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LONDON, TUESDAY, AUG. 23.

MISLEADING AND MISCHIEVOUS.

There is a general impression in Great Britain that an election cannot be postponed beyond the new year. The Earl of Derby, in a speech at Manchester the other day, referred to it in this portentous manner:

"This fight means everything for the future of the empire. It means that if we lose this fight our colonies may go from us. It must mean a disruption of the empire, and Ireland out of the union."

Equally amazing language is used by the London Morning Post in commenting upon the petitions for a reduction of the tariff and reciprocity with the United States, presented to Sir Wilfrid Laurier by the Grain Growers Association of Western Ontario. The memorialists are described as Yankee immigrants, "essentially dollar-seeking" and "disruptionists."

A correspondent to whom the Post gives great prominence proclaims that "to encourage this Yankee-Canadian political movement is to foster rebellion against the Canadian Government and ultimately the throne."

These are not utterances from obscure or irresponsible sources. The Earl of Derby is a considerable figure in British politics, and the Morning Post is the ablest and most aggressive journal supporting tariff "reform." Do they make such statements in good faith? If so, they show a lamentable ignorance of Canadian affairs and Canadian sentiment. More likely, they are consciously indulging in grotesque exaggeration and misrepresentation for party purposes. In either case, they are doing Canada and the other daughter nations an injustice. The assumption that the integrity of the empire is dependent upon the triumph of a particular party is one which excites surprise and ridicule in this country, and which every sound Imperialist should discourage. If it had any body of opinion behind it, either in Great Britain or in the colonies, it would be a source of mischief, and even danger. Why introduce a disruptive influence which is now absent?

THE COMING IMPERIAL CONFERENCE.

The leading statesmen of the Empire will assemble in the capital next year for the quadrennial Imperial Conference. According to the Ottawa Free Press, only one subject has been proposed for discussion up to the present time. The British Government gives notice that it will raise the question of emigration, but no colonial government has suggested a topic.

This state of affairs will not be satisfactory to the thinkers who imagine that the Empire is in danger of falling to pieces unless it is sent to the repair shop periodically. Some of them profess to think it needs to be made all over again, and they are continually trying to run it into new moulds. The British tariff reformers, in particular, will be extremely discomfited if the fiscal question is ignored. The present Imperial Government, if it is in office next year, will not bring the matter forward. Neither is it probable that the premiers of Canada, Australia and South Africa will interfere in the party politics of the mother country. The initiative will come from New Zealand, if the question is projected into the conference at all. It is safe to say that the majority of the colonial representatives will not go further than a simple declaration that they are willing to widen the margin of tariff preference in favor of Great Britain, in return for similar favors. To urge this course upon the British, people would be impudent and impolitic.

The meagre agenda of the conference may be regarded as a sign of the absence of friction in the working of the Imperial machinery. If there were grievances or a spirit of discontent, the conference would find more to do or to talk upon.

CANADA'S RAILWAY PROGRESS.

Railway extension in Canada is exceedingly active at the present time, and bids fair to continue at the present rate for some years to come. The construction for the present year will total 1,500 miles, about the same as last year. The largest increase in mileage will be in British Columbia. The construction of the National Transcontinental from Moncton, on the Atlantic, to Prince Rupert, on the Pacific, 3,550 miles, is more than half completed. On the eastern or Government section of the line from Moncton to Winnipeg, 724 of the 1,804 miles are graded, and 915 of the 1,746 miles from Winnipeg to Prince Rupert are

completed, and trains are being operated between Winnipeg and Edmonton. From Prince Rupert the contract for 200 miles east has been let, and the track is being laid on the first 100 miles. The remaining 500 miles to Edmonton will be under construction this year.

The United States consul at Owen Sound, Mr. A. G. Seyfert, says the contracts let and engagements entered into with the Dominion and Provincial Governments by the various Canadian railway companies indicate that at least 7,000 miles of new railroads will be built during the next five years. This includes the mileage to be completed on the Transcontinental, 475 miles of branch lines in Saskatchewan, all by the Grand Trunk Pacific, 600 miles of branch lines by the Alberta Government; C. P. R. extensions in the west, the Hudson Bay Railway, and Canadian Northern plans in Ontario and elsewhere.

