

The Magic Touch

Of Hood's Sarsaparilla. You smile at the idea. But if you suffer from

Dyspepsia

And indigestion, try a bottle, and before you have taken half a dozen doses, you will involuntarily think, and no doubt exclaim,

"That Just Hits It!"

"That soothing effect is a magic touch!" Hood's Sarsaparilla gently tones and strengthens the stomach and digestive organs, invigorates the liver, creates a natural, healthy desire for food, gives refreshing sleep, and in short, raises the health tone of the entire system. Remember

Hood's Sarsaparilla Cures

Hood's Pills cure liver ills. 25c.

AGAIN VICTORIOUS.

Forest City Curlers Capture the D. Glass Medal.

Which the London Club Has Held for 29 Years—Other Sporting Incidents.

FOREST CITY AGAIN VICTORIOUS. Forest City is playing in fine form just now. Yesterday it captured the David Glass medal, which has been held by the London Club since 1886. This is the second medal won by Forest City Club from the Londoners during the season, the first being the Malahide medal, presented by the late Hon. E. L. Leonard.

FOREST CITY. Rink No. 1. LONDON.	
Col. Dawson, F. Beattie, R. Reid, J. M., C. S. Hyman, skip.	Rink No. 2. Rink No. 3. Rink No. 4.
Ald. Talbot, Chas. Sterling, C. W. Davis, Dr. McDonald, skip.	Ald. J. W. Jones, Rink No. 5. Rink No. 6. Rink No. 7.
Dr. Balfour, Dr. Logie, Col. Lewis, R. Reid, sen., skip.	Rink No. 8. Rink No. 9. Rink No. 10.
J. W. McIntosh, Jas. Mattison, Dr. Dewar, W. T. Strong, skip.	Rink No. 11. Rink No. 12. Rink No. 13.
Total.....77	Total.....76

OH! MOTHERS.

YOUR RESPONSIBILITY IS GREAT

Baby's life depends upon its food, and you are responsible for the selection of the proper one. Over twenty thousand physicians and hundreds of thousands of mothers and nurses have tried Lactated Food, and proved it to be without an equal.

If your darling babe is not bright, cheerful, happy and contented, rest assured the trouble lies with the food you are giving it. If you continue with a food that retards digestive vigor, that impairs health and growth, sickness and death will be the result.

Lactated Food nourishes, fattens, strengthens and gives true vitality to weak and puny babies.

Lactated Food truly "Saves Babies' Lives."

AS TO BLINDNESS.

Mrs. Marketmade (patronizingly)—And you not married yet, Hilda? Really, I think the men must be blind. Hilda—That's what Aunt Maria said when you were married.

NOT THE GIRL TO ENDURE A SLIGHT.

"We need no ring to plight our troth," he suggested, as he kissed her impudently.

"Yes we do," retorted the maiden. None of your sleight-of-hand tricks with me."

HIS HONESTY TROUBLED HIM.

"I wonder," said the burglar, slipping the contents of the safe in the sack, "if I oughtn't honestly to pay an income tax on this!"

Consumption Can Be Cured By the use of Shilo's Cure. This Great Cure is the only known remedy for that terrible disease. For sale by W. T. Strong.

The more you puff a cigar the smaller it becomes, and that is the case with some men.

Among the pains and aches cured with marvelous rapidity with Dr. Thomas' Electric Oil is earache. The young are especially subject to it, and the desirability of this Oil as a family remedy is enhanced by the fact that it is admirably adapted not only to the above ailment, but also to the hurts, disorders of the bowels, and affections of the throat, to which the young are especially subject.



FOR SALE BY H. McKenna, 225 Dundas Street.

NEW GOODS! NEW GOODS!

Overcoatings, Suits, Trousers, Newest Shades, Closest Prices

COME AND SEE THEM

Harry Lenox,

Corner of Dundas and Carling Sts.

In Sight.

The Council Passes the Electric Railway Agreement.

It Will Undoubtedly Be Accepted by the Company.

The Bridges and Routes Difficulties Settled.

The Company to Cross Oxford, Dundas, Victoria, York and Clark's Bridges—Streets to be Traversed—All Pending Litigation to be Dropped.

After more than three years of dicker-ing, delay, difficulty and disappointment, the City Council last night passed an electric railway agreement. That it will be accepted by the London Street Railway Company at once there is hardly any reason to doubt.

