

The Advertiser

Founded by John Cameron in 1863.

THE DAILY ADVERTISER.

Daily, by mail, per year (8 to 12 pages) \$4 00

IN LONDON: Morning Edition, 60 per annum; Evening Edition, 50 per week, delivered.

THE WESTERN ADVERTISER.

(A WEEKLY EDITION.)

By mail, per annum, \$1 00

JOHN CAMERON, President and Manager.

ADVERTISING RATES

Made known on application at office. Address all communications to

ADVERTISER PRINTING CO., LONDON, CANADA.

God is in His heaven, All's right with the world. —(SHOWING).

London, Friday, June 30.

The many friends of Mr. Hugh Macenzie, M.P.P., for East Lambton, will be pleased to learn that though he has been dangerously ill, at last accounts his condition was steadily improving.

HAVING observed that a four-wheeled wagon, propelled by benzine, has been successfully operated in Germany, a contemporary reaches the conclusion that the occupation of the horse is gone. It must be conceded that such information as this, coupled with the displacement of so many acres by electricity, at first blush suggests this view. But the horse may continue to be a valuable aid to man for many a day. In the British metropolis, it was at one time thought that the establishment of underground railways would result in the sending to grass of the omnibuses. Many years have elapsed since then, yet we have the assurance of the 'busmen themselves that they and their horses have just as much traffic as ever.

As in the sweet by and bye, when electricity becomes the motor, the street car lines may be expected to have new tracks laid for them, the new way of laying pavements which has been devised by a San Francisco railway man will be of more than passing interest to us all. Two types of rails have been in use on street railways hitherto—the "combination rail" and the "girder rail." In both of them there are broad surfaces of metal on either side of the proper faces of the rails, and the smoothly laid iron is constantly used by those who traverse the streets in wagons. One wheel is permitted to travel on the flange of one rail and the other wheel outside of the other rail. Incessant travel in that manner soon cuts deep ruts in any pavement, even the basalt blocks being made uneven and destroyed. On streets not having car lines there is no particular reason for using one portion of the road way more than another, and such streets are worn down evenly over their whole surface. It was desired to devise some method by which on the streets traversed by cars drivers of wagons could be induced to drive as much on other portions of the pavement as upon that between and beside the rails. The plan finally settled upon by the inventor was to use the ordinary T rail similar to that placed on tracks everywhere, and to lay the pavements beside the rails as to have the surface or face of the rails level with the paving. On the inner sides of the rails the paving material is set out away as to form a narrow groove, in which the flanges of carwheels may run. It is the intention to make the groove so narrow that no wheel tire can run in it except that of the very lightest park wagon or a like vehicle, and the danger of wrecking a wheel to pieces in turning out from such a groove will, the inventor believes, deter even the drivers of such light wagons from using the tracks as thoroughfares.

ONTARIO CHEESE IN CHICAGO. There seems to have been considerable mismanagement or misunderstanding regarding the exhibition of Canadian cheese at the Columbian Exhibition in Chicago. The Quebec dairy men carried off almost all the prizes for cheese in the first competition, held a week or two since, and Ontario cheesemakers are almost nowhere. It is some satisfaction to know, however, that this was the result of not exhibiting rather than of sending forward a poor quality of cheese. President Geary, of the Western Dairy men's Association, holds that the circular from the dairy commissioner was sent to the cheese-makers of this Province, and if they failed to send their products for exhibition they are themselves to blame. There are yet a number of cheese competitions to come off at the World's Fair, and it is earnestly to be hoped that the cheese men of Ontario, and especially of that fine district of which London is the center, will see to it that they are well represented. They make the cheese that can take the prizes, and they should send it forward. Dairy Commissioner Robertson has informed us that he considers it best not to send any Canadian cheese for July competition and that he intends to arrange a selection of best blocks from Western Ontario for the next competition. Dairy men who so choose are invited to send him cheese for competition to Ingersoll, where it will be placed in cold storage. Thus it is made evident that though there will be no competition at Chicago in July, June cheese and the makes of following months will be placed on exhibition at a later period. Dairy men should bear this in mind and aid the authorities in making as creditable an exhibit as possible. Without the co-operation of Western Ontario the exhibit would not be fairly representative of the best that the Dominion can do in the production of cheese.

