London Advertiser
TWO EDITIONS DAILY - WEEKLY.
TELEPHONE CALLS.
Business Office 107
Editorial Department 134
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LONDON, MONDAY, OCT. 23.

The Waterworks Question.

The ratepayers will be asked in January to vote a quarter of a million dollars for waterworks purposes. They should reflect seriously upon the alternatives, if they reject the plans of the water commissioners. The extension of the water supply became imperative some years ago, but a succession of comparatively wet summers has prevented a serious shortage. Even with this good fortune very stringent regulations with regard to lawn services have been necessary. The question cannot be safely shelved much longer. A very dry summer might bring the city face to face with a crisis, and the water commissioners would be censured for a policy of delay, for which public indifference has been partly responsible. The scheme upon which ratepayers will be asked to pronounce is in three parts:

1. Acquiring the necessary property for an additional supply of water, collecting the same, and conveying it to the pumping station at Springbank. Cost, $100,000.

2. A second main from Springbank. Cost, $106,500.

3. Purchasing pipe and extending mains in the city where required. Cost, $45,000.

These propositions will not be voted upon separately, as they are integral parts of one general plan. The alternative to increasing the supply of spring water in the vicinity of Springbank will be the use of river water. There are few citizens who will not say that the river should be a last resort; that before turning to it, the possibilities of the spring water district in the neighborhood of Springbank should be exhausted. Not many cities are blessed with spring water, and fewer still with such spring water as London possesses. It is one of this city's most precious assets. Properly filtered river water would be by no means a calamity—other municipalities use it—but the people of London, accustomed to spring water, would regard any admixture of river water as pollution. Fortunately there is the assurance of engineers of repute that within a practicable radius of Springbank, sufficient spring water may be obtained to meet the needs of a much larger city than London. Their estimates of a supplementary supply vary from 3,000,000 to 6,000,000 gallons per day. At present an average of 3,500,000 gallons per day is pumped into the reservoir. If the plans of the water commissioners will appreciably increase our water supply, we can, without failing in our duty to future citizens, leave them to solve the problem when London shall have become a city of 75,000 or 100,000. It is probable that they will have to resort to river water, but they will have the advantage of any outlay which the ratepayers of today make in impounding the spring water supply. On the score of expense the present plan has a great advantage over the river water scheme, which would necessitate a costly filtration plant, and a yearly outlay for maintenance much greater than the permanent expenditure entailed by the extension of the present system.

The construction of a second main from Springbank to the city is a corollary of the extension of the water supply. The city since the foundation of the waterworks has relied upon a single main. In the event of its breakage the people of London would be in a sorry plight. There is an increasing danger of accident, as a water main does not improve with age. We might put up with a single main from Springbank if a river water system were installed, but a second one is indispensable if we are to depend entirely upon Sprinkbank for our water supply. Another main is necessary, also, to give an adequate pressure for fire fighting purposes. The third part of the water commissioners' general plan, the extension of mains within the corporation limits, is occasioned by the growth of the city. A surprising number of new streets have been opened up within the past two or three years, and the householders on these have a right to all public services.

The ratepayers should not be asked to vote blindly on a project involving a quarter of a million dollars, however meritorious it may be. It is to be hoped public interest will be aroused and that the commissioners' plans will be thoroughly canvassed and discussed before the day of voting.

The European Mail Service.

The Montreal Herald calls attention to the unsatisfactory state of the European mail service. Most of the Canadian mail, for and from Europe, takes the New York route, but it is a remarkable fact that this service has been steadily deteriorating. The average speed of the subsidized British mail boats was slower last year than in 1896. For years the British Government has paid subsidies to the Cunard and White Star Lines to insure the departure of one of their steamships from Queenstown to New York every Thursday and Saturday. The White Star boat leaves Liverpool on Wednesday, and the Cunarder on Saturday, lying over in Queenstown until the arrival of the mails which left London the night before. Consequently, letters posted in Great Britain on Sundays, Mondays, Tuesdays and Wednesdays catch the White Star boat, and letters posted on Friday or Saturday catch the Cunarder. The only Canadian line enjoying mail subsidies from the Canadian and Imperial Governments is the Allan Line, which has to dispatch a steamer every Thursday from Liverpool. This steamer has to wait at Moville on Fridays for the mails which leave London Thursday nights. The result is that letters for Canada which are posted only on Thursday go direct to a Canadian port. The other six days in the week they go to New York, and usually a day elapses between their arrival in New York and their delivery in Ontario and Quebec.