It was a night of genuine solid work. The mayor conducted the business on the rapid transit plan, and though every one was allowed to express his opinion obstructive aldermen were made to clear the track. The city and company have hitherto been separated chiefly by the bridge clause. But the difficulty was bridged over at a preliminary meeting of the finance committee in the afternoon by a proposition of Ald. J. W. Jones. The route question has also been a rock on which the council always split in the past, but, ably piloted, they steered pretty clear of it last night. To be sure nearly every alderman thought his ward entitled to more, and squandered himself with that in view; but if he didn't secure it, he had the satisfaction of preventing other constituents by a vigorous kick in that direction; and the council, in its ultimate with respect to routes, the council could do no better. The proposed service covers eighteen miles and is a vast improvement over the present one.

When the council was called to order Ald. Jones at once launched into the agreement.

Clause one, providing for an average working day of ten hours and not more than 60 hours per week, was carried unanimously.

Clause two dealt with the bridges, and Ald. Jones presented his substitute for the previous one as follows:

(a) That the street railway company be allowed the privilege of extending the abutments of the Westminster bridge (on the north or south side of the said bridge as the city may hereafter determine), and of laying a single track upon Stanley street, with the necessary approach, to be placed under the direction of the city engineer, said track to be at the west end of Stanley street and not more than 400 feet long, provided the company erect upon said extended abutments a superstructure separate and distinct from the existing passenger bridge, said superstructure to be used for the purposes of the railway company only, and to be the sole property of the company, and that the approaches thereto on each side of the river be made at the expense of the company.

(b) That the company be allowed to extend the abutments of the Victoria bridge and to erect their own superstructure thereon, or to remove the present structure and replace it with a new 20-foot roadway bridge, the material in the old bridge in case of removal to belong to the company, the company have a half proprietary interest in the new superstructure.

(c) That the company be permitted to use Clark's bridge, providing they strengthen and replank same to the satisfaction of the city engineer, it being understood that should the city at any time within five years deem it to be in the public interest that a separate bridge be erected across the river at this point for the company's purposes, the company will, within twelve months notice of such desire, build a separate bridge, and within the same time the company will remove its tracks from Clark's bridge, should the city exercise the option within three years, the company to be allowed one-half the cost of the said strengthening and replanking the said bridge; the city agreeing to pay one-half the cost of such new structure, such half cost not to exceed \$4,000, and further, that in consideration of the above, all existing litigation between the London Street Railway Company and the city to be withdrawn, the company paying all the costs as between solicitor and client.

(d) That the company be granted the privilege in so far as the city has the right in so far as the city has the power of crossing the city street bridge, providing the company strengthen and replank same, if necessary, to the satisfaction of the city engineer. The company to have the right in so far as the city has the power to grant it of extending the abutments of the Dundas street bridge and building a bridge for its own use at the side.

THE FIRST KICK. The first kick came from Ald. Pritchard, who moved that the company be not granted power to use the York street bridge or build a bridge by the side of it, or use Stanley street at all, on account of the heavy traffic on it. If the city did it would ruin the day. In a few years it would have to build a new bridge at a cost of \$14,000 or \$15,000.

Ald. Weld moved that the clause be referred back and an agreement made with the company to construct a bridge at King street at the cost of the city if necessary. It would be inhuman treatment to run on York street.

Ald. Weld's amendment was lost—13 to 4.

Clause A was then carried.

ANOTHER CLAUSE.

Ald. Pritchard kicked again on clause B. He moved to the effect that the company be not permitted to use Victoria bridge. "It is something outrageous. Surely you don't realize what you're doing," he said in a melodramatic tone. "You won't have a single farmer come in to the city if you cut off all the approaches."

"Where will they go to trade then?" asked Ald. Armstrong. "London is the only available market."

Ald. Jones—To Komoka. (Laughter.) Ald. Pritchard's amendment was voted down again.

Clause B passed—12 to 3.

Clause C was first amended so that if a new bridge is built the company will have a half proprietary interest. Mr. Ivey announced that he was prepared to give an ultimatum on the clause further amended so that all litigation between the city and company be dropped, and each side pay its own costs.

