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CONSERVATIVES NAME A CANDIDATE TODAY

North Middlesex Vacancy Is Now in the Limelight—Possible Candidates.

The Conservatives of North Middlesex will nominate a candidate at Ailsa Craig today.

There will be a keen struggle for the place, it is said, and at least half a dozen names are mentioned for the position.

Among the aspirants for the nomination are Mr. Harry C. Pope, mayor of Stratford; Joseph Doyle, Biddulph, the Conservative candidate at the last Dominion election; George Lewis, of Metcalfe, formerly reeve of that township; W. D. Stanley, of Granville, county auditor; J. D. Drummond, of Ailsa Craig, and others.

The battle for the honor will be sharp, and the rival candidates have been hustling for supporters.

So far the Liberals have not announced the date of their convention, but a meeting will be held in the near future.

No names have been mentioned as yet, but a candidate will be named, and a strong one, too, shortly.

NORTHCLIFFE PESSIMISTIC

Doesn't Like Navy Idea, and Is Gloomy About the Northwest.

Ottawa, Nov. 7.—"It might be as well to go extremely slow in the building of a navy," so Lord Northcliffe, the British newspaper publisher in an address to the Canadian Club today on "Canada Today and Tomorrow."

He did not think a navy could be created as quickly as some newspapers seemed to think, because of the complexity of naval organization.

"Some people think it is as easy to order a navy as to order a dinner," said the speaker, as he predicted that the Dominion would meet difficulties in establishing its naval defense.

His trip to the west, he confessed, had been a little disappointing. Hordes of people were entering the western portions of the Dominion, but they were not of the fine old type which first came to America. These new peoples never would have made Canada what it is now on their own initiative. "Canada," he said, should make greater efforts than were being made in the western provinces to maintain a nationality in thought, reading and appearance, and to create individuality of character among the citizens.

FATAL SCRIMMAGE

Utica, N. Y., Nov. 8.—Joseph Pickering, 17 years old, member of the Case-Nova Seminary football eleven, sustained what are believed to be mortal injuries in a game with the Colgate Academy eleven at Hamilton this afternoon. During the scrimmage Pickering was buried under a pile of struggling players. Although the young man's limbs and trunk were immediately stricken with paralysis, the seriousness of his condition was not realized until tonight, following his removal to a hospital in this city.

CANADA DOESN'T FEAR THE U. S.

Hon. Geo. P. Graham States Dominion's Position in Regard to the Tariff.

MEETING AT STRATHROY

Minister of Railways and Mr. Duncan C. Ross Were Accorded an Enthusiastic Reception.

[By Our Own Man.]

Strathroy, Nov. 6.—"The tariff question has come up again. At the recent session of congress changes were made in the tariff, and power was given the United States President to make other changes if he thought wise to do so. Whether or not he will exercise that power makes no difference to Canada. The United States passed the McKinley bill, and today Canada is better off than if that bill had never been framed. We were forced to find new markets for our products, and we did find them, and better; what we have done we can do again. We are now competing with the United States in the markets of the world, and beating them. There will be no stampede in Parliament, no stampede in the Government, on the tariff question. We will proceed in a dignified way, finding new markets and better markets whether or not President Taft exercises the power given him."

The Minister of Railways.

This statement at the close of the speech of Hon. Geo. P. Graham, minister of railways, at Stratford on Saturday evening opened the flood of pent-up enthusiasm of the large gathering, and he was greeted with round applause. This was but one splendid part of his great speech—one of the finest he has delivered in Western Ontario. He was given rapt attention all through the meeting. As he calmly and forcibly told of the great commercial development of Canada, great approving cheers would break from the audience.

The Naval Programme.

Mr. Graham was particularly effective as he dealt with the naval programme of the Government, and the speech of the audience of Stratford is an criterion. It is bound to be extremely popular throughout the Dominion. Mr. Graham spoke of the growth in Canada of nationhood, evidenced by the right to make treaties, arrange tariffs, and lately by the desire to build a navy in Canada, for Canada, and by Canadians, to assist the motherland at all times. A sense of equality had grown, and this was a most pleasing feature in Canada's relations with Great Britain. He declared that Mr. R. L. Borden and the Conservative members in the House had unanimously supported the Government in this naval programme, and Mr. Borden had continually declared that he still agreed with that programme.

