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LONDON, THURSDAY, JUNE 17.

## THE C. P. R. IN LONDON.

The agitation in favor of a union station in this city is one that will meet with public sympathy. Everyone will admit that it is a most desirable thing—if it can be accomplished at a reasonable cost to the city. It is no new idea, however; it has been frequently discussed in the past. But the obstacles seemed too great—perhaps greater than they are now. It would have cost the C. P. R. too much to effect any arrangement with the Grand Trunk; and the amount of business done would, it was claimed, be too small to justify the cost.

But the business of the C.P.R. would seem to be improving. It is increasing the number of trains passing through London, and as it cultivates the traffic between the Western States and the Atlantic seaboard, there will be a growing necessity for better facilities in this section. There is no doubt this road will have to extend its yards and sheds and provide better accommodation for the business it hopes to do. As it is expected that the Grand Trunk will also make some improvements before many years, the time would seem to be suitable for the two roads to consider the advisability of some mutual arrangements which would benefit both parties and help the city as well.

But there is a feature in connection with any changes which should not be overlooked—and that is the present location of the C. P. R. freight sheds. The closing up of Wellington street and the presence of these homely structures in such close proximity to a growing residential part of the city, are evils that ought to be overcome, if possible. We could not afford to pay very much for moving the passenger business of the C. P. R. onto the Grand Trunk lines if the improvements effected went no further than this.

Viewing the situation as it exists today, everyone is disposed to condemn the city authorities for agreeing to close up Wellington street. At the same time, in justice, we should remember that the conditions were very different when this unsatisfactory arrangement was made. At that time it was thought of the utmost importance to bring the C. P. R. to London. It had acquired the Credit Valley charter connecting Toronto with St. Thomas; it was seeking a connection with Detroit and Chicago. To make London the centre of its Western Ontario system was considered by our people to be a project worthy of some sacrifice. And the closing of Wellington street seemed to many the smallest part of the sacrifice. There were few homes at that time north of Piccadilly and east of Richmond streets. The Hellmuth Boys' College, with its extensive grounds, occupied most of the space, Wellington street, through that section of the city, was not as valuable as a thoroughfare as it is today. And when the C. P. R. agreed to put up an overhead bridge whenever called upon, the possible requirements of the future seemed fully met.

It is not just, therefore, to berate the city council for the arrangement it made with the C. P. R. From the point of view of that day the bargain was not a bad one. But altered conditions demand a change, if it can be secured. And if there is to be an arrangement between the two railways, which shall provide a union station, open up Wellington street, and move the C. P. R. sheds to a more suitable locality, the city will have to pay its share of the cost, and the first chapter of any negotiations between the city and the company must be devoted to the question of dollars and cents.

## SOUTH AFRICAN UNION.

The Natal referendum having resulted in favor of union, the federation of the four South African colonies is now assured. The next step will be for a delegation, representing those colonies to proceed to England with the draft of a union; and a bill embodying the scheme and some amendments already agreed upon by the delegates and the Imperial Government will be presented to parliament. The Imperial Government has no intention of touching the principles of the union bill, but it is obvious that the subject matter when put in the form of Imperial statutes may require amendments not affecting principles, but necessary in the interests of parliamentary and legal phraseology. Official as well as other public opinion in England is unanimously in favor of the acceptance of the principles of the convention, and in the desire to see it made law before the prorogation of parliament.

In the opinion of Mr. Lionel Phillips, who recently returned to England from South Africa, the wider responsibilities of those colonies the less the danger of race division or parochialism. There is a strong desire on all sides to avert an appeal to the country upon racial lines, but under the existing condition of things it is difficult to discover other points of difference sufficiently marked to serve as the foundation of a party struggle, if such is deemed inevitable. Though recognizing the advantages of party government, there seems to be sound reason and even an urgent call for the establishment of a national government to bridge over the very difficult period of reconstruction. It, as a preliminary step, says Mr. Phillips, a coalition can be arranged, in which existing parties have a fair representation, it will be in the best interests of South Africa. As the complicated work of gathering up the reins of government proceeds, differences of opinion and of interest will no doubt manifest themselves, and on those differences there may arise the occasion for "establishing" opposing camps of thought, entirely divorced from racial distinction.

