to find whether they are experienced and capable. Mr. Atwater responded to this by saying that he would be glad to have such examinations made, as it would reassure the public as to the complete safety of the road's service.

Passenger traffic on the railway was continued under practically normal conditions, with all regular trains in service, except freight traffic was at a complete standstill. The striking employees of the road were for the most part peaceable and the only violence that occurred during the day was at Milwaukee Junction, about 11 o'clock in the morning. When C. A. Martin, a strikebreaker, employed as a brakeman on train No. 16, was assaulted by a gang of strikers, receiving slight injuries.

Both sides in the controversy appear to be satisfied the way things have been conducted and are equally confident that they will win.

G. T. R.-WABASH MEN HAVE JOINED STRIKE

Thirty Joint Employees at St. Thomas Went Out Yesterday.

St. Thomas, July 19.—Thirty G. T. R.-Wabash men went on strike today, making in all about 350 out on the system between the Falls and Windsor. Striking crews are operating the passenger trains through here, and practically no freight was moving this afternoon and this evening. Several officials of the road were here in an attempt to get the men back to work. They were headed by Mr. L. J. Ferritor, and a conference was held in the evening. However, the men decided to stay out. The men complained that they had been advised by the present division superintendent, that they could not ally themselves with the Grand Trunk men in their present troubles because of their connection with the Wabash, but when they went to the Wabash for a hearing they were refused because they were Grand Trunk employees. It appears under the terms of the lease, under which the Wabash has running rights over the Grand Trunk from Detroit to Buffalo, the Wabash is not allowed to pay its men a higher rate of wages than the Grand Trunk men on the same line are allowed. This means the Wabash men on this side of the river are paid much less for their work than the men on the Grand Trunk side. Should Grand Trunk men win their fight the Wabash men will get the benefit of the increased pay.

The Wabash men are also affected in the operation of their trains by the fact that yardmen, operators, dispatchers and other men and officials are either out and out Grand Trunk men or are the joint employees of both roads. This means that it would be impossible for the Wabash trainmen and conductors to take a train from one of the roads to the other without having been under G. T. R. orders or having the train made up or operated by G. T. R. men.

The strikers are not allowed to separate the two roads, hence the calling out of the men.

LONDON FIRMS FEEL PINCH OF THE STRIKE

The Bakers Are Not Seriously Inconvenienced—Mail Moving in All Directions.

The Grand Trunk appears to be gradually improving its service, and today only the freight business is interrupted to a serious extent.

All passenger trains left this city on time today, and the mails will be taken care of in the usual manner. The postoffice authorities handled the northern mails by the Lucan stage Tuesday owing to the cancellation of the Bruce train, but this move will not be necessary today.

The Express Service.

The Canadian Express Company announced that the service is uninterrupted with the exception of the Petrolia branch, which affects Alvington and Petrolia. Shipments for the latter place are now being routed via the American Express Company, which is able to make connections, and in addition the Canadian Express Company is running an automobile service between Wyoming and Petrolia.

Mail is being carried on nearly every passenger train, so that the lines are being kept open and the express company is able to do business as usual. Of course, goods are being accepted subject to detention, but this appears to be only a precautionary move on the part of the company.

Position of the Bakers.

Several bakers who do a big business in Western Ontario announced that they are not seriously inconvenienced, as they have been able to divert their shipments to other lines.

Wholesale fruitmen are in much the same position. It was at first feared

that berry prices would go up, but the big dealers state that other lines are handling the full business.

The farm machinery firms are having the greatest difficulty, and some of them have been compelled to refuse orders where immediate deliveries were demanded.

The International Company had fifteen blenders in cars in the local yards since Monday afternoon. Some of them loaded for shipment to Sarnia were sent down the London and Port Stanley to Lake Erie, and will be taken by water to the tunnel town. Goods for Woodstock and vicinity are being handled by the C. P. R.

Two cars of machinery for the local branch are stalled along the line between Hamilton and London, but the company expect to have them in the course of a couple of days.

But three cars of freight went out of London Tuesday morning. These were picked up by through trains.

COMPANY EXPECTS

Continued From Page One.

determined to see it through to the end. It cannot afford to lose.

Vice-President Murdoch, the trainmen's organizer says that they never expected to tie up the passenger service and he points to the non-operation of freight trains and suburban trains as proof that the men have cause for satisfaction over the results of the first day of the strike.

Members of the union claim to have information that members of their organizations in the United States will handle freight cars or passenger coaches turned over to their roads by the Grand Trunk. The railroad officials apparently regard this proposition as a bridge to be crossed, when reached, until the issue presents itself decline to say anything about it.

Offers to Act as Mediator.

So far the only attempt made at affecting a settlement has been the offer of the minister of labor to do anything possible to bring about peace by means of arbitration, which he suggests should be binding upon both parties. The offer for further arbitration was coldly received. "We are the arbitrators now," declared the strike leaders. The railroad officials had no comment to make on the latest suggestion from Ottawa.

There has not been the slightest attempt at disorder in Montreal. The freight yards are quiet and only travellers are allowed to enter Bonaventure depot.

The repair shops were closed, and as a result there has been considerable grumbling among the men. It being maintained that the company should not penalize the shopmen because the trainmen went out.