While the New York service has been deteriorating, the Canadian service has been improving. Mails have been delivered at Montreal from the London general postoffice in 183 hours, which is equal to the record of some of the mail steamships on the New York route, and less than 20 hours slower than the fastest of them. The Bavarian and Tunisian have been constantly landing their mails in a little over 144 hours from Moville to Rimouski. The Canadian steamer is handicapped by a detention of twelve hours at Moville, while the New York steamers have to wait at Queenstown only half that time.

The Canadian route has established a strong claim to a semi-weekly mail service. Chicago and many western centers could get their British mails by way of Canada hours ahead of the present New York delivery. Once they find this out they will demand the faster service, and we may yet see a Canadian line subsidized by the United States Government. In the meantime the Canadian Government has good ground for asking the British Government to join in subsidizing semi-weekly boats. The British authorities, however, may find a pretext for refusal in the fact that they are contributing heavily toward two Cunard turbiners for the New York service, which will be faster than anything afloat. These will furnish, however, only a weekly mail.

Filling Up Northwestern Canada.

[New York Globe.]

Settlers are pouring into the country at the rate of several hundred thousand a year, many of them being American farmers who have pulled up stakes at home because of the better opportunities across the border. It is probable, therefore, that the region between Winnipeg and the Rocky Mountains will within a generation or two be inhabited by many millions of prosperous and energetic men and women mainly of Anglo-Saxon blood. What part will this great granary play in the history of the British empire and of the world? asks the London Times. The answer to this question is of even more important to the United States than to England.

Shooting Stars.

"I suppose you are usually in suspense about what your airship will do?"

"No," answered the inventor; "my difficulty is a lack of suspense and an excess of rapid descent."

Trifling With Death.

[Chicago Journal.]

Solicitor—I say, doctor, why are you always running us lawyers down?

Doctor (dryly)—Well, your profession doesn't make angels of men, does it?

Solicitor (with a wink)—Why, no; you certainly have the advantage of us there, doctor.

The Course of Love.

[Life.]

Jack—Yes, I had a little balance in the bank, but I became engaged two months ago and now——

Tom—Ah! love makes the world go round.

Jack—Yes, but I didn't think it would go round so fast as to cause me to lose my balance.

A Wooden Wedding.

[New York Sun.]

Several friends called on a New York clergyman one evening and were kept waiting for him for some time.

"I'm sorry to have kept you waiting," the minister remarked as he entered his library, "but I have just had to perform a wooden wedding in the church."

"What!" said one of his visitors, "I never heard of such a thing. What kind of a ceremony was it?"

"Oh!" answered the clergyman, with a twinkle in his eye, "it was the marriage of a couple of Poles."

For His Dear Sake.

[Chicago Record-Herald.]

"You know, dear," said Mrs. Witcherley, "I wear fine clothes only to please you."

"To please me," yelled her husband, "Say, come down to the office the first of next month and see how tickled I am. I don't want you to miss any of the benefits of your kind consideration."

Sour.

[Chicago News.]

Edwin—No, they never get on, now that they are married, and yet they courted under the shade of the old apple tree.

Katharine—Indeed! Well, it must have been a crabapple tree.

Well Civilized.

[Judge.]

Mr. Easterner—"This place must be pretty well civilized by now." Apache Abe—"Wa-al, stranger, I should smile! Why, we only had six killed last week!" Mr. Easterner—"What! Six killed? And you call that being civilized?" Apache Abe—"Sure, stranger. They was killed in a civilized way—by Squire Perkins's new automobile."

For Her "Late" Husband.

[Washington, Kan., Register.]

The other night a Washington man came home about 2 a.m., and found his wife, who was a widow, when he married her, arrayed in a black dress, waiting for him. When he asked what that was for she said she was mourning for her late husband. Now the husband is trying to figure out what she meant.

Metropolitan Pulpit.

[New York Sun.]

Knicker—What is your new preacher like?

Bocker — Fine, he has elevated thoughts and a subway voice.

A Companion.

[Cleveland Leader.]

"He reminds me of a postage stamp that you've carried in your pocket too long."

"As how?"