THE LONDON AND PORT STANLEY A dispatch from Detroit, received this afternoon, contains important information regarding the immediate future of the London and Port Stanley Railway. It is understood that the Cleveland syndicate have, as a result of the persistent crying down of their credit by certain individuals, been unable to retain the support of the capitalists who originally backed them, and there seems to be no doubt that they have determined to let the agreement entered into fall through. If they do so, one of two things must happen: (1) Either they will have to forfeit the \$25,000 put up as security; or (2), a new bargain must be entered into between them and the City Council of London. Indeed, the syndicate have taken little interest in the road since, a few weeks ago, Mr. C. H. Ivey, their solicitor, arranged with the Michigan Central Company to temporarily run the road. But on and after Monday next a new phase of the knotty question presents itself for solution, and it is to meet this that the temporary arrangements referred to by our Detroit correspondent have been arrived at. On June 1 the syndicate should have paid their first instalment of rent for the road, amounting to several thousands of dollars, but no money was forthcoming. By clause 21 of the agreement, if the rental remains in default for 30 days after the date on which it should have been paid—in this instance, June 1—the city must send to the syndicate written notice. Then, if the rent is still unpaid at the end of ten days after the notice has been mailed to the syndicate, the city can resume possession of the road, and take proceedings to have the \$25,000 paid over. The ten days period will begin on Monday next, and if the syndicate failed to keep the train running there would be serious complications and considerable loss and inconvenience to the public. To avoid this, the Michigan Central have consented to continue to operate the road for ten days more, and it is more than probable that the company will agree to run the railway for a future period, at the end of which time it is to be hoped the aidmen will have reached a conclusion as to what is best to be done with the line.

Some favor asking the Michigan Central Company to put in a bid for the London and Port Stanley Railway, and it may be inclined to do so now that it has had an opportunity to discover what the line is worth for the purposes to which it could devote it. Another section of the community take the ground that the line might again revert to the Grand Trunk as a make-weight in any new bargain regarding the shops. And still another portion of the people hope that a revised syndicate offer may yet be accepted. In this connection, the present visit of Mr. Zerbe, the wealthy banker of the Cleveland syndicate, to Chatham is noteworthy. It is alleged on his behalf, that he is there at the instance of Mr. Ross, president of the Erie and Huron Railway, and that there is a prospect of his being able to fill his provisional contract to supply coal to the G. T. R. Company at that point. Whatever shape the developments of the next month or two with regard to fixing the future of our line to the lakeside may take, there can be no doubt that the citizens will watch with interest and some anxiety the negotiations of the City Council in regard to the matter, for upon the final decision of the line the future welfare of this community will to a very considerable extent depend.

THE MAN ABOUT TOWN.

I think London ought to have a museum. Such things make a city attractive. What with private gifts, in addition to a moderate yearly expenditure, a museum building would fill up rapidly. Then the Western University idea should not be dropped. Such an institution would do London more good than railway car shops, though the latter are desirable. London can boast, educationally, of every step in the ladder from the kindergarten up. Why not crown the edifice with a university? If some plan could be thought out whereby the board could utilize the higher teaching in the Collegiate Institute, and then get power to issue bonds to procure sufficient money to do the rest—a C. H. R. guaranteed bonds—London might easily beat Kingston, the home of "Queen's," and stand second only to Toronto as an educational center. There is money for our citizens in making London a very desirable place of residence—and there is in it more than money.

"How are things in Port Stanley?" I asked of a friend from the lakeside the other day. "Dull," was the laconic answer. "Not for many seasons have I seen it so quiet. London has deserted us. A few excursionists come down and go away on Thursday. We haven't had a picnic yet from the city. The cottages are empty, the summer residents you may count on your fingers. My friend, it was a heavy blow to us when the syndicate boom collapsed—and you know how much blow there was about it. We have had bad luck with our booms this year. Kettle Creek boomed in the spring and caused a log jam that flooded the village. The artillery from the camp is booming away there at present; but that, too, will end in smoke. No, our new band never plays for us any more; they've forsaken it for 'Sweet Bye-and-Bye' and 'Adieu' and with a dreary smile he moved on."