The struggle for ascendancy between the white races in South Africa, which lasted for about one hundred years, came to an end with the late war. The Boer leaders have publicly acknowledged that without the war there could have been no rapprochement between Britain and Boer. The Boer people have learned that Great Britain and their British fellow-colonists wish to be friends in the best and broadest sense of the term, and nothing has contributed more to the happy change than the gift of responsible government. General Botha and his colleagues entered office pledged to govern upon enlightened principles, regardless of racial distinctions, and no one can say they have not fulfilled their pledges. The government of the Transvaal is composed of very capable men determined to see every branch of industry in the country developed, and everyone is striving for progress and prosperity. Best of all the country is rapidly getting away from the race division which has had such a baneful influence in the past.

## THE BRITISH FINANCE BILL.

Late English papers to hand contain the text of the finance bill, which with its seventy-four clauses and six schedules, makes up a pamphlet of sixty-six pages. It is entitled "a bill to grant certain duties of customs and inland revenue (including excise), to alter other duties, and to amend the law relating to customs and inland revenue, and the national debt, and to make other provisions for the financial arrangements of the year." In the arrangements of the measure the chancellor of the exchequer, Mr. Lloyd-George, puts the most novel and the most contentious of his proposals in the forefront, beginning with the duties on land values and following with the liquor license duties, the death duties, income tax, stamps, customs and excise other than liquor license duties, provisions as to payments to local authorities and to road improvement account and the national debt.

The comprehensive budget speech and the subsequent prolonged debate have left few surprises of a general character in the text of the measure. Some light is, however, thrown on the working of the new land taxes. The bill provides that the land owner must submit to an estimate of value of the unimproved minerals. If the commissioners of inland revenue are not satisfied with this return it must be amended to their satisfaction or they will themselves determine the value. Right of appeal to expert referees is allowed the land owner. None of the new taxes on land is to be levied on the property of local authorities or on land used for public or charitable purposes.

Another provision abolishes the prohibition of a native tobacco industry, by declaring that "so much of any act as prohibits or restrains the growth, making or curing of tobacco in England or Scotland, shall from the first day of January, 1910, cease to have effect." The chancellor of the exchequer is unable to say any reason why as good tobacco should not be grown in the United Kingdom as in Holland or France or Germany, and proposes that an excise duty shall replace prohibition, the excise duty to correspond with the customs duty, so that the new industry may develop to its own strength, and in proportion to its soundness.

Under the finance act of 1896 objects of national and scientific or historic interest are exempt from estate duty. The new bill provides for the exemption of such articles from legacy duty also, and to extend the exemption to objects of artistic interest. In such cases duty is to be chargeable only when the object is sold.

These are the chief points of the bill which have not hitherto been revealed.

## BRITISH CAPITAL FOR CANADA.

[Toronto Globe.]

For some years past Canada has been increasingly popular with British capitalists as a field for investment, and apparently its popularity is to be indefinitely enhanced. Not long ago, a large amount of capital became available for the extension and improvement of the steel works at Sault Ste. Marie, and now it is announced from Montreal that more than half of the five million dollars needed for the flotation of the Canadian Textile Company has been supplied from British sources.

In the face of partisan attempts to

weaken Canadian credit in London, in

connection with the loans needed to

complete the eastern division of the

National Transcontinental Railway, it is

satisfactory to find that Canada is

still regarded as safe from the stand-

point of the private investor; it is

therefore, inconceivable that the credit

of the Dominion as a borrower should

be in the slightest degree injured by

disgruntled opponents of the Govern-

ment. It is much to be regretted that

such tactics should be resorted to, but

in the end they will prove a Nemesis

to those who indulge in them.

## A NEW REST CURE.

[Toronto Globe.]

The arrival of an excursion steamer at Winnipeg from Grand Forks in Dakota is a notable event. It is the first trip of the kind that has been made for nearly a generation, but apparently it will not be the last. There may never again be frequent communication between Red River ports by water, but even occasional trips should be kept up, if for social, historical or geographical reasons people desire them. The journey will always be sufficiently leisurely to suit those who were "born tired and never got rested."

## A FAILURE.

[Brantford Expositor.]

The effort to bring out opposition to the re-election of Hon. William Lyon Mackenzie King in North Waterloo has thus far met with no greater success than the effort of the Mail and Empire to make the King not "a fit and proper person" to represent the labor interests at Ottawa.