Commenting on the consul's report, the Milwaukee Wisconsin says:

"The immense amount of railway construction which is being done in Canada, in proportion to its population, will be more fully realized from the fact that during the year 1909, according to the official returns, Canada constructed 1,588 miles in new lines of railroads, while during the same period the United States built 8,748 miles."

It is rumored that Mr. R. L. Borden is making a political tour in the east.

We infer from some contemporary articles that the Canadian navy should be big enough at its birth to thrash Germany.

Western Conservatives are taking Laurier's triumph with much better grace than some of their eastern brethren.

The managers of the Byron Sanatorium have done well to limit visiting to two hours a week. The patients are there to be cured, not exhibited.

Mr. Joseph Gibson, of Ingersoll, ventures the opinion that a clergyman preaches himself out in three years. What! And on the greatest of all subjects, too! Mr. Gibson meant no offence, but he has gravely indicted the pulpit.

Police Magistrate Jelfs of Hamilton has written a book in which he says that "the basic principle of religion is selfishness." Mr. Jelfs' idea of religion is very different from the real thing. He seems to think it is merely a man's desire to get into heaven, whereas it means that heaven must first get into him.

BRITISH THRIFT.

[New York American.]
It is announced that the postmaster-general is making arrangements for the opening of postal savings banks in Manhattan and Brooklyn by the first of November.

From London comes a report of our consul-general there, showing a surprising development of the English postal bank system. We are told that in the United Kingdom one person in every four has a savings account with the Government, and that the average deposit is slightly over \$50.

TO BE EXPLICIT.

[Exchange.]
"Tomorrow will be my birthday, Mr. Crisp."
"Is that so, Miss Hammin? Which one, may I ask?"
"My 1910 birthday, Mr. Crisp."

AS FATHER WISHED IT.

[Chicago News.]
"Many and many a time" said the leading lady, "my father implored me not to become an actress."
"And I suppose," rejoined the pretty soubrette, "that's why you never did."

A CONSERVATIVE VIEW OF THE

[Victoria Colonist, Conservative.]
Some prominent Conservative papers in the east seem disposed to urge the adoption of a lower tariff policy upon Mr. Borden. It has been for some time evident to everyone, except those who would not see it, that there is a growing sentiment all the world over for lower tariffs. We do not mean by this that there is a general demand for free trade, for such is not the case. The movement is rather one to give the consumer what Mr. Roosevelt has called "a square deal."

AIDING THE MIND.

[Idaho.]
First Tourist—What are you writing down?
Second Tourist—I'm making a note of a few things that have made an indelible impression on my memory, so that I shan't forget them.

THE VOICELESS.

[Ottawa Citizen.]
We count the broken lyres that rest Where the sweet waiting singers slumber;
But o'er their silent sister's breast The wild flowers who will stoop to number?
A few can touch the magic string, And noisy fays are proud to win them—
Alas for those that never sing, But die with all their music in them!

NAY, GRIEVE NOT FOR THE DEAD ALONE.

Whose song has told their heart's sad story—
Weep for the voiceless, who have known The cross without the crown of glory;
Not where Leucadian breezes sweep, O'er Sappho's memory-haunted billow, But where the glistering night-dews weep On nameless sorrow's churchyard pillow.

Oh, hearts that break and give no sign!

Save whitening lip and fading tresses, Till Death pours out his cordial wine—
Slow-pressed from misery's crushing If singing breath or echoing chord To every hidden pang were given, What endless melodies were poured, As sad as earth, as sweet as heaven.

IN THE AIR.

[Hamilton Spectator.]
Some wise man in London suggests that Mr. and Mrs. Taggart escaped from Hamilton in an airplane. Not right. The only people around that institution who are, or have been, up in the air in connection with this affair are the officials.

THE LIMIT FOR AIRSHIPS.

[Springfield Republican.]
If J. Armstrong Drexel, who in his Blériot monoplane reached the astonishing height of 6,750 feet the other day at Lanark, has not over-colored the story

of his experiences, the height limit cannot be very far away. He speaks of the "intolerable cold," which is not surprising while driving at full speed more than a mile above sea level. His breath emerged in white vapor, and his hands were almost frozen. But, what is more serious, the motor began to weaken, and the climb through thinning air was retarded; in four minutes he seemed to ascend but fifty feet. Very prudently he desisted before his hands should be made quite helpless by the numbing cold, and dropped a mile in four minutes, landing not at the starting point, but had intended, but fifteen miles away. It is a thrilling story which fiction writers will no doubt paste in their scrapbooks, but the significant thing is the apparent approach to the limit of the machine. Perhaps suitable clothing could fortify the driver against the cold of high altitudes, but can the motor be made to work and can the thinner air support the aeroplane? The best answer can be got from flights starting from a high tableland; it would not be wonderful if the intrepid aviator transferred some of his own sensations to the machine. There must, of course, be an upward limit, and it will be of interest to have it approximately fixed, but as far as practical purposes are concerned a height of nearly 1-1/2 miles is probably ample.