"He's so badly stuck on himself that he isn't worth 2 cents for any practical use."

Dyke Will Practically Be Completed This Year

Council Decides to Finish the Work on the North End of the Breakwater.

Appropriation Will Be Overdrawn, But That Difficulty Will Be Overcome.

At a special meeting held on Saturday evening, the city council, by an almost unanimous vote, decided to have the breakwater from Blackfriars to Oxford street bridges, completed this year.

Ald. Cooper was the only member to vote nay.

The action of the council is a step better than was proposed by the board of works. As very little remained of the $15,000 appropriation, the board recommended that only a portion of the work, amounting to $2,255, be done this year, as this would keep the council inside the $15,000 mark and at the same time make West London comparatively secure from damage by flood next spring. The cost of the whole work between the bridges was fixed at $3,499, which would mean an overdraft of about $1,200.

The question hinged largely on the legal right of the council to exceed the $15,000, but before the vote was taken there was a reckoning as to where a few loose dollars could be secured from the comittees to be applied to breakwater purposes, and it looked as if the council would come through on the safe side.

"The council can rest assured that nothing illegal will be done in the matter," said the mayor, when the vote was recorded.

Mayor Campbell, Ald. Gerry, Wyatt, Gillean, Matthews, Forristal, Garratt, Carson, Cooper, Stevely and Saunders, City Clerk Baker and Engineer Graydon were present.

The Committee's Recommendations

The board of works met previous to the council, and, to keep the total expenditure inside the $15,000 mark, it recommended that the breakwater be repaired between Empress avenue and Argyle street at a cost of $2,255, Cotton & Moir to do the work. The committee's report stated that this would complete the breakwater with the exception of 200 feet south of Oxford street, and 296 feet north from Blackfriars bridge, neither of which places is dangerous.

In moving the adoption of the board of works report, Ald. Forristal (chairman) said he favored the action of the committee for the reason that he did not want the council to have an overdraft. Enough of them had been experienced in the past. The breakwater could not be completed without the appropriation being exceeded. The land had cost $1,000 more than estimated.

"Well," interrupted Ald. Matthews, "do you know if proper care was taken in the purchase of the land?"

Cause of Delays.

"Yes," answered Ald. Forristal. "I can say that Number Two Committee was as careful in buying the land as it would be if the members were buying it for themselves. The board started to get things in readiness for the building of the breakwater in March. It succeeded in getting refusals from quite a number of the owners of land required for the work, and then the trouble commenced. There were other causes for delay. The election came on, followed by the holidays, when nothing could be done towards securing the property. The board finally got titles to the south part and work was commenced there, but the last of the titles to the land for the work north of Dundas street was secured only last week. A number of the owners held out for more than the land was worth.

West Londoners Scored.

"I might say, also, that a number of the people in West London have shown a very bad spirit in connection with the breakwater," added Ald. Forristal. "They were very selfish indeed. Here they are being protected, largely at the expense of the people in the high and dry sections of the city, yet for all that they were not inclined to deal fairly with the city. Many of the villagers who did the talking for a breakwater did very little, or nothing, to help the aldermen bring it about."

As the council had only the breakwater matter to dispose of, Mayor Campbell allowed the aldermen a pretty wide latitude in discussing it. The statement was made, in reply to Ald. Gillean, that after the work between the Oxford street and Blackfriars bridges was finished, a further expenditure of about $3,000 would be needed to complete the breakwater. This included $1,750 for the concrete walls or jetties, at Saunby's dam and the Wharncliffe road, but it did not include the $1,000 which it is proposed to pay Mr. W. J. Reid for a strip of Tecumseh Park and for the damage to his fence.

Mayor Campbell impressed on the aldermen the fact that they had no power to exceed the appropriation of $15,000, but there appeared to be a strong feeling in favor of finishing the whole of the section between the two bridges this fall and save the West Londoners from the danger of a flood.

"Finish the job and take the onus of an overdraft," was the way Ald. Garratt expressed himself.

The Point to Decide.

Ald. Stevely said the feeling prevailed among some before the work was started that more than $15,000 would be needed for it. The point the aldermen had to decide now was whether they could go beyond the appropriation.

Ald. Gillean's opinion was that it did not matter much whether the work was done this year, and an overdraft incurred, or a portion of it left over until next year. He would rather see the city spend $5,000 over the appropriation than subject the people of West London to the danger and anxiety of another flood. He would favor anything for the safeguarding of West London.