Having the above in mind I asked a summer resident of last season why it was that he and others did not sojourn at Port this year. "Simply because we cannot afford to pay the railway rates. We must pay the regular \$1.20 for the round trip, which is too much. The agreement with the present lessees provided that commutation tickets should be issued for the special convenience of summer residents at the rate of 10 cents one way. This has never been fulfilled. In my opinion the failure to carry out this promise is enough to constitute a forfeiture of the lease. It is grossly unfair to us. We who own our cottages have them idle on our hands; we cannot rent them. I hope the C. H. R. will see its way clear to be more liberal. It would increase their business greatly."

I drove up Richmond street yesterday, and was struck with the transformation made in the region of the old-time "Lake Home." The C. P. R. station is set amid green grass-plots and flanked by verdant embankments. On the other side of the street, C. S. Hyman & Co. have put up a high and neatly-painted boarding. I understand they intend to administer a lick of paint to the Richmond street side of the masonry building, which would finish the neighborhood's freshening up.

Did it ever strike you that the citizens of London are a trifle hostile in their attitude towards the militiamen who will now be with us every year. May be it has not, and perhaps you might dispute the assertion, but nevertheless this idea is very firmly fixed on the minds of most of the officers in camp. "We like the grounds first rate," said Lieut. J. J. Hagarty, of the Twenty-eighth, to me the other day. "But the people of London appear to look down on us. Now if I would sooner camp in St. Thomas a dozen times as far as the people are concerned; there we are sure of a welcome." The people of St. Thomas may be new at the business, or perhaps are not as much used to the sight of a red coat as the average citizen of London, but when the ladies of that town take enough interest in the volunteers as to supply the main guard with a hot dinner every day, and form themselves into a choir to add to the attraction of the G. O. P. band at night, they certainly do more than the usual London lady would pat herself out to do. If we can't move Carl's Heights to St. Thomas, what's the matter with inviting all the women of St. Thomas up here during camp to continue the good work started two years ago?

"KYPHOSIS BICYCLISTARUM." It is to be regretted that the fine showing that the visiting wheelmen made in this city to-day was marred by the fact that a number of those in the parade appeared to be suffering from "kypnosis bicyclistarum," or in ordinary phraseology, bicycle riders' stoop. This affection seems to attack some wheelmen and never leave them. Their head goes down, their back assumes the form of a hump, the arms appear as forelegs, and the once erect and handsome man assumes the form of a creeping thing. Why is it that the aesthetic side of wheeling is so frequently ignored? That is not the worst feature of it, however. The chest being contracted, the lungs are cramped, while the spine is permanently curved, and that which should be a continuous enjoyment becomes positively harmful. The habit is both ugly and pernicious, but it is absolutely unnecessary, at least in all wheeling outside the race course. When a man wants to make great speed there may be some advantage in the froglike attitude, because by that means he may offer the least resistance to the air. But in all ordinary wheeling there is no excuse for this dangerous habit that grows upon every wheelman who does not resist it. Women cyclists never assume a crouching attitude. They sit erect and graceful, and wheel with as much ease and comfort in proportion to their strength, as do the most expert wheelmen. With machines properly adjusted, especially as regards the handlebar, the stooping habit should be entirely overcome, and the humped attitude which betokens "kypnosis bicyclistarum" become as rare among the devotees of the steed of steel as is the smallpox.

OBJECT LESSON IN TAXATION. (From the Toronto Globe.) The man who grumbles at paying 5 cents at a toll gate will pay half a dollar of taxation policy without a murmur when he goes to the grocer with a small order. This shows the advantage of indirect taxation to those who wish to secure their neighbor's goods. According to English gossipers, Prince Francis of Teck, brother of the prospective bride of the Duke of York, is to marry Miss Nellie Bass, a daughter of the wealthy brewer. The British public is likely to remark, "Isn't a state of things?" if this rumor turns out to be well founded. The idea of the future King of England being allied to hops and malt is likely to shock the shopkeepers into a series of violent fits. The young woman, however, has lots of money and Francis has none, and it is very probable that the match will be made.