Eloquent Figures.

Most eloquent were the figures quoted by Mr. Graham as to the great prosperity of Canada. The aggregate trade of Canada had increased \$43,000,000 during the past six months that increase being greater than the total increase in trade during the last ten years of Conservative rule. The bank deposits during the past ten years had increased \$250,000,000, an unprecedented increase perhaps unparalleled in any country under the sun. As Mr. Graham spoke of the stability of Canadian securities during the recent financial crisis, his audience cheered repeatedly as it was induced a stirring story.

Duncan C. Ross.

Mr. Duncan C. Ross made a strong speech. He dealt with his record in the Legislature, and declared that measured by it, he had demonstrated

his deep interest in his constituents. Mr. David Evans, of the Stratford Age, acted as chairman. In a few introductory remarks, stated that he was glad to see so many electors present. It showed that they were anxious to hear the topics of day discussed, and he hoped that they would be well pleased with the addresses of the evening. Mr. Graham, he said, had been with them on previous occasions, and had always given a good account of himself. He then introduced Mr. Duncan C. Ross.

Liberal Candidate Welcomed.

The Liberal candidate, as is always the case in Stratford, was given a most hearty welcome. Mr. Ross referred to the fact that when he first appeared upon a Stratford platform as a candidate he had Mr. Graham with him. He was elected by a good majority on that occasion, and he thought the presence of Mr. Graham augured well for his success on Wednesday next. (Cheers.)

Mr. Ross then took up his career in the local House, and spoke of the legislation he had advocated. True to his promise he had tried to have legislation passed that would protect the farmer from reckless automobilists. He had also opposed the abolition of the model school system, a measure that had directly effected Stratford. The abolition of this system was not in the interest of the farmer and the poor man, and it prevented many of the brightest and best sons and daughters of the poor man from receiving the education that was his due. Mr. Ross had also opposed the three-fifths clause as he had promised to do.

That Farmer Cry.

"The only argument used against me is that I am not a farmer," said Mr. Ross. "Any honest man, no matter what his profession, has the same right to the suffrages of the electors, and I am certain that they will raise against me will not be so fruitful of results. (Cheers.) It has been tried before and failed. Mr. Graham will deal with the issues of the day, and I think most effectively. I ask for your support on Wednesday next, and am confident that you will do as well by me as you have in the past."

Hon. Mr. Graham.

Mr. Graham was given an ovation upon rising, and for an hour kept the crowd enthralled as he took up, one after another, the great measures introduced and carried out by the Laurier Government. He expressed his pleasure at being present to assist in the campaign of his old friend, Duncan C. Ross, the son of his former leader, Hon. George W. Ross. (Cheers.)

"There are many reasons why I am glad to be here, but the most important is that Sir Wilfrid Laurier, Duncan C. Ross at Ottawa next week," said Mr. Graham, amid cheers.

Tribute to Mr. Calvert.

Mr. Graham paid a fitting tribute to Mr. W. S. Calvert, late member for West Middlesex, and now one of the commissioners of the Grand Trunk Pacific. He declared that Mr. Calvert had enjoyed the confidence of the Government for many years, as chief Liberal whip, and was certain that he would show distinguished ability and honesty in the discharge of his new duties. What was needed in that department was not an engineer, as there were many of them, but a businessman, who had honesty and ability, and Mr. Calvert had both.

Young Men Wanted.

Mr. Graham made a plea for young men to enter public life. This was one of the pleasing features of the Liberal candidate's campaign in West Middlesex. He was a young man entering the service of his country, and devoting to it the best he had.

A Case in Point.

"I have in mind a case in point who has been in West Middlesex recently, and who has been saying that a farmer, not a lawyer, should be sent to Ottawa. The same man voted for a Government that had a lawyer, and will be hurrying for a lawyer probably next week—the Conservative candidate in the north riding, Mr. Pope."

Railway Subsidies.

Mr. Graham then took up the question of subsidies for railroads, and declared that it was necessary to grant subsidies. The great expense of farming lands in the west, and the fact that railroads be built, and the last general election was ample proof that the country was pleased with the Government's programme.

Progress of Trade.

The Minister of Railways then took up the progress of trade in Canada, and by some figures drew a fine picture of the nation's prosperity. The total trade of Canada for the six months from April to September was \$304,290,000, an increase of \$43,000,000 over the corresponding period of last year, and greater than the total increase for the 10 years of Conservative rule.

