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> God's in His heaven, All's right with the world. -[BROWNING

London, Thursday, July 13.

THE inhabitants of Eap Island, in the Pacifie, have pink hair, and it is not produced by dye.

HON. MR. LAURIER had a splendid reception when he spoke at St. Anne, Quebec, Tuesday. He was the guest of Mayor St. Martin.

SIR RICHARD CARTWRIGHT is an expert yachteman. No matter how rough the weather is, he sails daily to and from Kingston and his summer home in the River St. Lawrence.

CHEAP railway fares have come-on a certain class of trains. The traveler who will be contented with a day coach, and does not pine for the dining car or the sleeper, can go to the Chicago Exhibition for one fare for both journeys, at least on for us in the west, who can leave by the morning express, and resch Chicago in the afternoon, but it will not be so pleasant for those who are compelled to travel all nime. The outcome of the decision of the received way managers will be a decided increase in the continue to run for twell after. But the component travel Chicagoward. three days of the week. This is all right travel Chicagoward.

AN IMPORTANT announcement is sent us by Mr. W. Patterson, of Montreal, secretary of the Dominion history committee. The intention is to hold a competition for the production of a new text book of Canadian history, and intending competitors are requested to write to the committee for public schools to use the work, the prize will be one of great value. Authors of the next four manuscripts of merit will receive \$200 each. Manuscripts will be received up to Jan. 1, 1895. The promoters of this movement, to have the history of Canada written from a Dominion instead of a Provincial standpoint as at present, and suitable for general use in all Canadian schools, irrespective of creed or nationality, are actuated by a wish to inspire the boys and girls of the Dominion with a true sense of the nobility and grandeur of the heritage of Canadians and so to help to create and maintain a unity of patriotic sentiment. Their efforts deserve success.

ELECTRIC STREET RAILWAY OFFERS.

The London City Council continues to wrestle with the question of an electric street railway. This may be a pleasant enough undertaking for the aldermen, but aldermen, and is summarized below: the average citizen finds it a hard job to the follow the negotiations that have now extended over many months. The ADVERTISER therefore proposes, in as concise a shape as is possible, to review the four offers that have been before the couneil from time to time.

Last fall Mesers. C. H. Ivey, R. W Puddicombe, A. M. Smart, J. R. Shuttleworth and Thomas S. Hobbs sent a proposal to the corporation, offering to build an electric railway on certain conditions. Briefly stated, those were:

The company shall lay an electric railway on the streets named and will keep the track and eighteen inches outside of each rail in good condition, the material to be supplied by the corporation.

The construction of the railway to be begun within 60 days after the ratification of the agreement by the corporation. At least seven miles of the railway to be completed and the cars running thereon within one year after the passing of the improvements, including lighting and heating, and to be run as the council shall prescribe. The privileges to be enjoyed by the company for twenty years, the council, if it then sees fit, to give six months' notice will be carried free. Six tickets will be to the company, and take over the line on sold for 25 cents as now. Eight tickets for payment of an arbitration value, or the bargain may be extended for another five All transfer tickets must be used within

trip, including transfer when required. council will grant the company the exclus-Workmen's tickets, eight for 25 cents, to be good during the following hours: 6 a.m. to 8 a.m., 11:50 a.m. to 1:30 p.m., 5:15 p.m. to 6:30 p.m. Children between 5 and 12, a cash fare of 3 cents; ten tickets for 25 cents. All firemen, constables in uniform, the city engineer and street commissioner the only remaining propositions are those made by the present London street rail-

track, and \$200 per mile for double track, provided the gross receipts of the company also agreed to pay to the city on all gross receipts ever \$100,000, 5 per cent; between \$100,000 and \$125,000, 5½ per cent.; be tween \$125,000 and \$150,000, 6 per cent. between \$150,000 and \$175,000, 61 pe cent.; between \$175,000 and \$200,000, 7 per

cent.; over \$200,000, 8 per cent. The proposers stipulated that in return they should have the exclusive right to run an electric railway on the streets of London with exemption from taxation other than that here set forth.

When the offer of the Ivey syndicate vas taken up, the London Street Railway Company came before the council and made certain propositions, which are empodied in a bylaw, of which the following is a synopsis:

The company offered to much extend ts present system and to operate the entire railway by electricity, either with or without the trolley, at the option of the company. It was provided that the com-pany should have the exclusive right, so far as the council had power to grant it, to operate cars by electricity within the city imits, but nothing in the bylaw prevents the corporation from granting the use of any of the streets to railways that may be built from any point outside the city limits, provided the local street traffic shall not be nterfered with by these outsiders.

The construction of the railway to be begun within six months from the passing of the bylaw, and all the lines to be open and operated by electricity within three years thereof. The usual precautions with regard to the laying of the tracks are included in this bylaw, as are also provisions for the safety of life on the cars and on the streets traversed by them. The council to provide the material for repairng the streets and the company to keep them in repair between the rails and two feet beyond on each side.