THE MAN ABOUT TOWN.

I think London ought to have a museum. Such things make a city attractive. What with private gifts, in addition to a moderate yearly expenditure, a museum building would fill up rapidly. Then the Western University idea should not be dropped. Such an institution would do London more good than railway car shops, though the latter are desirable. London can boast, educationally, of every step in the ladder from the kindergarten up. Why not crown the edifice with a university? If some plan could be thought out whereby the board could utilize the higher teaching in the Collegiate Institute, and then get power to issue bonds to procure sufficient money to do the rest—a C. H. R. guaranteed bonds—London might easily beat Kingston, the home of "Queen's," and stand second only to Toronto as an educational center. There is money for our citizens in making London a very desirable place of residence—and there is in it more than money.

"How are things in Port Stanley?" I asked of a friend from the lakeside the other day. "Dull," was the laconic answer. "Not for many seasons have I seen it so quiet. London has deserted us. A few excursionists come down and go away on Thursday. We haven't had a picnic yet from the city. The cottages are empty, the summer residents you may count on your fingers. My friend, it was a heavy blow to us when the syndicate boom collapsed—and you know how much blow there was about it. We have had bad luck with our booms this year. Kettle Creek boomed in the spring and caused a log jam that flooded the village. The artillery from the camp is booming away there at present; but that, too, will end in smoke. No, our new band never plays for us any more; they've forsaken it for 'Sweet Bye-and-Bye' and 'Adieu' and with a dreary smile he moved on."

Having the above in mind I asked a summer resident of last season why it was that he and others did not sojourn at Port this year. "Simply because we cannot afford to pay the railway rates. We must pay the regular \$1.20 for the round trip, which is too much. The agreement with the present lessees provided that commutation tickets should be issued for the special convenience of summer residents at the rate of 10 cents one way. This has never been fulfilled. In my opinion the failure to carry out this promise is enough to constitute a forfeiture of the lease. It is grossly unfair to us. We who own our cottages have them idle on our hands; we cannot rent them. I hope the C. H. R. will see its way clear to be more liberal. It would increase their business greatly."

I drove up Richmond street yesterday, and was struck with the transformation made in the region of the old-time "Lake Home." The C. P. R. station is set amid green grass-plots and flanked by verdant embankments. On the other side of the street, C. S. Hyman & Co. have put up a high and neatly-painted boarding. I understand they intend to administer a lick of paint to the Richmond street side of the masonry building, which would finish the neighborhood's freshening up.

Did it ever strike you that the citizens of London are a trifle hostile in their attitude towards the militiamen who will now be with us every year. May be it has not, and perhaps you might dispute the assertion, but nevertheless this idea is very firmly fixed on the minds of most of the officers in camp. "We like the grounds first rate," said Lieut. J. J. Hagarty, of the Twenty-eighth, to me the other day. "But the people of London appear to look down on us. Now if I would sooner camp in St. Thomas a dozen times as far as the people are concerned; there we are sure of a welcome." The people of St. Thomas may be new at the business, or perhaps are not as much used to the sight of a red coat as the average citizen of London, but when the ladies of that town take enough interest in the volunteers as to supply the main guard with a hot dinner every day, and form themselves into a choir to add to the attraction of the G. O. P. band at night, they certainly do more than the usual London lady would pat herself out to do. If we can't move Carl's Heights to St. Thomas, what's the matter with inviting all the women of St. Thomas up here during camp to continue the good work started two years ago?