The increase in railway traffic was enormous, reaching hundreds of thousands of tons. Some have stated that the traffic through the canals had increased, but the statistics show that this year it is 11,000,000 tons greater than the year before. The increase is equal to the entire tonnage of 1896, and half as large as the whole tonnage for the last ten years. (Cheers.)

The Immigration Policy.

Mr. Graham referred to the fine immigration policy inaugurated by the Liberal party on taking office. During the last 10 years, 1,300,000 people have been brought to the west, and they have remained there. Under Conservative rule, very few immigrants brought to the west, and the Dominion was left with a small population.

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WEATHER PROBS: RAIN.

SMALLMAN & INGRAM, LIMITED

ONE BIG WEEK'S COTTON SELLING

Samples By Mail For the Asking

You will save money by buying Cottons and Sheetings now. Newspapers and trade journals are dwelling at length on the unusual advances in cotton prices. It's not a scare, but a reality, that an advance of over 45% has taken place on raw cotton since we placed our orders for the cottons we are offering this week. There is more demand for cottons through the winter season now than has been the case for a long time with homes. More comfortable cotton sheets are used throughout the year, women wear more cotton underwear, etc., than formerly, and altogether the demand is on the increase. But with our present values we are giving we should and will no doubt do a cotton business far in advance of any previous season. The lines offered are not reductions, remember, but are the result of many very special purchases, and it is our intention to put one week's extra effort in showing you values that will be hard to duplicate, many of which cannot be replaced.

Factory or Unbleached COTTONS

Specials at 7c, 8c, 10c, and 12½c Yard

Others as low as 5c and 6c Yard

20 pieces, 34-inch, very fine and clean weave, will not last long at this price, 7c yard, 15 yards for \$1

20 pieces, 35-inch, similar to above, heavier weight, extraordinary value, per yard 8c, or 13 yards for \$1.00

15 pieces, 40-inch, fine, even cotton, certainly a wonder in this wide width, per yard 10c

36-inch Unbleached Cotton, English make, two good qualities, at, per yard 10c and 12½c

White Cottons Extra Special

25 pieces 35-inch Fine English Cotton, cambric finish, not too poor to use. Special 8½c, or 12 yards for \$1.00

66 pieces 35-inch English Longcloths, three different weaves, cambric and soft finishes, good value at 12½c. Special, per yard 10c

3,300 yards 36-inch White Longcloths, including Horrockses, Spero, Queen's and others. Every line at old prices, per yard 12½c

40 boxes Smallman & Ingram's Satisfactory Cambric, 37 inches wide (12 yards in a box). Extra special, per box \$1.59

Nurses' Apron Cloth

72 inches wide, very fine, bleached; the regulation weight, at, per yard 27c

These Cottons and Sheetings are all at old prices and will not be changed, as it is our plan of business to protect our customers from such sensational advances, and we have been particularly fortunate this time in having placed exceptionally heavy contracts at the very time when cottons were at the lowest point in years—which is in striking contrast to present market quotations.

Have a free cup of Mc-Laren's Coffee, and taste the delicious Jellies.

SMALLMAN & INGRAM, LIMITED.

the west was filling up with splendid settlers, who were yearly adding to the wealth of the country. (Cheers.)

"Canada has shown more courage in spending money on its waterways than any other country in the world," declared Mr. Graham. "We have not been afraid to spend vast sums of money on the waterways, and the result has been that we are rapidly gaining control of the shipping of the west. A member of the deep waterways commission of the United States stated not long ago that Canada had spent more on her waterways, and as a result the shipping of the Great Lakes was rapidly passing into Canadian hands. The trade that formerly went to New York is now going to Montreal, to the great development of that city. (Applause.)"

"I prophesy that within a few years Canada will control the shipping trade not only of our own country, but also of the Western States."

He took up briefly the problems of transportation, the deepening of the St. Lawrence, the Georgian Bay Canal project, and the Grand Trunk Pacific, and trenchantly answered all criticism against the Transcontinental Railway.

"There is another question that has come up, and it may be considered a delicate question," said Mr. Graham. "I refer to the navy question. It is not so delicate that a public man may not discuss it, however. Great Britain was out of touch with Canada, and it was Sir Wilfrid Laurier who brought the motherland into proper touch with the possibilities of this country and showed her what an asset Canada was to the empire."