May Involve.

Vice-President Murdoch announced that 350 men had been added to the number out by the calling out of the men employed on the Wabash having running rights over the Grand Trunk tracks from Windsor to Niagara Falls.

The calling out of these men has caused some discussion in Montreal, because of the fact that two other railways, the Intercolonial and Delaware and Hudson, enter this city over the Grand Trunk tracks, the trains being manned by employees of these companies. The Intercolonial is the property of the Canadian Government, and has running rights on a rental basis over the Grand Trunk tracks between Montreal and St. Roseville.

It is practically in the same position as the Wabash, and it is argued that if the Wabash men have been ordered out, the Intercolonial men running into Montreal should also be taken off. This would, of course, bring the Government into the fight, and it is pointed out that the brotherhood may not be anxious to do this. The only freight entering the city yesterday over the Grand Trunk tracks with the exception of a short stock train from Brockville, were those manned by Intercolonial men.

Drilling Freight Crews.

Detroit, July 20.—The Grand Trunk strike developed no disorder in Detroit last night, and today the employees and strikers seemed to settle down for a long-drawn-out struggle. No attempt is being made to move freight, but the passenger service continues with very little interruption.

"We are drilling crews now for our freight trains," said A. B. Atwater, assistant to President Hays, of the Grand Trunk, today. "That does not mean that the men are not experienced. They are experienced, but we want them more familiar with the different lines before they start out. We are going at this thing slowly, because we anticipate there may be some trouble when we pull the freight out, and if there is we are going to be ready for it."

"So far as we are concerned," said J. E. Patte, local chairman of the Brotherhood of Railway Trainmen, today, "the police are not needed in this strike. It is a serious matter, but it is not a lawless one. We are going to do our job, and we will take our responsibility as American citizens."

Crash at Chicago.

Chicago, July 20.—One man was killed and another seriously injured today, when a freight engine crashed into a Nickel Plate passenger train at Forty-third street. A number of passengers were bruised, but none was seriously hurt. The engineer of the switch engine was killed, and the fireman hurt. The accident was caused by an open switch.

Hamilton Feels It.

Hamilton, July 20.—The effects of the G. T. R. strike are being felt in this city, for this morning the Hamilton Steel and Iron Company announced that it would close one of its furnaces if the strike was not settled very soon. The closing of a furnace means the throwing out of work of several hundred. The company are running short of coke, the other lines being unable to handle enough to keep the supply up to the standard. As far as the men and G. T. R. are concerned there is little change here, save that the members of the other staff have been notified that they will be expected to go out at a moment's notice and take charge of a train. All trains are late and very few are travelling, and the trains from Toronto this morning are in charge of W. J. Martin, travelling freight solicitor, of Toronto.

The local freight sheds will close up tonight, and with them the Hendrie Company, who are the cartage agents with a view to suspend business, meaning the throwing out of work of over two hundred men.

Keep Well Dressed

This is just as easily done as said. All you have to do is to phone for our branches. Wagon will call for your clothes, and a few days later will return them looking like new. Small cost—big results.

R. PARKER & CO.
Dyers and Cleaners.
400 RICHMONT ST., LONDON, ONT.

THE HOME OF Strong's Baking Powder, 25c 1b.

Made "Triple," "Used" Everywhere. Tested and declared absolutely pure by Government analysis.

Strong's Drug Store

184 Dundas Street
Our new 1910 Cook Book is free for the asking. Get a copy next time you are in.

"Jexall Remedies"

A Daring Experiment

It is a daring experiment when you trifle with your health. Don't procrastinate. Consult your doctor about your ills. Be on the safe side. Bring your prescription to us. You can then have all that modern science can give to assist nature in your recovery.

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THE LITTLE DRUG STORE,
463 Dundas Street. Phone 1429.

Lunches

Put up for Picnics --- Plain and Simple or Quite Elaborate.

Peters' Tea Room

Beautiful Braids, Real Hair, Regular \$6 and \$7.50, for Only \$5 Each. All Shades.

Smaller Braids at \$3.50, \$4.00, etc. We have lots of Switches, mixed with gray, at \$1 to \$4 each. Hair Nets, Hair Pads, Hair Tonic, Hair Dye, Hair Oil, Hair Puffs, Hair Combs, Hairpins, etc. We shampoo hair, 50c; we dress hair, 25c; we face massage, 50c; we treat scalp trouble by electricity. Ladies' Wigs and Pompadours our specialty. Manicure Goods and toilet articles. Great reductions in Turban Pins, Toupees and Wigs for bald men. Our grand Toupees are worn by farmers, merchants, doctors, clerks, in fact, by all men in all walks of life. Our Feather-weight Toupees are not to be equaled anywhere. We dye, clean, and repair Toupees or Wigs.

Prof. Micheel,

PHONE 233, 231 DUNDAS ST.

Prof. Micheel will be in St. Thomas Monday, July 25, at 10 A.M. at Ladies' and Gent's Hair Goods, and will give demonstrations free. Every body invited at the Grand Central Hotel. He will also be in Dutton on 19th, Ridgeway 29th, Elmwood 27th.