## GREAT IS BRITAIN.

[Buffalo Courier.]

The Imperial Congress that has been in session in London will soon be succeeded by the gathering of Government officials from all parts of the British Empire. The Government in London and Englishmen generally are uncommonly active and interested in concerted steps to arouse the loyalty of British subjects in all corners of the world, and to give greater strength to the position of Great Britain in international affairs.

Many persons are unaware of the enormous compass of the British Empire. Great Britain is today sovereign over 11,908,378 square miles, or nearly one-fifth of the land surface of the globe, and her subjects are not far from 400,000,000, or more than one-fourth of the population of the entire world.

The area of the British dominion is distributed approximately as follows: In Europe, 125,055 square miles; America, 4,000,000; Africa, 5,000,000; Asia, 2,500,000. The population of the empire is distributed as follows: In Europe, 42,000,000; America, 7,500,000; Africa, 42,000,000; Asia, 200,000,000. The white population is 56,000,000 and the colored 34,000,000.

The territory covered by the British

Empire is nearly equal to the combined

possessions of the United States, France and China.

## A COMING GREAT CITY.

[Victoria Colonist.]

The Prince Rupert land sale, which was brought to a close yesterday, realized for the Government of Canada \$1,175,576. This is a great amount of money to be invested in a new town site. It argues well for the confidence of the public in the western terminus of the National Transcontinental Railway.

## THE MENACE OF RABIES.

[Philadelphia Ledger.]

That rabies is a disease preventable by strict quarantine and by strictly enforced regulations concerning dogs is a fact that is likely to be more and more impressed upon the consciousness of the state live stock sanitary board of the prevalence of the malady shall be confirmed. Although the extent of the malady has doubtless been greatly exaggerated by the natural fears of the people, the counter error of ignoring it ought not to be allowed to prevent the taking of needed precautions.

## BIRTHS AND DEATHS.

[Hamilton Times.]

The statistics of 1908 show a decrease of 48,265 in the number of deaths during the year, and an increase of 18,067 births. That should be effective as a nerve-quieting potion to some of our alarmed birth-rate cranks.

## JAPAN AND THE UNITED STATES.

[Washington Post.]

Unless human nature is wholly perverted, the recent course of events in Japan and the United States should serve as an absolute guarantee of continued peace and goodwill between the two nations. It is impossible to believe that the courtesies and compliments which have lately been exchanged are hypocritical, making empty and concealing a purpose to precipitate trouble later. Our battleship fleet was received in Japan with evidences of the most sincere enthusiasm on the part of the people. Later, the Japanese fleet was received at San Francisco with hearty tokens of esteem. Last night Admiral Uriu was honored by a dinner at the Metropolitan Club in this city, attended by the leading officials of the United States Government, headed by the President himself. The President joined in the cheers which greeted the close of the admiral's speech, vibrant with the spirit of fellowship and sincere admiration for this country. Mr. Taft in his address bespoke for Japan the warmest affection.

## FAKED "NEWS."

[Hamilton Times.]

Obviously many of the head British were aware of the fact that the Canadian public are just as silly inventions of the news fakir as the story that Canada had ordered a \$25,000,000 navy to be built in Great Britain.

## NOTHING DOING.

Although the Ontario Government two years ago authorized a bounty of 6 cents a pound on refined nickel either in the form of cash or in the form of a bounty on the \$60,000 a year set apart for the fund.

## ONE ON THE DOCTORS

Madame J. Rioux, St. Moise, Que.

says: "Fruit-a-tives cured me of severe liver disease. Neither doctors nor any other remedy did me any good, but Fruit-a-tives promptly cured."

"Fruit-a-tives" always cure liver trouble, biliousness and constipation, because they act directly on the liver. They stimulate the secretion of bile, which decreases the quantity of blood in the liver, and thus relieves the congestion or biliousness. With plenty of bile to move the bowels, there is an end to the constipation.

"Fruit-a-tives" are a positive cure for all troubles arising from a disordered liver.

"Fruit-a-tives" are the juices of apples, oranges, figs and prunes—prepared by a newly-discovered process, and combined with valuable tonics and antiseptics. They are, without doubt, the most popular remedy in Canada today.