Ald. Jones said that the city stood upon principle, and he vigorously defended the clause. The company's suits against the city and individual alder-

men were not invited by the defendants.

Clause C carried as it stood—13 to 5. Ald. O'Meara objected to clause D. He said he could bring in a petition against it signed by a thousand citizens. He moved that the same conditions apply as in the case of Clark's bridge. Lost—15 to 2.

Ald. Carrothers moved that the same conditions apply to Oxford street bridge as to Dundas street. Lost. Ald. Pritchard, O'Meara, Carrothers and Garratt voting yea.

The clause passed, the same four voting nay, with the addition of Ald. Weld.

THE ROUTES.

The next clause dealt with the routes. Each alderman had been provided with a copy. Ald. Garratt wanted a day to consider it. The system covered eighteen miles. Ald. Jones explained. He said that the company had endeavored to cover the area on which there was the most traffic. Everybody couldn't have the railroad at his door, but all that was possible had been secured from the company. The Hamilton road line would be extended to Pine street. If permission could be secured from the Government to cross the Grand Trunk tracks. The city would have an electric railway to none on the continent, the cheapest fares in the country, and real estate dealers would not have to pay for the improvements in front of their property. The company would supply the material and do the work. Ald. Garratt objected, and pressed his amendment for a day's consideration. Lost.

On Ald. Armstrong's motion the routes were taken up ward by ward.

WARD ONE.

The road in ward 1 traverses Dundas street, Richmond street south to Horton, Horton to Victoria bridge, York street, from Richmond to the York street bridge, the entire length of Thames street; Bathurst, from Richmond to Clarence; Clarence, from Bathurst to Simcoe; Simcoe, east to Wellington over Clark's bridge, the other east on Simcoe to the Hamilton road.

The route was approved, a motion to strike out York street being lost.

WARD TWO.

No. 2 ward is traversed, Richmond, from Dundas to Regent street, branching east on Oxford and Pall Mall streets into the fourth ward.

The route was approved. A motion to have the line on Central avenue was lost. The company will extend their line on Oxford street west of Richmond if London West gives them permission to cross the bridge.

WARD THREE.

The proposed route in No. 3 ward is along Simcoe street (from Richmond, via Bathurst, Horton and Wellington) to the Hamilton road, and down the Hamilton road as far as Rectory street. Another branch runs from Horton street south on Wellington over Clark's bridge.

Ald. Carrothers had several amendments. He wanted the line run on Hill street to Adelaide, thence to the Hamilton road, with the option of using South street. Lost—10 to 7—and the clause carried.

WARD FOUR.

No. 4 ward lines were as follows: Oxford street, Adelaide to Richmond; Pall Mall, Richmond to Waterloo, south on Waterloo to Central avenue, east on Central avenue to Adelaide, south on Adelaide to Dundas.

Ald. Garratt wanted a line on Colborne street. Lost.

Ald. Dreaney wanted the gap filled up on the street from Oxford to Central avenue, making a belt line.

Ald. Jones said the company refused to make the railway crossings.

Ald. Dreaney's amendment lost and the clause carried.

WARD FIVE.

No. 5 ward's share was all lines east of Adelaide, including the Adelaide street line from Central avenue to Dundas; the Dundas street line east to the city limits, and Rectory street, from Dundas to the Hamilton road, where it meets the Hamilton road line. The construction of the Rectory street line depends on whether the company secures permission to cross the Grand Trunk tracks.

Ald. Dreaney moved that the line be extended on the Hamilton road to Egerton street, with the option of crossing to Dundas street either on Egerton or Rectory. Lost.

Ald. Weld moved that it be imperative for the company to cross from the Hamilton road to Dundas street without duplicating the street. Lost.

The clause carried, and the connection between Dundas street and the Hamilton road will therefore be made via Rectory street if it is made at all. It is every effort to secure permission from the Privy Council to cross the Grand Trunk tracks on this street.

WARD SIX.

No. 6 ward's tracks will be laid on Stanley street from the York street bridge to the Wharfedale road, thence south on the Wharfedale to Askin, thence east on Askin to the Wortley Elmwood avenue, thence east on Elmwood avenue to Ridout street south, thence north on Ridout street south to Victoria bridge. The only other line in South London is a one, running two blocks south from Clark's bridge to Maryboro Place.