"KYPHOSIS BICYCLISTARUM." It is to be regretted that the fine showing that the visiting wheelmen made in this city to-day was marred by the fact that a number of those in the parade appeared to be suffering from "kypnosis bicyclistarum," or in ordinary phraseology, bicycle riders' stoop. This affection seems to attack some wheelmen and never leave them. Their head goes down, their back assumes the form of a hump, the arms appear as forelegs, and the once erect and handsome man assumes the form of a creeping thing. Why is it that the aesthetic side of wheeling is so frequently ignored? That is not the worst feature of it, however. The chest being contracted, the lungs are cramped, while the spine is permanently curved, and that which should be a continuous enjoyment becomes positively harmful. The habit is both ugly and pernicious, but it is absolutely unnecessary, at least in all wheeling outside the race course. When a man wants to make great speed there may be some advantage in the froglike attitude, because by that means he may offer the least resistance to the air. But in all ordinary wheeling there is no excuse for this dangerous habit that grows upon every wheelman who does not resist it. Women cyclists never assume a crouching attitude. They sit erect and graceful, and wheel with as much ease and comfort in proportion to their strength, as do the most expert wheelmen. With machines properly adjusted, especially as regards the handlebar, the stooping habit should be entirely overcome, and the humped attitude which betokens "kypnosis bicyclistarum" become as rare among the devotees of the steed of steel as is the smallpox.

OBJECT LESSON IN TAXATION. (From the Toronto Globe.) The man who grumbles at paying 5 cents at a toll gate will pay half a dollar of taxation policy without a murmur when he goes to the grocer with a small order. This shows the advantage of indirect taxation to those who wish to secure their neighbor's goods. According to English gossipers, Prince Francis of Teck, brother of the prospective bride of the Duke of York, is to marry Miss Nellie Bass, a daughter of the wealthy brewer. The British public is likely to remark, "Isn't a state of things?" if this rumor turns out to be well founded. The idea of the future King of England being allied to hops and malt is likely to shock the shopkeepers into a series of violent fits. The young woman, however, has lots of money and Francis has none, and it is very probable that the match will be made.

What do you want A Waterproof for? To Wear in Wet Weather? Then you want to be sure that it is waterproof, and you want the best article that you can get for the money. These chemically treated cloth garments are neither one thing nor the other. Did you ever see one after it had been thoroughly wet and then had dried up to about two sizes smaller. Currie's Edinburgh Waterproo Coats, Are Just What You Want. W. FAIRBAIRN THE TAILOR.

THE MAN ABOUT TOWN.

I think London ought to have a museum. Such things make a city attractive. What with private gifts, in addition to a moderate yearly expenditure, a museum building would fill up rapidly. Then the Western University idea should not be dropped. Such an institution would do London more good than railway car shops, though the latter are desirable. London can boast, educationally, of every step in the ladder from the kindergarten up. Why not crown the edifice with a university? If some plan could be thought out whereby the board could utilize the higher teaching in the Collegiate Institute, and then get power to issue bonds to procure sufficient money to do the rest—a C. H. R. guaranteed bonds—London might easily beat Kingston, the home of "Queen's," and stand second only to Toronto as an educational center. There is money for our citizens in making London a very desirable place of residence—and there is in it more than money.

"How are things in Port Stanley?" I asked of a friend from the lakeside the other day. "Dull," was the laconic answer. "Not for many seasons have I seen it so quiet. London has deserted us. A few excursionists come down and go away on Thursday. We haven't had a picnic yet from the city. The cottages are empty, the summer residents you may count on your fingers. My friend, it was a heavy blow to us when the syndicate boom collapsed—and you know how much blow there was about it. We have had bad luck with our booms this year. Kettle Creek boomed in the spring and caused a log jam that flooded the village. The artillery from the camp is booming away there at present; but that, too, will end in smoke. No, our new band never plays for us any more; they've forsaken it for 'Sweet Bye-and-Bye' and 'Adieu' and with a dreary smile he moved on."

Having the above in mind I asked a summer resident of last season why it was that he and others did not sojourn at Port this year. "Simply because we cannot afford to pay the railway rates. We must pay the regular \$1.20 for the round trip, which is too much. The agreement with the present lessees provided that commutation tickets should be issued for the special convenience of summer residents at the rate of 10 cents one way. This has never been fulfilled. In my opinion the failure to carry out this promise is enough to constitute a forfeiture of the lease. It is grossly unfair to us. We who own our cottages have them idle on our hands; we cannot rent them. I hope the C. H. R. will see its way clear to be more liberal. It would increase their business greatly."