50 cents a box, 6 for \$2.50, or trial box 25 cents. If you can't get "Fruit-a-tives" in your neighborhood, these wonderful tablets will be sent, post-paid, on receipt of notice, by addressing Fruit-a-tives, Limited, Ottawa.

## WOMEN'S COUNCIL OPENS

Continued From Page 1.

mittée, Mme. de Sainte-Croix, of Paris, convener of the white slave traffic committee, is another absentee.

In the absence of Lady Aberdeen, the secretary, Dr. Ogilvie Gordon, who will also be a guest at Government House, had charge of arrangements this morning, the vice-presidents being from Germany, Sweden and France respectively. All resolutions before the congress are printed in three official languages, English, French, and German.

## Talked of White Slaves.

Froben Elisabeth Gad, president over the meeting dealing with the white slave traffic, in the absence of Mme. Avril de Sainte-Croix, of Paris, this morning, in the university.

Froben Gad held the position of head mistress of the higher girls' school in Copenhagen for 35 years before giving it up to devote her entire time to philanthropic and social work. She is honorary treasurer of the Danish national committee for the suppression of the white slave traffic, and in this connection she has attended the conference held in London, 1899, and at Frankfurt in 1902.

Froben Gad, at the beginning of the meeting, spoke in several different languages to the delegates from the various countries.

## Conditions in Toronto.

"Many maids applying for positions on some of our best streets, in the homes of the best families, have to be careful unless they know to whom they are going," said Mrs. Hattie Stevens, of Toronto, in presenting her report on conditions in this city.

"Girls coming here in search of employment are under our care. Our special league at the Union station tries to secure the safety of young girls who have forgotten the address to which they were going. Many young girls are lured here by false advertisements, which give addresses of houses of ill-repute. Our agent knows the agency of the wretched unsuspecting girls of their danger."

"We should just as be anxious to save Japanese, Chinese and black girls as our white sisters," said Miss Jones, 63 Avenue road, Toronto. "Hundreds of Japanese girls are sold into a life of shame in this country."

"The white slave traffic had a very quiet and agreeable existence until the latter part of the nineteenth century," commented Froben Gad. "Girls of twelve years were taken for the most part of all purposes. But now through the agency of the wretched capitalists of Europe are awakening."

She went on to tell of several pathetic cases which happened in Denmark.

## "Artists the Worst of Men."

"I remember when eight Danish girls were enticed to Berlin by artists. You know artists are the worst of men. These girls were promised high wages, which they never got. Another Danish girl was taken to New York. When she awoke from a drugged sleep, all her beautiful blonde hair had been cut off to sell and she was quite bald."

"Thirty thousand foreign girls go into Chicago every year. They cannot stand the terrible life-long. It has been found that only 20 per cent of the fallen girls of America are in that condition by inclination; 80 per cent have been tricked, bought or threatened."

"I have been in Galicia for five or six years, and I tell you there is a beginning," said Miss Pappenheim, a Jewish lady from Germany.

"I find it hard to make Galician girls understand that New York is not a small town. In Russia Jewish girls can't remain in the country unless they register with the police as prostitutes."

"As a Jewess," continued this remarkable woman, "I am not listened to in Europe. But I am listened to in this free country of yours."

Miss Pappenheim has been in nearly every country in Europe in connection with the suppression of the white slave traffic. She is a very able speaker in several languages.

Greetings were read from Queen Alexandra, the Russian Government and from Canadian municipalities, including London.

On behalf of the university, Prof. Ramsay Wright was on hand with his tribute to the president of the council.

Major Oliver spoke briefly. The Province of Ontario extended cordiality and good wishes. So said Lieutenant-Governor Gibson. He paid a tribute to the president as the founder of the Victorian Order of Nurses.

Lady Aberdeen welcomed the sisters from other lands. "The coming of women was to help others, and the co-operation of that help to be extended to all was the object of the conference," she said.

After referring to the birth of the organization in Washington in 1888, Lady Aberdeen spoke of the progress that had been made since that time. At the end of twenty-one years the council now represented world-wide organization. A national council had been formed in Russia after many tribulations, and only last April she was asked to go to Turkey to address a meeting of Turkish women with a view of inaugurating a council there.

Mail  
Orders  
Carefully  
Filled.

## CHAPMAN'S

'Phone  
Orders  
Promptly  
Filled.