NOISE.

His life he'd spend within the town, With all its noise and bustle, Where trolley cars run up and down, And all is hurrying and bustling, Down to the farm he went for rest, But could not close a lid— All night he lay and cursed the pest— A lonely katydid.

ACQUAINTED WITH WOLVES.

[Kansas City Journal.]
"Once I was hard pressed by wolves. It's a terrible sensation."

"I know how it feels. I used to open the dining-room doors at a summer hotel."

CENTURY OLD SHIPS.

[Manchester Guardian.]
Much has been said lately of an American vessel, the Polly, 45 tons, which still keeps the sea, though she is in her 106th year of service. This is a respectable age for any vessel, but there are older ones on the British register. The oldest, we believe, is the Jenny of Carver, but we know nothing of her except that she is 122 years old. The next in order of age is the May, of Whitehaven, some times called the Molly, and she is distinguished from her namesake by the fact that she was built at Cowes in 1788, so she is 112 years old, six years older than the "Jenny." The May was originally rated at 34 tons, but she has been registered by the board of trade as 12-1/2 tons. Visitors to Ramsey had an opportunity of seeing her there on a fishing expedition last summer.

For all her 112 years, the May is still capable of coming through an adventure or two. She came into Whitehaven in a gale nine years ago, and was bought there by her present owner, who regularly fishes in her. She is a "jigger snacker"—that is, she has a small after-master. She was dismantled in a gale last winter, but she is in first-class trim, and her owner speaks highly of her qualities. Of course the question is always asked how far an old boat has been patched up, and how much of the original structure remains. The May was practically rebuilt eighteen years ago, but a boat must be sound to stand extensive repairs, and the fact, therefore, deserves really and truly, that no one ought to think from the wonder of her immense age.

THE AEROPLANE AND AIRSHIPS

(From the Manchester Guardian)

A new sport has been made, and a new means of locomotion for the rich and the adventurous. It is the aeroplane, which a year ago is commonplace now. But will the conquest of the air make any more far-reaching changes than this? It is almost as hard to say as it would have been to prophesy the advent of the discovery of the use of sails. It will make a big hole in the legal maxim that the owner of land owns it down to the centre of the earth and the column of air above it into space; but it does not mean that the aeroplane is, therefore, likely to weaken the power of the landed interest. Nor is the aeroplane adaptable to city life. It can never be used as the bicycle is used, or the motor car, the air is free, and the upkeep of the permanent way will cost nothing, but aeroplanes, when they become numerous, will certainly need stations to arise from and alight at. The aeroplane will be useful not for short distances, but for long flights across country and across the seas. It can never compete with the railways as a means of locomotion; we can imagine it as a formidable rival to the motor car for long-distance journeys, and as taking the place of the roads where the roads have recently been taken from the railways. And its extra turn of speed may deprive packet boats across narrow seas of some of their first-class passengers, and some day— who knows?—it may be a formidable way of getting to America.

Its carrying capacity is limited, and one cannot imagine it finding room for more than a score of passengers or carrying more than a few tons of freight. One can see, therefore, why the Germans have clung obstinately to the airship. An airship in which passengers could walk about, and take their meals in comfort would, if it were as "airworthy" and as manageable, be the best of all possible means of locomotion, and might become a formidable rival to railways and steamers for the transport of goods as well. But of that there seems to be no chance. It seems much more likely that the aeroplane, by increasing its power, may acquire some of the comfort and carrying power of an airship, but that the airship should approach the aeroplane in "airworthiness" and ease of management.