I drove up Richmond street yesterday, and was struck with the transformation made in the region of the old-time "Lake Home." The C. P. R. station is set amid green grass-plots and flanked by verdant embankments. On the other side of the street, C. S. Hyman & Co. have put up a high and neatly-painted boarding. I understand they intend to administer a lick of paint to the Richmond street side of the masonry building, which would finish the neighborhood's freshening up.

Did it ever strike you that the citizens of London are a trifle hostile in their attitude towards the militiamen who will now be with us every year. May be it has not, and perhaps you might dispute the assertion, but nevertheless this idea is very firmly fixed on the minds of most of the officers in camp. "We like the grounds first rate," said Lieut. J. J. Hagarty, of the Twenty-eighth, to me the other day. "But the people of London appear to look down on us. Now if I would sooner camp in St. Thomas a dozen times as far as the people are concerned; there we are sure of a welcome." The people of St. Thomas may be new at the business, or perhaps are not as much used to the sight of a red coat as the average citizen of London, but when the ladies of that town take enough interest in the volunteers as to supply the main guard with a hot dinner every day, and form themselves into a choir to add to the attraction of the G. O. P. band at night, they certainly do more than the usual London lady would pat herself out to do. If we can't move Carl's Heights to St. Thomas, what's the matter with inviting all the women of St. Thomas up here during camp to continue the good work started two years ago?

"KYPHOSIS BICYCLISTARUM." It is to be regretted that the fine showing that the visiting wheelmen made in this city to-day was marred by the fact that a number of those in the parade appeared to be suffering from "kypnosis bicyclistarum," or in ordinary phraseology, bicycle riders' stoop. This affection seems to attack some wheelmen and never leave them. Their head goes down, their back assumes the form of a hump, the arms appear as forelegs, and the once erect and handsome man assumes the form of a creeping thing. Why is it that the aesthetic side of wheeling is so frequently ignored? That is not the worst feature of it, however. The chest being contracted, the lungs are cramped, while the spine is permanently curved, and that which should be a continuous enjoyment becomes positively harmful. The habit is both ugly and pernicious, but it is absolutely unnecessary, at least in all wheeling outside the race course. When a man wants to make great speed there may be some advantage in the froglike attitude, because by that means he may offer the least resistance to the air. But in all ordinary wheeling there is no excuse for this dangerous habit that grows upon every wheelman who does not resist it. Women cyclists never assume a crouching attitude. They sit erect and graceful, and wheel with as much ease and comfort in proportion to their strength, as do the most expert wheelmen. With machines properly adjusted, especially as regards the handlebar, the stooping habit should be entirely overcome, and the humped attitude which betokens "kypnosis bicyclistarum" become as rare among the devotees of the steed of steel as is the smallpox.

OBJECT LESSON IN TAXATION. (From the Toronto Globe.) The man who grumbles at paying 5 cents at a toll gate will pay half a dollar of taxation policy without a murmur when he goes to the grocer with a small order. This shows the advantage of indirect taxation to those who wish to secure their neighbor's goods. According to English gossipers, Prince Francis of Teck, brother of the prospective bride of the Duke of York, is to marry Miss Nellie Bass, a daughter of the wealthy brewer. The British public is likely to remark, "Isn't a state of things?" if this rumor turns out to be well founded. The idea of the future King of England being allied to hops and malt is likely to shock the shopkeepers into a series of violent fits. The young woman, however, has lots of money and Francis has none, and it is very probable that the match will be made.

What do you want A Waterproof for? To Wear in Wet Weather? Then you want to be sure that it is waterproof, and you want the best article that you can get for the money. These chemically treated cloth garments are neither one thing nor the other. Did you ever see one after it had been thoroughly wet and then had dried up to about two sizes smaller. Currie's Edinburgh Waterproo Coats, Are Just What You Want. W. FAIRBAIRN THE TAILOR.

FRIDAY BARGAIN DAY

The last day of June. A fitting windup to the best June month we ever had. We can afford to be liberal with you. We will. One year ago, to the music of the band and the melody of the harpers, our sales increased with rapid stride. Seemed almost impossible to beat last June, but we've passed it in a walk with many laps to spare.