The representatives of ward 6 made a vigorous kick for more railway. Ald. Parnell wanted it extended on the Wortley road to Erskine street. It would give facilities to a thickly settled area of six blocks, which would have no facilities at all under the present proposal.

Ald. O'Meara said No. 6 would have more road than any ward in the city. It had less population and paid less taxes. He moved that all lines west of Westminster bridge and the Wortley road be cut off. This seemed a joke at the expense of ward 6 and was voted down.

Ald. O'Meara moved that the line over Clark's bridge be cut off. Lost.

Ald. Parnell's amendment for an extension to Erskine street was lost, and the clause carried.

CARRIED AT LAST.

Ald. Jones then moved, seconded by Ald. Powell, "That the proposal of the London Street Railway Company for electrifying and extending their system, the same having been adopted, be referred to the city solicitor, in connection with No. 1 Committee, to prepare a by-law in accordance with the same for submission to the council at as early a date as possible."

Ald. O'Meara moved that a public meeting be called to submit this matter to them, and that the Board of Trade and Labor Council be invited to attend. Lost—9 to 5.

Ald. Jones' motion then carried with only one dissenting vote.

Ald. Carrothers gave notice of motion to reconsider the council's action.

It was now long after 11 o'clock, and the aldermen adjourned. There were present: Mayor Little and Aldermen Pritchard, John Heaman, Brenner, Wm. Heaman, Jones, Powell, Carrothers, Garratt, Dreaney, Nutkins, Parnell, Weld, Ardill and McCallum. Ald. Skinner was the only absentee.

Now and Old Methods.

The rapid growth of discoveries in all branches has developed in all methods than in the manner of treating chronic troubles of the digestive system. It is generally known that the ordinary used purgatives such as senna, rhubarb, jalap, aloes, pills, etc., react and permanently injure their victims. The newest discovery for the treatment of constipated and bilious conditions is Eseljay's Liver Lozenges. They do not react, and are consequently a triumph of medical science.

The borrowing man soon begins to wonder why everyone he knows is so poor.

Give Holloway's Corn Cure a trial. It removed ten corns from one pair on feet without any pain. What it has done once it will do again.

The man who first said that figures never lie probably never saw a ballot.

There are two ways of putting up an umbrella so as to soak it.

E. & J.

THE WEATHER TODAY:
Fair—higher temperature.

WHAT

LADIES LIKE.

Ladies like to be posted in new ideas regarding wearing apparel. Among the new goods to hand are Ladies Blouse Shirts. One look at these is sufficient to effect a sale, they are so neat, and suggest ease and comfort. They have cuffs and standing and turned-down collars, have plain and pleated fronts in white, pink and blue (plain and striped). An endless variety of designs in soft and starch fronts.

FANCY

WORK.

Our Ladies' Fancy Work Department contains many new importations. A beautiful assortment of Stamped Linens, suitable for Embroidery and Honiton work. This lot includes Doilies (round and square), center pieces, tea cosies, 5 o'clock tea cloths, and sideboard scarfs. A line of linen dresser covers, with fancy colored centers, selling at about half price.

Other things that the ladies should inspect as well as purchase are our Honiton and point lace braids, shaded crochet cottons, embroidery silks, filo flosses, Honiton silks, art silks and fringes, pompons, tassels (chenille cords to match), felts in art shades, embroidery hoops (assorted sizes), fancy sateen cushion covers, handsome patterns, and a host of other articles suitable for fancy work. A nice lot of eider-down pillows.

LADIES'

SHOES.

The ladies are gradually finding out where to get choice footwear at reasonable prices. They are coming to us. If you have not examined our stock do so, as our spring goods are now being shown. Get the Goodyear Rubbers. They are the best.

SMALLMAN & INGRAM,

149 and 151 DUNDAS STREET.

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There are two ways of putting up an umbrella so as to soak it.

A. Screaton & Co.

NEW

Suitings, Overcoatings, TROUSERINGS.

We have imported direct from the best makers in the Old Land for this spring's trade all that is new and up-to-date in weaves and colorings. As to

Fit and Style

Well, that's beyond any doubt. You need have no hesitation whatever in trusting that part to our

Mr. A. Tillmann,

The Price

We have seen to that, also, and have marked these fine imported goods at a price that all can reach. You will be pleased with our stock and work, and we will take pleasure in showing you our assortment.