The chief "practical" use both of airship and of aeroplane will, for long enough, be in war. Here it is impossible as yet to give a decided preference to one over the other. The aeroplane is a sturdier and more manageable craft; it is cheaper; it can rise higher, and is smaller and therefore less likely to be injured by shot. On the other hand, it cannot remain stationary in the air to take observations, nor can it communicate the result by wireless telegraph. If these two disadvantages could be removed—as they may well be before long—the aeroplane will come near to solving the problem of reconnaissance, which has vexed the military mind since the days of the Boer war, if they had to be fought again, would begin with an am-

3,000 YEARS AGO THE EGYPTIANS CURED DISEASE WITH FRUIT

Today, Canadians Are Doing It With "Fruit-a-lives"

—The Famous Fruit Medicine

We are apt to consider the age we live in as the most wonderful age that the world has ever known. It is, in many respects. Yet the ancients surpassed us in some things. Engineers of our 40-story sky-scrapers still marvel at the massive pyramids and the sphinx. So, too, the Egyptian physicians of 3,000 years ago, used fruit juices as a medicine for treating blood trouble, liver and kidney disease, and stomach weakness. Their method of mixing fruit juice as a medicine, is also one of the best. A well-known Canadian physician, however, perfected a method of utilizing fruit juices, which is one of the greatest discoveries of modern medical research.

"Fruit-a-lives" is the natural cure for Chronic Constipation, Biliousness, Indigestion, Torpid Liver, Kidney Disease, Pain in the Back, Bad Complexion, Rheumatism, Nervousness, Headache and Neuralgia.

50c a box, 6 for \$2.50, or trial box, 25c. At all dealers, or from Fruit-a-lives, Limited, Ottawa.

THE DEATH LIST IS INCREASING

Appalling Conditions Prevail in the Fire-Swept States of the West.

WILD PANIC IS PASSED

People Are Bracing Up To Face the Situation and Retrieve to Some Extent Their Losses.

Spokane, Wash., Aug. 23.—The forest fires have swept past Wallace, and the people of the Coeur d'Alene district have passed the first stage of wild, unreasoning panic, and have settled down with more or less composure to wait for the list of dead. The list is constantly growing, as the forest rangers, with red eyes and blackened faces, penetrate the trails now choked with fallen logs and bring word of fire-fighting crews cut off, camps wiped out, ranches and homes reduced to ashes, and mountain towns left in flames.

Since the report of the Bullion mine tragedy no new deaths have been recorded. Forest Supervisor Weig has heard from practically all of his foresters, and expresses no alarm except for the isolated gangs of fire-fighters cut off from communication.

It is also worried about Ranger Neville, fighting with a large crew of Independence Creek, from whom he has not heard for several days. In Wallace the people have largely recovered from the shock of their narrow escapes on Saturday.

SOLDIERS AT THE SCENE.

Soldiers of the Twenty-fifth United States Infantry, colored, who are patrolling Wallace, Idaho, under the direction of Mayor Hansen, have been ordered to shoot vandals, whose depredations have become serious.

Chicago, Milwaukee and Puget Sound refugee trains through the burned region are furnished with guards of negro soldiers.

A westward train of the Northern Pacific reached Spokane after a day's run through the flames. Every car was scorched.

MINERS TO RESUME.

Notice has been posted that the mines at Burke and along the canyon will start tomorrow and miners are being called back to work. Before the week is over work will have been started on the reconstruction of many buildings, and the city will be as busy as fast as they can be assembled, the bridge-building crews will be rushed to work. Hardly a bridge into the burned region has been put in place.

The Oregon Railroad and Navigation Company's Pacific and Chicago, Milwaukee and Puget Sound lines are crippled to some extent. The burned district, generally speaking, extends east to Missoula, north to the headwaters of St. Joseph, and in directions nobody knows how far. From the top of the hills everything as far as the eye can see is swept bare.

Until the rangers report at headquarters here there will be no accurate estimates of the fire's ravages.

TACOMA OUT OF DANGER.

Tacoma, Wash., Aug. 22.—Although threatened last night with a wall of flame 1,000 feet wide, the suburbs of Tacoma were out of danger early today, as the fire was held down and the breeze is carrying the fire away from the residence district.

FIRES IN CALIFORNIA.

Auburn, Cal., Aug. 23.—Forest fires are raging about the upper and lower Placer County on the national and forest reserve. H. T. Power, who notified the Government authorities of the outbreak, has received word that 500 soldiers will be sent here.

Several hundred men from Auburn and Colfax will leave for the fire zone tomorrow.