## Hot Weather Muslins, 15c a Yard

Printed Muslins from New York, in fancy floral patterns, checks, plaid and all the new polka dots in colored grounds of white, navy, black, blue, tan and pink. All fast colors. These are very dainty and inexpensive muslins for hot weather dresses. Special quality at, per yard ..... 15c

## Type Tea Towels

Fine pure linen Tea Towels, with the words "tea towel" woven in the red border. Size 24x36. A special purchase enables us to sell these nice towels at \$1.65 a dozen, or each ..... 15c

## Turkish Bath Towels

10 dozen extra heavy Bath Towels, cream and white stripes, hemmed and hemstitched. Size 24x48. Regular 40c value, on sale Friday only, at each ..... 29c

## Bedford Cord and Dimity Bedspreads

Many housekeepers are looking for just such an opportunity as this to buy one or more of these popular bedspreads of dimity or Bedford cord. Full double bed size, nice light weight. Our best \$2.00 and \$2.25 values on sale Friday only, at each ..... \$1.69

## Summer Gloves That Cost Little

Ladies' Silk Net Gloves, in gray, mode and black. Actual 50c value, at per pair ..... 38c  
Ladies' Long Lisle Gloves, in black and white, at per pair ..... 35c and 50c  
Short 2-Clasp Lisle Gloves, in tan, mode, white, gray and black, at pair 25c, 35c, 50c

"Although the time was not opportune," said the speaker, "yet the request foreshadows a movement which will bring us into touch with yet another of the world's ancient races."

The president then reviewed some of the special work which had been carried to a successful conclusion by the council.

## In the Evening.

The International Council of Women in quinquennial session was formally welcomed by Lady Aberdeen in Convocation Hall tonight.

## Marine

## VESSEL PASSAGES.

Detroit.

Detroit, June 16.—Up: Andaste, 9 Tuesday night; America, 9:50; Fairbank, 12:30; Wednesday morning; Durston, 12:40; Mount Stephen, 1; Norwalk, 1:30; A. E. Ames, 2:25; Hines, Marvin, Norris, 4:20; C. H. Bradley, Woolson, Brightie, Jennings, 5; Wissanickon, 5:20; Gratwick, 5:25; Squire, 5:40; Kears, 5:45; Marietta, 6; Colonel, 6:20; Amazon, Robert Mills, 8:20; Schuck, Walchondan, Manda, 8:30; Coralia, Holley, 10:25; Rensselaer, Corlis, noon; Maine, Knapp, Sierra, Wyandotte, 12:40 p.m.; Haskell, 2:10; William, Livingston, 3:30; D. R. Hanna, Omaha, 4:15; Boston, 4:45; D. Leuty, Botsford, 4:50; George Brockway, barge Judd, 5; Clarion, 5:20; Princeton, 6:45; Nyanza, 7:20.

Down: Mt. Clemens, 9 Tuesday night; Van Hise, Belle, 4:45 Wednesday morning; Hartwell, 5:50; England, 6:15; Harlow, 6:50; Thew, 7; Maytham, Tyrone, 8:45; Jay Morse, Selwood, 10:50; Mariska, 11:20; H. M. Hanna, 12:30 p.m.; Stackhouse, 1:40; Morrison, Ralph, Harold, Connolly, 2:30; Gilbert, 3:50; Walsh, 4:25; Saginaw, 4:45; Langell, Arena, W. K. Moore, 5:10; Nettleton, 5:25.

## Port Huron.

Port Huron, Mich., June 18.—Down: England, 11:30 p.m.; Hartwell, 11:30 p.m.; unknown steamer, 11:50; Maytham, barge, Harlow, 12; J. Morse, 4:50 a.m.; Selwood, 5; Mariska, 5:30; Howard Hanna, 6:30; Stackhouse, 7:20; Ralph, barge, 8; Morrow, 9:30; Langell, barge, 10; Gilbert, 10:30; Walsh, 10:40; Nettleton, 12; Dunn, 2:30; Townsend, Troy, 3:20; Corona, 4:30; Hoover and Mason, 7:20; Scranton, 8; Rosemont, 7:50; Burlington, 9.