The bylaw provided that the privileges granted the company should extend till March 8, 1995. That is the date upon which the charter of the present "horse or mule traction" charter expires. Then the city may obtain control of the line by arbi-

It is further provided that the council may provide that the cars shall run as early as 6:30 a.m., Sunday excepted, and continue to run for twelve hours thereafter, but the company may at its own option run cars for a longer period. The company shall use passenger cars only. The fares for each person, except children in arms, in the continuous route to be 3 cents, or ten tickets for 25 cents, including transfor tickets; and when the gross receipts reach \$100,000 and upwards, the following per-centage to be paid by the company to the city: requested to write to the committee for permission to compete, as well as for conditions. The author of the best book will to \$150,000, $5\frac{1}{2}$ per cent.; \$150,000 to \$175,be awarded a royalty of 10 per cent. of its 000, 8 per cent.; \$175,000 to \$200,000, retail price. As there are over 16,000 6 per cent.; \$200,000 and upwards, 7 per cent.; and after two years, if this be found not to pay, the Ivey proposition may be revorted to-that is, a per centage and eight tickets for 25 cents up to certain hours. The company's workmen to be employed only ten hours a day. * * * *

These two offers were before the ldermen met in January last. The new aldermen resolved that the offers should be filed for future reference and that new tenders be called for. This arrangement did not meet with the approval of the Ivey syndicate, which decided not to present a new offer. The old directorate of the street railway company also declined to do their work over again, and the Everett syndicate bought out a controlling interest in the stock. For several months no move was made, and then Mr. Everett took action. His proposition is now before the The company agree to adopt electricity

as a motor power. The following fares are offered: Ordinary cash fare, 5 cents, or 6 tickets for 25 cents or 25 tickets for \$1; children's cash fares 3 cents each, or 10 tickets for 25 cents workingmen's tickets, 8 for 25 cents, good from 6:30 a.m. to 8 a.m., and from 5 p.m. to 6:30 p.m. Transfers to be allowed a these rates except during the Western Fair, when through cars will be run from al terminal points.

New streets traversed to be left in a good a condition by the company as before All future street repairs to be made by the company, the city to furnish materia as per the original franchise.

::: No sooner had the new controller of the street railway formulated an offer than Col. James Clark, of Windsor, appeared on the scene and offered to construct an electric railway, the route, in great measure, to parallel on neighboring streets the lines of the present company and its contemplated extensions. Col. Clark's company underbylaw granting the franchise, and the remainder of the road to be completed within the track and for eighteen inches on either two years from the last-mentioned date. side. Ten miles must be completed by The cars to be fitted up with all modern Nov. 1,1894. The privileges asked for exyears. The company birds itself to fifteen minutes. From 6 a.m. to 7 a.m. and from 6 p.m. to 7 p.m., the company wil and from 6 p.m. to 7 p.m., the company will It is further agreed that the council may accept cash fares of 3 cents each. A day's require the cars to run from 6 a.m. till 11 work for employes will be ten hours. This The ordinary fare to be 5 cents a offer is made on the understanding that the

the city engineer and street commissioner and all detectives, free. Not less than two men in charge of each car.

The proposers agreed to deposit \$5,000 with the city treasurer, to be forfeited if they fall to carry out their agreement, which further subulated that they would ay the city \$100 a year per mile for single

THE MAN ABOUT TOWN.

I see that the Michigan State military authorities have abolished the cauteen at the annual encampment of State troops. They are in advance of us in this respect. I understand that the majority of the men would rather not have intoxicating liquors soid on the camp grounds, but the Ottawa authorities insist that the canteen must remain. remain.

The Chinaman appears to prefer the cool of the night in which to pursue his pleas-ent avocation of making linen (if possible) whiter than snow. When work is slack the same coolness appears to do just as well to same coolness appears to do just as well to play cards in and smoke cigarettes. I saw a Dundas street Celestial washerman's shop in full blast early the other morning. Each "John" was hard at work and the front door was wide open to permit of the free circulation of the aforementioned coolness. The saloons had turned out their last quota of topers a couple of hours before, but all had not found their way home as yet. One had wandered into the laundry.

+++

His clothes were well made and stylish, and as the light fell full on his face, I recognized the well known features of a prominent West End citizen. The sight was ludicrous in the extreme. He was hardly able to keep his feet. In one hand he held a pop bottle filled with whisky, and he appeared to be pleading hard with the Mongolians to join him in a dram. The the Mongolians to join him in a dram. The Chinamen had their most serious "no checkee-no-washee" expression on their faces, and tried hard to take no notice of their nocturnal visitant. At last the tippling citizen became tired of moral suasion, and, taking hold of the pigtail of one of the slant-eyed heathen, he attempted to force the apparently unwelcome liquor on him. A few unintelligible words passed around the laundry. The Chinamen with one accord left their work, and the next instant the visitor was sitting on the lawn where they had dropped him and the door was quickly shut and bolted against further interruptions. A big-hearted policemen shortly after this succeeded in inducing the bibulous man to go home, or at least to test of the state of man to go home, or at least to

XXX
Another night I was passing along the same block when "Sh!" "Sh!" came from a dark doorway. Investigation disclosed a policeman, who beckened me to him. The cause of his retreat was soon explained. Up the street a little way was a man. He was down on his hands and knees, and, in the distance, had the appearance of being busily engaged trying to make an entrance busily engaged trying to make an entrance into the store through the basement window. The policeman, with visions of promotion that must surely follow the clever single handed capture of a bold bad burglar, remained quiet, in breathless suspense, while I dream of the "scoop". I was surely getting on the "other fellow." But it didn't materialize. The object of our earnest gaze got up after a while from his stoeping position and went on in the other direction, while we wandered down to see what had occupied his attention. The policeman's lantern revealed it all. We to see what had occupied his attention. The policeman's lantern revealed it all. We stopped in front of an Italian banana dealer's store, and in the open basement window we found what had been the man's temporary temptation. It was nothing more than a bunch of very green bananas that were hanging there to ripen. But yellow, red or green bananas look the same in the blackness of night.