Ald. Gillean moved that the entire work between the two bridges be finished this fall at $3,499, the figure submitted by Cotton & Moir, to the board of works on Thursday night.

Ald. Carson seconded. He was of the same opinion as Ald. Gillean.

The motion gave rise to some talk as to the possibility of raising the necessary money for the work, and the ability of the committees to "chip in" was questioned. So far as No. 1 was concerned, it was stated that there was nothing to spare in the incidental account. For No. 3 Ald. Matthews said it could help a little—maybe $500, possibly $750, unless something unforeseen should happen. Then there was the $1,000 granted toward the monument fund, which might also be used. Ald. Matthews was not afraid of overdrawing the $15,000 and the possibility of the aldermen being called upon to defray the overdraft out of their own pockets.

Ald. Gerry favored finishing the work with the exception of the concrete walls, or jetties, this year.

Tried to Square Himself.

One of the most amusing incidents of the meeting was the way Ald. Cooper attempted to "let himself down" for statements antagonistic to West London. When the Fourth Warder heard the other aldermen support the motion to complete the breakwater, he said if the people of West London had the idea that the council would spend money to protect their lands, they must think they (the council) are pretty "soft."

"No, sir," declared Ald. Cooper. "I aint a-goin' to vote to spend thousands upon thousands of dollars to protect their lands. You can't pamper West Londoners by saying they should have this and they should have that."

Later in the meeting Ald. Cooper attempted to explain that he did not object to the work being completed, but he did not want to see it done this year and an overdraft incurred.

This made some of the aldermen titter.

Ald. Wyatt took exception to Ald. Cooper's remarks. He considered West Londoners entitled to protection.

The motion of Ald. Gillean was adopted, Ald. Cooper alone voting nay.

Before the vote was taken, Engineer Graydon had himself placed on record as of the opinion that it is absolutely necessary to repair the north end of the breakwater this year, as, should the water get through it in the spring it would sweep right across the village and cause a tremendous loss to property and also endanger life.

Doesn't Grow Rancid.

Preparations made of fish oils or animal fats generally cause stomach or bowel troubles when taken during warm weather. Angier's Emulsion is the ideal remedy. It never grows rancid. It is made of petroleum, combined with glycerine and hypophosphites, and is in every way better than similar preparations. It is pleasant to take. Try a 50c bottle.

THESE TWO desirable qualifications, pleasant to the taste and at the same time effectual, are to be found in Mother Graves' Worm Exterminator. Children like it.

The vitality of the snail is remarkable. One that was glued to a card in a museum for four years came to life in being immersed in warm water. Some specimens in the collection of a naturalist revived after they apparently had been dead for fifteen years.

Make Home Dyeing Successful By Using

DIAMOND DYES

As there are weak, adulterated and worthless package dyes under varied names sold by some dealers to whom large profits are of more concern than the home success and comfort of our women and girls, we would urge all who ask for DIAMOND DYES to see that each package bears the words "DIAMOND PACKAGE DYES."

Beware of common package dyes introduced in your town which pretend to dye all materials equally well with one dye. Such package dyes are snares and delusions. They ruin good dresses and all other articles of clothing, and are dangerous to handle.

The Diamond Dyes are the popular home dyes all over the world, and ladies at all times can depend upon their strength, beauty and everlasting colors. Refuse all crude and weak dyes and cling to the reliable Diamond Dyes, and you are sure of success in home coloring work. 46-k-z-w

ASK FOR

Labatt's PORTER

(LONDON)

Proved to be the best by analysis of four chemists, and by awards of the world's great exhibitions, especially *Chicago 1893*, where it received ninety-six points out of a possible hundred, much higher than any other porter in the United States or Canada.

How to Fool a Lazy Liver with Artificial Exercise

EVERY serious Sickness has a small beginning.

And, in nine cases out of ten that small beginning is made in the Bowels.

Indigestion is the beginning of most diseases.

It paves the way for all others.

Lack of exercise, hasty eating, improper food, are its first causes.

Laziness, and postponement, permits it to grow into Chronic Constipation, which means life-long Discomfort.

It isn't necessary to be sick-a-bed, you know, in order to be mighty uncomfortable.