Port Colborne, June 15.—Down: Peters, Ausable to Hamilton, lumber, 8 p.m.; Kinnmont and barge, Fort William to Kingston, wheat, 2 a.m.; Rosedale, Fort William to Montreal, wheat, 9.

Up: Keefe, Oswego to Ashland, coal, 1 a.m.; Bothnia, Montreal to Niagara Falls, pulpwood, 5 a.m.; Haskell, Ogdenburg to Chicago, general cargo, 7 a.m.; Bickerdike, Montreal to Fort William, general cargo, 10 a.m.

Parry Sound, June 15.—Arrivals: Soo City, from Owen Sound, passengers and freight.

Departures: Soo City, for Killarney and intermediate ports, passengers and freight.

Midland, June 15.—Arrived: Arthur Orr, Chicago, wheat; steamer Wauke, Collingwood, passengers and freight.

Cleared: Steamer George Orr, Depot Harbor, light freight; steamer Wauke, Parry Sound, passengers and freight.

Depot Harbor, June 15.—Arrived: Steamer Kennerly, Manitowick, light; steamer Midland Queen, Fort William, light.

Port Dalhousie, June 15.—Up: Steamer Bickerdike, Montreal to Fort William, general cargo; St. Patrick, Oswego to Chicago, coal.

Down: Steamer McVittie, Chicago to Ogdenburg, general cargo; steamer Peters, Au Sable, to Hamilton, lumber; steamer Crocus, Buffalo to Ogdenburg, light. Wind, west; moderate to fresh.

Owen Sound, June 15.—Arrivals: J.

D. Haquil, Lion's Head, scow, wood; Manitoba, Fort William, passengers and freight; Lady of Lake, Thornbury, freight.

Departures: Kewatin, Fort William, passengers and freight.

Collingwood, June 15.—Arrival: City of Midland, passengers and freight.

Easterly winds; fair and cool.

Goderich, June 15.—Arrivals: Steamer Leland, Sandusky, coal; barge Onadilla, Sandusky, coal; steamer Ionic, Fort William, wheat.

Cleared—Steamer Tempest, Georgian Bay, light; barge Fanny Neil, Georgian Bay, light.

## Storm Batters Boat.

Menominee, Mich., June 16.—Badly battered by 24 hours' of terrible pounding on the rocks off Washington Island, the steamer Sailor Boy, of Sturgeon Bay, bound for Menominee, was released by tugs early this morning. She was taken to Sturgeon Bay dry dock for repairs and will probably be out of commission for several weeks.

Six passengers were on board. The boat was blown out of its course in yesterday morning's fierce storm and lay on the rocks, keel out of water for six hours until tugs arrived. Damage to the hull is estimated at \$2,000.

## Fix Dam by Monday.

Sault Ste. Marie, Mich., June 16.—Announcement was made at the Canadian engineer's office today that the locks will be in operation again on Monday. Since pumping out an examination has been made of the bottom. The boats which dashed through did little damage to the sills, while the sub-structure is in condition to be used. New gates will not be put in immediately.

Owing to the rush of traffic through the American canals, officials decided to get the locks in commission as rapidly as possible. Guard and intermediate gates are to be used. It is probable that the full repairs will not be made until the close of navigation. The movable dam is still closed, but can be moved in a short time. There are only bales of straw at the upper face of the dam, which can be easily removed.

Mike Bulster, canal man, who was thought at first to have been seriously injured, while putting the dam in place, is out of danger.

## BLIND MAN'S PENSION TO ONE WITH SIGHT

How a Civil War Veteran Fled Uncle Sam's Government for Years.

Alton, Ill., June 17.—If George Washington Taylor, late of Alton, were alive and could survive until the year 2007 he could begin drawing a pension of \$12 a month. But Taylor is dead. Pension Agent Bent, of Chicago, was not aware of Taylor's death when he wrote a letter addressed to the veteran received at the Taylor home. The pension agent penned this grim joke: "You are hereby notified that you are granted a pension of \$12 a month, under the law pensioning all veterans over 62 years old, but—here Bent draws a long dash—on account of your having defrauded the Government out of pension money heretofore, no voucher can be issued to you until after the year 2007."

Taylor died as a federal prisoner in the workhouse at Peoria five days after he began serving a sentence on conviction of having made a false affidavit to obtain a pension. For 20 years he had drawn a pension for blindness. The first three years