The world's most successful medicine for bowel complaints is Chamberlain's Colic, Cholera and Diarrhoea Remedy. It has relieved more pain than any other medicine in use. It is valuable for children and adults. Sold by all dealers.

CHAPMAN'S NEW FALL FASHION PATTERNS READY. "NEW IDEA" FASHION PATTERNS, 10c EACH

Women's Fall Suits

We are preparing for another big Suit season, with values and styles that will excel. Here are two styles of Man-Tailored Suits, in grey and other shades, suggestive of the warmth of autumn foliage. They are direct from the maker.

\$15 This price we make our special. A silk-lined Coat Suit that wins at sight. Made of fine French venetian cloth, made in strictly up-to-date fashion and man-tailored; skirts show the new side pleating for which such popularity is predicted. Black and colors.

\$18 At \$18.00 a wide wale diagonal serge, in black, grey, purple, brown and navy and Wilhelmina blue. Smartly tailored coat, 36 inches long, with black buttons and long roll lapels. Skirt has box and inverted pleats, always so becoming. Coat is lined with twilled silk.

Ready to Show Long Coat Models

Early arrivals in this popular style coat are in soft nickel grey shades, also navy blue and brown. Plain and diagonal cloths in very swell models. **\$8.50 to \$25.00.**

Corsets for Stout Figures

Women who would like to economize on their Corsets will think it worth while to stop at the counter and see these strong, serviceable Corsets at half price. The Corsets are from a standard maker, good in every way, but of a discontinued style. Our customers have bought the same Corset here in the past at \$2.00, and will be glad to get them now at **98¢** a pair. Made of coutil, in grey or white, steel filled and "stayed" with extra stitching. A Corset that the stout woman will find very helpful. Sizes up to 36. \$2.00 value for **.98¢**

Women's Vest Needs

AT 2 FOR 25¢ we give a Ribbed Summer Vest that is 15¢ elsewhere. Short sleeves and sleeveless, lace trimmed low neck.

AT 3 FOR 50¢ a fine Swiss Ribbed Summer Vest, with straps over the shoulders, also short sleeve and sleeveless styles.

New Idea Patterns 10c Each

These are the reliable patterns for home sewers and dressmakers to use. No allowance for seams necessary or any other bother that is apt to put one out. New styles for children's school dresses now here.

J.H. CHAPMAN & CO 126, 128, 128 1/2 Dundas Street

BRITISH CRUISER ON THE ROCKS

Eighteen Lives Lost—The Vessel Pounding Heavily—Likely To Be a Wreck.

London, Aug. 22.—Eighteen lives were lost when the British cruiser Bedford ran ashore on the rocks off Quelpart Island, Korea, yesterday, according to the report received here by the admiralty.

The men were members of the engine room staff. The Bedford is seriously damaged, and lies in a bad position. She struck the rocks two miles west of Quelpart Island, lying about 506 miles south of Korea, off the entrance to the Straits of Korea, during a thick fog at 4 o'clock Sunday morning. The cruiser was then sailing with a British squadron from Wei Hai Wei, and was bound for Nagasaki.

The bottom section of the ship and the machinery suffered serious damage on the rocks, and the cruiser is pounding badly in the high seas. A number of Japanese warships, accompanied by a British cruiser, were dispatched immediately upon receipt of news of the disaster, but whether the ship can be salvaged is doubtful.

The accident occurred during full speed trials of the vessel, and the cruiser was evidently badly holed, since the deaths are stated officially to have been due to the inrush of water.

The vessel lies in such desperate position that there is practically no possibility of saving her. The hull is full of water up to the engine room, but the water is pouring through gaping holes punched by the sunken rocks. The officers and crew have been taken off. The sister warships, Minotaur and Monmouth, of the British squadron, which anchored yesterday near the wreck to render any service possible, were obliged to put to sea last night owing to the heavy weather which prevails.

LONGWORTH PARTY IN AUTO ACCIDENT

A Bavarian Duke, Mrs. Robert Golet and Vincent Astor Were Near Death.

Newport, R. I., Aug. 23.—Duke Franz Josef, of Bavaria, Mrs. Robert Golet, formerly Miss Elsie Whalen, and Congressman and Mrs. Nicholas Longworth, narrowly escaped death in Mrs. Ogdon Golet's automobile Saturday morning through a collision caused by Vincent Astor, who ran his machine accidentally into the other.