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While a large party of foreigners, carrying baggage checked from Rotterdam, were
being transferred from one train to another at the G. T. B. station the other day, I observed one petite damsel smoking a cigar. It seems to be a common habit for women in some parts of the continent to ape men in this respect, for by a recent Russian cablegram I observe that the Czar's Ministry had just issued orders that the cable problems of the continent to Czar's Ministry had just issued orders that smoking compartments for ladies be provided on all trains. A friend of mine, who smokes, expressed his disgust when the black-eyed daughter of the north marched along the platform eigar in mouth. Why? If smoking is good for a man, should it not be equally efficacious for his wife or daughter?

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Gents' Bathing Suits, \$2 quality for \$1 25. Ladies' Windsor Ties, 75c quality for 35c. Ladies' Cotton Hose, spliced heels, worth 20c, for 14c. Ladies' Cotton Hose, spliced Heels, worth 15c to-day 11c. Ladies' Lisle Gloves, value at 20c, Bargain Day140. Children's Lisle Gloves, value at 12½c, Bargain Day 5c. Children's Sailor Hats, worth 30c and 40c, to-day 10c eache Ladies' Black and Navy Straw Sailor Hats, worth 25c

to-day 10c. Ladies' Skirt Width Embroidery, worth 50c, to-day 38c. Silk Ribbons, satin and gros grain, worth 15c, to-day 10c Silk Ribbons, our 10c line to-day 7c.

Fancy Fans, Japanese make, worth 15c, to-day 10c. Ladies' Gilt and Silver Elastic Belts, worth \$1 and \$1 25.

Ladies' Gilt and Silver Elastic Belts, worth 500, to-day 250 Ladies' Fine Lisle Thread Hose, worth 45c, to-day 33c 6 pieces Scotch Chambray, plaids, fine washing goods, good value at 35c, to-day 18c.

6 pieces Surah Sateen, 25c goods, to-day 16c. 25 pieces Fast Colored Prints, dark and light, value at 10c.

Table Linen, bleached and unbleached, lines too numerous to mention, some one-quarter off, some one-third off, and some just half price. Bargain Day,

3 pieces Roman Drapery, double-fold, reversible, for curtains and doorways, worth 38c, to-day 22c. 40 pieces Wide English Print, worth 12½c, to-day 8½c. Scotch Crepon, washing materials, 25c for 12to. Just the

material jor cool dresses. In plaids only. 15 pieces Sateen, good patterns, 20c quality to-day 12%c. Brown Apron Holland, 15c quality to-day 10c. Heavy Feather Ticking, always 25c, to-day only 19c, 6 pieces Flannelette, striped and spot, 12½c for 8½c; Oxford Skirting, heavy make, worth 18c, to-day 122c. Wool Tweed, good to wear, 50c, for 35c.

All-Wool Navy Blue Serge, 38c, to-day 30c. Curtain Muslins, white and fancy spots, our regular 20c, 25c and 30c lines, all one price to-day 15c.

3 pieces Shot and Figured Silks, 85c quality, to-day 50c. Plaid Silks, worth \$1 and \$1 25, to-day 50c. Pongee Silks, light shades, 35c quality, to-day 22c. Shot Surah Silks, new shades, 88c, to-day 59c. 10 shades Shot Surah, very fine, \$1 25, for 90c. 8 pieces Fancy Black Drees Goods, worth 75c, to-day 50c. 2 pieces Black Union Cashmere only 18c. 1 piece 45 inches wide Black Cashmere, 50c, for 85c.

Navy Blue Dress Serge, worth 40c, 50c and 60c, suitable for sea side and taveling dresses, to-day 29c, 33c and 35c. 42 Inches wide Tweed Dress Goods, good colorings, worth 25c, to

At half price 6 pieces Tweed Dress Goods, worth 20c, to-day 10c. 10 pieces Dress Goods, former price 500 and 60c, to-day 25c. 800 pairs White Lace Curtains, every pair a special price for to-day only Slightly Damaged Dress Linings, double fold, worth 10c, to-day 6 1-2c, 1 table Dress trimmings, jet and fancy, worth 25c and 30c, to-day 10c. Great reductions in Millinery, Straw Hats, Ribbons and Laces and Infants Muslin Bonnets. Up stairs.

Children's, Boys' and Men's Clothing, Summer Coats and Vests, Straw Hats, Ties and Shirts. Eargain Day prices.

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