Even slight indigestion affects the nerves, dulls the mind, and obscures the merry sunshine of Life.

And, indigestion once started, grows fast, corrodes temperament, and discounts happiness, good cheer, capacity.

It does that long before it puts you on the Sick list.

Every thinking Doctor knows why.

* * *

Professor Rand knew it.

That's why he framed up for students his famous formula for Happiness, viz.: "Trust in God, and keep your Bowels open."

The Bowels need adjustment from time to time, just like a clock, or a watch.

No "Good time" is humanly possible without this.

And, the time to adjust the watch is not when it has run down, nor when the main spring is broken, but at the very minute adjustment is discovered necessary.

The time to adjust the Bowels is not merely when your Head Aches, when your Liver is Sick, your Stomach in Revolt, and Nature's Food Process retarded for 24 hours or longer.

The proper time to adjust them is the very minute you suspect they need adjustment.

—If your tongue is slightly coated,

—If your breath is under suspicion,

—If your Head feels a trifle heavy or dull,

—If digestion seems even a little slow,

—If Heartburn, Belching, Colic or Restlessness begin to show themselves,

—That's the time to eat a Cascaret.

* * *

Don't imagine the Cascaret is ineffective because it is pleasant to eat as Candy.

It acts as pleasantly as it tastes. It is as congenial to your Bowels as it is to your Palate.

It is not a "Bile-driver" which floods out your stomach today with fluid juices needed for tomorrow.

But, it acts like Exercise, instead.

It stimulates the muscular lining of the Bowels and Intestines, so that they mechanically digest food and drive out the waste.

This is why Cascarets differ from all Purgatives, Physic, Cathartics and Whirlwind Drugs that help today at tomorrow's expense.

* * *

Cascarets are the only Bowel and Liver medicine that do not need to be used in larger doses every month you use them.

The time to use a Cascaret is when you first suspect you need one.

They only way to have them ready to use precisely when you need them is to carry them constantly in your pocket, as you do a Watch or a Lead pencil.

The ten cent box of Cascarets is made thin, flat, round-edged, and small, for this precise purpose.

Be very careful to get the genuine, made only by the Sterling Remedy Company and never sold in bulk. Every tablet stamped "CCC."

A sample and the famous booklet, "Curse of Constipation," Free for the asking. Address Sterling Remedy Company, Chicago or New York. 671

THE VITAL CENTER

No Man Stronger Than His Stomach—Let Mi-o-na Strengthen Your Digestive System.

The stomach is your vital center.

No man is stronger than his stomach.

The average man measures his physical vitality by his heart, his kidneys, or his lungs. Yet it is the stomach that should be first considered when you cast up the account of health.

Every organ of the body is sustained and nourished by food which is converted into nutrition in the stomach and conveyed to every part of the system in the form of blood. For this reason, when the stomach is strengthened with Mi-o-na and is able to convert the food into nourishment, all other organs soon become well. This explains many cures of heart, liver or kidney diseases in the cases where Mi-o-na is used. It is the most wonderful health restorer known.

Just one little tablet out of a 50-cent box of Mi-o-na for a few days, and you will soon see a great improvement in your health.

If you cannot obtain Mi-o-na of your druggist, it will be sent by mail, postpaid, on receipt of price. Write us for advice on your case from a leading stomach specialist which will be sent free. The R. T. Booth Company, Ithaca, N. Y.

We have had nothing but praise for the quality of our Milk Chocolate, and very little but blame for not filling orders more promptly.

COWAN'S

Milk Chocolates, Croquettes, Wafers, Cakes, Medallions, Etc.,

Please everybody who can get them. By the 1st of October we guarantee to fill all orders promptly.

THE COWAN CO., LIMITED, - TORONTO.

TASMANIA SUNK WITH ENTIRE CREW

Eight Perish Off Pelee Island in the Big Blow of Friday Last.

Cleveland, Ohio, Oct. 22.—The steamer Bulgaria came into port Saturday afternoon, bringing news of the loss of the barge Tasmania off Pelee Island, in Lake Erie, during Friday's storm.

The Tasmania sank at 5 a.m. Friday, with her entire crew of eight men.

Those lost were:

William Radford, Courtright, captain.
George Whitsill, Courtright, first mate.
Austin Mayhew, engineer.
Michael Boyle, seaman.
August Vebrick, seaman.
John Trapp, seaman.
J. R. Stough, seaman.
Harry Lapask, seaman.