"Some years ago we were counted as colonists. It did gail us a little, of that there is no doubt. Our name was changed, however, shortly after that, and we were called the 'Dominions beyond the seas.' That puts us on a footing of equality. We were

looked upon as the goods and chattels of the motherland, but now we are part proprietors of the great British Empire. Who suggests that Dreadnoughts do not meet the representatives of England as suppliers, but rather on an equal footing and all questions are discussed on that basis. (Cheers.)"

Make Our Own Treaties.

"We make our own treaties now. To Hon. Mr. Fielding, and Hon. Mr. Broderick must be given the credit for the French treaty. The British ambassador agreed to it, but these gentlemen made it. It shows a step in advancement, and developed the sense of nationhood. We are now a nation, and a member on equal footing in the British Empire. (Loud applause.)"

Alternatives Presented.

"The question of a navy has loomed up in the last few months. There were alternatives presented. Should we build ships to protect our fisheries and our commerce, or should we build Dreadnoughts and present them to the motherland, or should we give a cash contribution—these alternatives presented themselves. By resolution of the House we voted for a Canadian built and Canadian owned navy. The resolution was carried unanimously. Mr. Borden, the Conservative leader, voting for it and all his followers. Since then some of the Conservative members have been shying at it, and last week they were shying at it. To-day he will again adhere to it. To work out the problem of a navy we have sent two delegates to England at the request of the Imperial authorities. This country is in a position it never was before—part proprietor of the British Empire. (Cheers.)"

"It is necessary that England be mistress of the seas if our commerce is to be protected. I believe she always will control the seas. (Cheers.) Our fisheries must be protected, and

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72-inch Plain Unbleached Sheet, very fine and clean, special, per yard 20c

80-inch Plain Unbleached Sheet, same quality as above, special, per yard 23c

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80-inch, bleached, plain, as above, Special, per yard 29c

72-inch, bleached, plain, fine English weave, Extra value, yard 30c

72-inch, bleached, twill, heavy English weave, Extra value, yard 28c

72-inch, bleached, twill, fine, English weave, Extra value, yard 30c

80-inch, bleached, plain, fine English weave, Extra value, yard 30c

80-inch, bleached, plain, fine English weave, Special, yard 32c

80-inch, bleached, plain, Horrockses' good qualities, Per yard 35c and 40c

90-inch, bleached, plain, Horrockses' heavy weave, Per yard 45c

"Finlay" Bleached Plain Sheetings, looks and wears like linen; perhaps you've had it before: 72 inches wide. At, per yard 55c

80 inches wide. At, per yard 60c

90 inches wide. At, per yard 70c

CARRIE PINCHED AGAIN.

New York, Nov. 8.—After entering the cafe of the Hotel Knickerbocker and shouting that the men drinking there were going "straight to hell," Carrie A. Nation, the redoubtable Kansas saloon smasher, was followed down Broadway by a hooting crowd until arrested and taken to the Tenderloin police station, charged with disorderly conduct.

COOK'S STORY A FAKE SAYS ADMIRAL CHESTER

Member of Peary's Examining Committee Says Doctor Did Not Reach Pole.

Washington, Nov. 8.—That Dr. Frederick Cook could not have reached the pole, and that Commander Peary did attain the goal that has cost the lives of so many intrepid explorers, were statements made today by Rear Admiral C. M. Chester, retired.

The officer was a member of the committee of the National Geographic Society, that passed upon Commander Peary's data and announced their conviction of its genuineness. The lecture, delivered to scientists in the hall of the University Club, created a profound impression, for it was practically the first utterance of an official of the Geographic Society, although given unofficially, which has fairly and openly cast discredit on Dr. Cook.

Admiral Chester contended that Dr. Cook erred in saying that at a certain point in his travels north he witnessed a remarkable sunset. If he had been at that point, the speaker continued, he would have found the sun high in the heavens.

The testimony of the Eskimos, who accompanied Dr. Cook, the admiral insisted, showed conclusively that the party witnessed the sunset at 81 degrees north, a considerable distance from the pole.

The speaker made numerous references to the nautical almanac to disprove that Cook's contention and to prove those of Peary.