JUNE 30. CHAPMAN'S

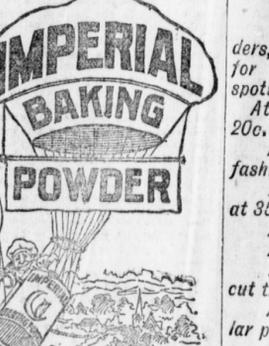
- At 12c—Art muslins 50 and 60 inches wide, value at 20c and 25c.
- At 10c—Art muslins, 40 inches wide, value at 15c.
- At 8c—Art muslins, 30 inches wide, value at 12c.
- At 12c—White curtain muslins, with and without borders, coin spots and figures, worth 18c, for 12c, worth 20c for 15c, worth 25c for 18c, fringes to match; also colored spots and flowers.
- At 10c—Fine clean gradine dress material, value for 20c.
- At 50c—All those handsome Scotch plaid silks now so fashionable, worth \$1 half price on Bargain Day.
- At 22c—Pongee silks in all the leading shades; value at 35c.
- At 60c—Handsome sublime suiting; regular price \$1.
- At 60c—400 yds double-fold skirt lining, worth 10c.
- At half price—One case, odd pairs, lace curtains. We cut the price in two, sell at one-half to-day.
- At 5c—15 pieces 2-inch dress goods, all shades, regular price 15c.
- At 10c—All-ool dress serges, a variety of shades, worth 25c.
- At 10c—27-inch laid tweed suiting for dress wear, worth 22c.
- At 7c—Double-fold dress goods in tweed effects, worth 25c.
- At 25c—20 pieces double-fold dress goods, in plain and fancy goods, worth 40c and 50c.
- At 40c—All-wool crepon dress goods, in light shades, worth 60c.
- At 15c—Wool callie, polka dots, value for 25c.
- At 19c—Wool callie, light grounds, sprigs and flowers, worth 35c.
- At 15c—44-inch wide black flouncing lace, former price 50c.
- At 13c—40 boxes jet and chenille trimming, worth 35c and 40c per box.
- At 20c—Two pieces cream lace flouncing, regular price 50c.
- At 7c—Alisbury shaker flannel, red and black spots and flowers, 1st colors, regular price 12c.
- At 9c—Rumb's indigo prints, fast colors, also light grounds, worth 12c.
- 8 for 25—White, also colored, handkerchiefs for children, worth 40c, for 25c.
- At 6c—Colored garter elastic, value for 10c.
- At 7c—200-yard spools cream linen thread, for crochet work, worth 10c.
- At 7c—Children's lisle gloves, former price 12c.
- At 30c—Ladies' corsets, a popular brand, worth 50c.
- At 17c—Linen torchon lace, value for 18c.
- At 7c—Fancy Japanese panels, worth 20c.
- At 12c—Wide cambric embroidery (10 inches wide), worth 25c.
- At 10c—Ladies' fast black cotton hose, spliced, worth 25c.
- At 10c—Ladies' black cotton hose, value at 22c.
- At 19c—Nickel-plated shears, value at 50c.
- At 30c—Ladies' shirt embroidery, full width, worth 50c.
- At 8c—White embroidery, 22 inches wide, for children's shirts and dresses, value for 45c.
- At 9c—Infants' bibs, former price 15c.
- At 10c—Fancy lace handkerchiefs, former price 15c.
- At 19c—Colored silk ribbons, former price 15c.
- At 25c—Ladies' taffeta gauntlet gloves, worth 40c.
- At 35c—Ladies' Windsor scarfs, worth 75c.
- At 17c—Ladies' Windsor scarfs, worth 10c.
- At 20c—Boys' fine straw hats, worth 25c and 35c.
- At 50c—Your choice of our stock of gents' fine straw hats, worth 75c and \$1.
- At 50c—Ladies' fine straw hats, your choice, worth \$1, \$1 25 and \$1 50.
- At 25c—Ladies' straw hats, worth 50c and 75c. Black and colored.
- At 10c—Ladies' sun hats, black and white, worth 25c.
- At 12 1-2c—Gents' pure linen cuffs, small and large sizes, worth 30c.
- At 5c—Boys' fancy belts, worth 10c.
- At 15c—10 pieces sarah saten, former price 25c.
- At 6 1-2c—200 yards toweling, all-linen, worth 10c.
- At 8c—Heavy white shirting, cotton, former price 10c.
- At 25c—72-inch bleached tuiled sheeting, worth 50c.
- At 23c—10 pieces finest French saten, former price 35c.
- At 12 1-2c—Crepon wash dress goods, checked, worth 25c.
- At 12 1-2c—Heavy Oxford shirting, fast colors, worth 18c.
- At 8 1-2c—Double-fold striped tweed dress goods, worth 15c.
- At 12 1-2c—10 pieces Ceylon and Shaker flannel, worth 17c and 20c.
- At 19c—72-inch unbleached sheeting, former price 25c.
- At 11c—4 pieces brown Holland, worth 15c.
- At 5c—Double-fold American challe, worth 13c.
- At 62 1-2c—4 pieces fine all-wool tweed, worth 90c.
- At 14c—Merino shirting, shrunken, worth 25c.
- The other 60 items we will show you when you call. No room here, you see.