The Tasmania, together with the barge Ashland, also carrying a crew of eight men, was in tow of the Bulgaria.

The Bulgaria and the Ashland rode the storm off Pelee Island all day Friday and Friday night, and early today started for Cleveland, arriving here at 2 p.m.

The boats were on their way to Cleveland from Escanaba, ore laden. The Bulgaria led; behind her was the Ashland, and next the Tasmania.

The storm came up so suddenly as to find the crews unprepared.

The darkness of night hung over the lake; the wind rose with fearful suddenness, howling and sweeping around the boats. The lake became mountainous; the boats were tossed about at the will of the storm. It looked for a time as if all would be lost.

The Ashland was lost to view of the Bulgaria. Those on board the Ashland could dimly see the Tasmania. One moment she rode toward it on great waves; another moment she receded in the trough of the sea.

On board the Ashland they were keeping from being washed into the sea only by clinging to objects on deck.

It was seen that the line to the Ashland must be cut. One of the crew made his way to the stern, with a knife he reached down and severed the line. The end of it dropped away out of sight.

That was the last the crew saw of the other boat. It seemed that she sank at once.

When showing the violet shade the thickness of the film of a soap bubble is about the one million two hundred and forty thousandth part of an inch.

GUARANTEED CURE FOR PILES

Itching, Blind, Bleeding or Protruding Piles. Your druggist will refund money if PAZO OINTMENT fails to cure you in 6 to 14 days. 50c. zv

SURE REGULATORS.—Mandrake and Dandelion are known to exert a powerful influence on the liver and kidneys, restoring them to healthful action, inducing a regular flow of the secretions, and imparting to the organs complete power to perform their functions. These valuable ingredients enter into the composition of Parmelee's Vegetable Pills, and serve to render them the agreeable and salutary medicine they are. There are few pills so effective as they in their action.

Canada has the largest wheat fields in the world, 300x900 miles.

CARTER'S LITTLE LIVER PILLS.

CURE

Sick Headache and relieve all the troubles incident to a bilious state of the system, such as Dizziness, Nausea, Drowsiness, Distress after eating, Pain in the Side, &c. While their most remarkable success has been shown in curing

SICK

Headache yet Carter's Little Liver Pills are equally valuable in Constipation, curing and preventing this annoying complaint, while they also correct all disorders of the stomach, stimulate the liver and regulate the bowels. Even if they only cured

HEAD

Ache they would be almost priceless to those who suffer from this distressing complaint; but fortunately their goodness does not end here, and those who once try them will find these little pills valuable in so many ways that they will not be willing to do without them. But after all sick head

ACHE

is the bane of so many lives that here is where we make our great boast. Our pills cure it while others do not.

Carter's Little Liver Pills are very small and very easy to take. One or two pills make a dose. They are strictly vegetable and do not gripe or purge, but by their gentle action please all who use them. In vials at 25 cents; five for $1. Sold by druggists everywhere, or sent by mail.

CARTER MEDICINE CO., New York.

Small Pill. Small Dose. Small Price.

SPECIAL NOTICE.

Feather Beds, Pillows and Mattresses renovated and sterilized; also manufacturers of Mattresses, Feather Pillows, Cushions and Spring Beds. Brass and Iron Beds, $4. Stoves, Furniture, Cabinet Beds, at the Feather Bed, Pillow and Mattress Cleaning Factory. J. F. HULL & SONS, 543 Richmond St. 'Phone 90.

SUFFER NO MORE.—There are thousands who live miserable lives because of dyspepsia dulls the faculties and shadows existence with the cloud of dyspepsia. One way to dispel the vapors about be the victims of this disorder is to order them a course of Parmelee's Vegetable Pills, which are among the best vegetable pills known, being easy to take, and most efficacious in their action. A trial of them will prove this.

HUNTING SEASON IS HERE.

If you need a new Hunting Outfit, come to us. We are

Headquarters for Hunters and Sportsmen.

Guns for every purpose; Rifles, Single and Double Barrel Shotguns, Revolvers, Hunting Knives, Powder, Shot, Shells, Cartridges, and Leading Outfits.

Guns to Rent by the Day.