A. Screaton & Co.

134 DUNDAS STREET.

A. J. GREENAWAY & CO.

ELECTRICAL ENGINEERS, 244 DUNDAS ST., Telephone 681, London, Ont. ywb

BIG MONEY.

BICYCLE, MODEL WORK, KEYS FITTED, RUBBER STAMPS MADE TO ORDER, REPAIRING, Etc., Etc.

Did it ever strike you that you can

SAVE BIG MONEY By getting your repairing done by

D. McKenzie & Co. 388 RICHMOND STREET—OPPOSITE CITY HALL.

IN YOUR COPY FOR NEW ADVERTISEMENTS FOR THE

Western Advertiser (OUR WEEKLY EDITION.)

Any Time Before 3 p.m. on WEDNESDAY.

The Weekly circulates largely throughout Ontario, and has the largest circulation of any weekly in Western Ontario.

A COWARD.

Customer—I won't let your apprentice shave me any more. Barber (contemptuously)—And yet you pretend you have taken part in three campaigns!

A LITERARY GOURMAND.

Apprentice (to butcher)—Master wants three penny worth of ham sliced, and would you please wrap it in the continuation of the story you sent him the first chapter of with the sausage yesterday?

HE HAD A GOOD THING.

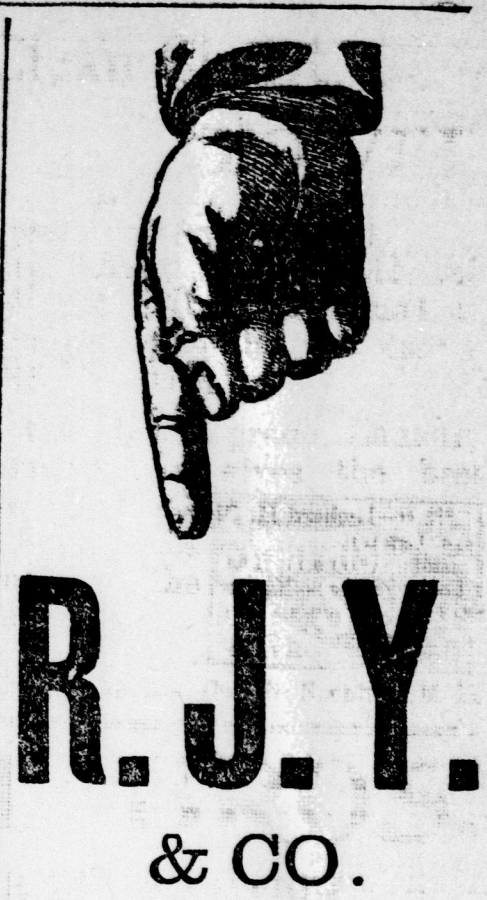
She—If you will let me have those roses I will give you a kiss for each one of them—but why do you run away? How rude of you!

He—One moment; I am going for some more roses!

TO WASHINGTON, D. C., AND RETURN.

Grand personally-conducted excursion to Washington on Thursday, March 14, via the Lehigh Valley Railroad. Only single fare—\$11.20—for the round trip. Tickets good ten days. Good going and returning via Philadelphia. Pullman sleeping cars from Suspension Bridge to Washington for passengers from Canada, leaving Suspension Bridge at 5:20 p.m., arriving at Washington next morning. Tickets and sleeping car berths secured and sold at station ticket office, Suspension Bridge, New York.

When money is tight, a young man who has but little of it should keep sober.



TO DAY

We are showing a very excellent Diagonal Mantle Cloth for ladies' capes and spring garments. It is all wool and is double fold, very wide. At that nice shade of black, and a cloth that will wear and look well for a long time. The price, \$1.25, is a very reasonable one indeed. \$2 would not appear dear for such a beautiful cloth.

ANOTHER LINE

Of ladies' cloth that we wish to call your attention to is a nice double fold all-wool satin-finished cloth that has a particularly nice appearance and that comes in black, navy, fawn and brown. The price, 75c, will commend it to those wanting a nice article at a moderate price.

GOOD HOUSE-KEEPERS

should ask to see the lovely all-linen half-bleached Huck Towels that are selling at 40c a pair. There is no better towel sold in London today at 50c a pair. Large size, lovely quality