The duke and his party were making a round of calls on the way to Bailey's Beach and had started to turn into the roadway leading to the residence of Mr. and Mrs. Nathaniel Thayer, when along came Vincent Astor in his big car. He did not see the duke and his party until very close to them. As quickly as possible Astor shut off the power and applied the emergency brakes, which lessened the force of the impact. The Astor machine struck the duke's machine in the centre, smashing the door and other parts, and almost turning the duke over.

The duke and his guests were huddled together and shaken up. The cries of the frightened ladies were heard some distance away. Servants, manfully and others rushed to the assistance of the duke's party. Congressman Longworth and the duke calmed the ladies and called for an automobile ambulance which took the badly damaged machine to the garage for repairs.

Vincent Astor was profuse with apologies, and offered every possible assistance. The front of his car was crushed in.

James A. Patten says the world's wheat crop this year will be the smallest in the past ten years.

The Methuen, Mass., cotton mills were closed, and will reopen Sept. 6. About 600 hands are employed.

Five and a half miles of the Panama Canal at the Atlantic entrance were

opened to navigation for the sand and rock fleet.

Wayne Hinkel, a student, was struck by a baseball during a game at Rye Island, Ohio, and died soon afterward.

Friends of A. G. Spalding claim he has been found. He was shot in the chest during a game at Rye Island, Ohio, and died soon afterward.

A claim made for Uncle Sam's sailors with the fleet in Newport harbor was enjoyed by 4,000, who paid no heed to pouring rain.

Doubly secure is claimed to be a new safety pin patented by an Illinois man, which has two points, one each side of a central bar.

The Democratic state committee, in session at Saratoga Springs, N. Y., voted to hold the state convention at Rochester on Sept. 23.

President Taft, as the guest of Governor Draper of Massachusetts, made an automobile trip to the homes and haunts of his ancestors.

A woman was shot and many men were injured in a riot between strikers and special police and refinery employees in Williamsburg, N. C.

Drygoods Store, Drygoods Sold by the Yard or Pound, in Chicago on same month shipped 125,392,630 feet.

Businessmen filed a petition with Acting Mayor Mitchell protesting against any action seeking to remove the railroad tracks from Eleventh avenue, New York.

William Cleme, of Carbonade, Pa., has just perfected a machine for stripping coal lands that will dig and dump a cubic yard of earth every two minutes with only seven employees.

Frank B. Harriman, Charles T. Ewing and John M. Taylor, former officials of the Illinois Central Railway, were arrested on charges in connection with the railroad graft scandal.

CANADIAN

Fifteen English boy scouts left Winnipeg for the east, homeward bound.

Six-year-old Alfred Loxperance was drowned at the Walkerville ferry dock on Saturday.

Francis E. Kilvert, collector of customs at Hamilton, died there Sunday in his 72nd year.

Elis Barber, aged 65, was killed at South Malindang, N. S., by falling into the hold of a vessel.

Miss Bella Craven, aged 21, of Dundee, Scotland, was drowned yesterday in Bedford Basin, N. S.

Archbishop Gauthier, of Kingston, will likely be chosen to fill the vacant Archbishopric of Ottawa.

A man giving his name as Daniel Linder was arrested for theft on the railway bridge at Niagara.

Fourteen pounds of gold were extracted from 140 tons of old ore at the Havilah gold mines recently.

Allan Grant, an Indian, was struck on the head by a steam crane and killed at Belleville on Saturday.

William Offord went beyond his depth while swimming at Goderich, and was drowned on Sunday afternoon.

A man named McCartney was blown twenty-five feet from a motor boat at Montreal, and landed the wharf.

Eighteen mounted cadets from Australia, at present visiting in Montreal, will visit Toronto on their way home.

Cardinal Van Rensselaer is coming to Canada to impart the Apostolic Benediction to the Eucharistic Congress delegates.

Dr. H. G. Griffith, of Pittsburgh, Pa., summing at North Bay, died there suddenly on Friday night of indigestion.

George Doyle, brakeman on the I. C. R., aged 23, was crushed to death between two cars at Port Mulgrave, N. S.

AMERICAN

The population of St. Louis is nearing the 700,000 mark.

Louisiana national banks have formed a currency association.

The leader of a starvation sect