Terms Cash. Phone 791. CHAPMAN'S, 126 and 128 Dundas St.



It's All Up with dirt, when Pearline starts for it. It goes quickly, but there's no harm to anything else. Pearline washes clothes easily, and cleans house thoroughly. It saves work with all things. Get Pearline, to get rid of dirt; you get rid of hard work, too, when you get Pearline.

Beware of imitations which are being peddled from door to door. First quality goods do not require such desperate methods to sell them. PEARLINE sells on its merits, and is manufactured only by JAMES PYLE, New York.



PUREST, STRONGEST, BEST. Contains no Alum, Ammonia, Lime, Phosphates, or any Injurious.

Macurquart's Imported Worcestershire; second to none in quality, at a much lower price. Ask your grocer for it and take no other.

MEN AND WOMEN MARRIED AND UNMARRIED will receive valuable information by sending stamped, directed envelope, to Mrs. M. G. DUNN, P.O. Box 28, Toronto, Can. All correspondence in plain envelope and strictly confidential.

KOFF NO MORE! WATSON'S COUGH DROPS WILL GIVE POSITIVE AND INSTANT RELIEF TO THOSE SUFFERING FROM COLDS, HOARSENESS, SORE THROAT, ETC., AND ARE INVARIABLE TO CHLORIS AND VOCALISTS. R. T. W. STAMPED ON EACH DROP. TRY THEM.

DUNN'S FRUIT SALINE. Keeps you in health, is delightfully refreshing and a most infallible remedy for all ailments. No traveler or family should be without it. Sold by chemists throughout the world. W. G. DUNN & Co., Works, Croydon, England.

BBB CURES DYSPEPSIA. Dyspepsia arises from wrong action of the stomach and is the cause of much misery and many diseases such as Constipation, Biliousness, Headache, Burden, Indigestion, Flatulency, etc. Because it tones the stomach, aids digestion, and renovates the entire system. Cases which several past hope have been completely cured by B.B.B.

LIFE WAS A BURDEN. "Life seemed a burden, the simplest food disagreeable to me, and I was in misery from dyspepsia, but two bottles of B.B.B. completely freed me from it," says Miss L. A. Kahn, Hamilton, Ont.

GOVERNMENT Western School of Art. Will reopen for Evening Classes MONDAY, OCT. 2. Terms for 36 Lessons \$3. The Saturday afternoon summer term class for oil, water color and china painting will continue as usual. For particulars apply to the principal, JOHN H. GIBSON.

HAVE YOUR Magazines and Periodicals BOUND AT E. H. KOEDES', Blank Book Manufacturer, 428 RICHMOND STREET.

Asbestos Cement. We are prepared to take contracts for covering steamboats or gas boilers, cylinders, steamtraps, etc., with above material, or supply same by barrel. Good quality.

Cal Cal 220 (C) Birth HUGH the EX Hill, o of 181 town M'GILL street and Mary Mc G. Elm day 214 cop AN