WESTMAN'S HARDWARE,

121 DUNDAS STREET, MARKET SQUARE.

CURES in 1 to 5 days. Guaranteed not to stricture. Prevents contagion. THE EVANS CHEMICAL CO. CINCINNATI, O. U. S. A. $1.00

MEN AND WOMEN

Use Big G for unnatural discharges, inflammations, irritations or ulcerations of mucous membranes. Painless, and not astringent or poisonous.

Sold by Druggists, or sent in plain wrapper, by express, prepaid, for $1.00, or 3 bottles $2.75. Circular sent on request.

OCEAN STEAMSHIP TICKETS

—BY THE—

AMERICAN LINE (New York Service).
AMERICAN LINE (Philadelphia Service).
ATLANTIC TRANSPORT LINE.
DOMINION LINE.
LEYLAND LINE.
RED STAR LINE.
WHITE STAR LINE (New York, Boston and Mediterranean Services).

Sailing lists, rate sheets, etc., on application to

E. De La Hooke, Agent London

THE WABASH SYSTEM

Will make sweeping reduction in the one-way colonist rates to Arizona, California, British Columbia, Idaho, Montana, Oregon and other Pacific Coast points. Tickets are on sale from Sept. 15 to Oct. 31, and good via all direct lines. This will be the last chance this year to visit the above places at such low rates. The Wabash is the short and true route to all western points. Full particulars from any railroad agent, or J. A. Richardson, district passenger agent, northeast corner of King and Yonge streets, Toronto, and St. Thomas, Ont.

GRAND TRUNK RAILWAY SYSTEM

Single Fare for Thanksgiving Day.

Good going Oct. 25 and 26, returning until Oct. 30, between all stations in Canada, also to Detroit and Port Huron, Mich., Suspension Bridge and Buffalo, N. Y.

For Hunters—Single Fare

Good going daily until Nov. 7, to points in Temagami, on T. and N. O. Railway, to points Mattawa to Port Arthur, inclusive; to Port Arthur, via N. N. Co.

Good going Oct. 26 to Nov. 7, to Muskoka Lakes, Midland, Lake of Bays, Penetang, Magnetawan River, Lakefield; all stations Argyle to Coboconk, Severn to North Bay, points on Northern Navigation Company (Georgian Bay and MacKinaw Division). All tickets valid returning until Dec. 9.

For tickets and full information call on agents Grand Trunk Railway. E. DE LA Hooke, town agent; E. RUSE, depot ticket agent; J. D. McDONALD, district passenger agent, Toronto.

ALLAN LINE ROYAL MAIL STEAMERS.

From Montreal and Quebec, every Friday, to Liverpool, via Moville.

First cabin, $75 and upwards. Second cabin, $42 50 and upwards. Glasgow service.—First cabin, $60; second cabin, $35. Third class, to or from Liverpool, Derry, Belfast and Glasgow, at lowest fares.

E. De La Hooke, W. Fulton, F. B. Clarke, Agents.

Michigan Central

The Niagara Falls Route

—FOR—

THANKSGIVING DAY

October 26th, 1905

Will issue round trip tickets at single fare to all points in Canada, Detroit, Buffalo, Suspension Bridge and Niagara Falls.

Dates of Sale—Oct. 25 and 26.

Limit to Return—Oct. 30, 1905, inclusive.

City Office, 395 Richmond Street. Phone 245.

O. W. RUGGLES, G. P. A., CHICAGO.
THOS. EVANS, C. P. A., LONDON.

PERE MARQUETTE RAILROAD.

EXCURSIONS

THANKSGIVING DAY

For the above holiday, Thursday, Oct. 26, agents of the Pere Marquette in Canada will sell round trip excursion tickets, good going Wednesday and Thursday, Oct. 25 and 26, good to return Monday, Oct. 30, at rate of

ONE FARE ROUND TRIP.

Ask agent for particulars.

EDGAR BRITTON, District Passenger Agent.

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CANADIAN PACIFIC

WILL SELL

Return Tickets at SINGLE FARE For THANKSGIVING DAY

Going Wednesday and Thursday, Oct. 25 and 26. Returning until Monday, October 30,

Between all stations in Canada, Fort William and east.

Full particulars from Canadian Pacific agent, W. FULTON, C. P. A., London, or write C. B. FOSTER, D. P. A., Toronto.