

London Advertiser.

TWO DAILY EDITIONS AND WEEKLY.

The Leading Medium for Advertisers in Western Ontario.

THE LONDON ADVERTISER COMPANY (Limited). LONDON, ONTARIO.

London, Tuesday, July 15.

The Council Backs Down.

The corporation aldermen with one exception, yielded to public opinion last night and granted Mr. Sifton the privilege of stringing his wires across the streets, under certain restrictions which do not apply to the London Company, but which will not prevent the new firm, it is hoped, from doing business on the scale it desires. The majority of the council was absolutely shamed out of its original intention to prevent competition of any kind, and the mayor felt impelled, for the first time, to put himself on record. It is not to the credit of the mayor or his aldermanic friends that it has required weeks and months of vigorous agitation to force them into a simple act of justice.

The mention of the Conmee Act opens up an interesting question. The Conmee Act requires any municipality, which goes into the business of supplying heat, gas, water, etc., to purchase existing plants of private companies, at a valuation fixed by arbitration. There is no likelihood, however, that the distribution of electricity will become a municipal enterprise in London. A crushing monopoly is the only thing that would drive the city into such a costly project, but fortunately there is now some guarantee of effective competition. But will the transmission of Niagara power to municipalities obligate them to buy up local plants? It depends whether the municipality, as a corporation, purchases the power for distribution within its own limits, or whether the power is transmitted and sold to individual consumers in a city or town by the Niagara Company, as a private undertaking. There is no reason to believe that even Niagara power would put local electric companies out of business. In Buffalo, only twenty miles from the Falls, the steam plants are able to hold their own against Niagara competition, the only effect being a reduction in the cost of energy, to the great advantage of the city.

The World's Shipping.

That Britannia still rules the waves is proved by the statistics of the world's shipping, as reported by Lloyd's Register. The figures show the shipping of the world as 17,156 steamers, with a tonnage of 25,859,987, and 12,472 sailing vessels, with the tonnage of 6,577,776, bringing the total number of vessels in the mercantile marines of the world up to 29,628, with a tonnage of 32,437. Great Britain stands first as regards tonnage; in fact, she has almost half of the tonnage of the world, the figures being 15,546,897. America comes second, with a tonnage of 3,337,156. Germany third, with 3,138,568 tons; Norway fifth, with 1,632,757; France fifth, with 1,519,922, and Italy sixth, with 1,159,082.

The great factor in the ocean commerce of today is the steamship of more than 5,000 tons. Lloyd's Register divides these into three classes—those from 5,000 to 7,000 tons, those from 7,000 to 10,000 tons, and those over 10,000 tons. In the first class England has 271, in the second 98, in the third 34. Germany has 52 in the first, 12 in the second, 26 in the third. The United States has 31 in the first, 3 in the second and 6 in the third. France has 21 in the first, 4 in the second and 2 in the third. Belgium and Holland have 6 in the first, 1 in the second and 3 in the third. No other country can boast of a merchant vessel in excess of 10,000 tons. Russia has 10 vessels in the first class and 2 in the second. Austria has 3 and 1, while Denmark has 1 ship in excess of 7,000 tons. Japan has 16 in the first class, while Spain has 16 in the same division. The flag of no other country floats over a merchant ship of 5,000 tons. Of the ships over 5,000 tons, therefore, Great Britain has 403, Germany 90, America 40, France 27 and Holland and Belgium 10. So much for the measure of tonnage, which shows Great Britain still a long way in the lead.

In speed, Germany holds the first place, for she has at least three ships that are faster than the merchant vessels of any other country. But the business of the world is not done with these record breakers, not even the mail carrying, except on the Atlantic. If all the vessels in excess of 2,500 tons that can steam from 14 to 20 knots an hour are classed together as fast merchantmen, England has some 134, Uncle Sam 60, Germany 29, France 25, Japan 10, and Russia 5. In practically everything, therefore, except record-breakers, England stands first, and she has spent less than any other nation in subsidizing her merchant marine.

In this connection it is interesting to note Mr. J. Pierpont Morgan's proposition to the British Government, giving it the option for 50 years of demanding in time of war any of the British ships in the big combine. This shows that Mr. Morgan "doesn't care a fig for a flag," as Mr. Carnegie put it, but that the combine is a purely commercial enterprise, entirely non-national. In this way it will be a powerful influence in favor of a general

British Politics.

Associated with the resignation of Sir Michael Hicks-Beach is the rumor that he will be succeeded by Mr. Chamberlain. Whether Mr. Chamberlain becomes Chancellor of the Exchequer or stays in the Colonial Office, there is a remarkable consensus of opinion that he will be the controlling force in the Cabinet. It is not a state secret that Sir Michael Hicks-Beach and Mr. Chamberlain have not always seen eye to eye in Imperial and fiscal questions, and it is the general belief that this is the motive of Sir Michael's resignation. The latter is a staunch free trader of the old school and realizes that he would be driven further and further away from his economic beliefs by the trend of Mr. Chamberlain's policy. Rather than prolong the conflict he stepped down and out. He is the only minister who seems to have opposed his will against the Colonial Secretary, so far as can be judged by surface appearances. If Mr. Chamberlain becomes Chancellor of the Exchequer it will confirm the impression that Great Britain intends breaking new fiscal ground, but his appointment would greatly alarm free trade sentiment, so that it is likely Mr. Balfour will move cautiously, and give the Treasury to Mr. Wyndham or Mr. Hanbury. The cordiality with which Mr. Chamberlain has tendered his support to Mr. Balfour is infinitely creditable to him. As the most conspicuous figure in British public life, the Colonial Secretary might fairly claim the premiership, but he has probably renounced all opportunity of gaining the prize, as Mr. Balfour is the younger man by fourteen years.

Mr. Chamberlain has shown himself a big man in consenting to serve under a younger one.

"The Converted Cooper" is the title of the latest literature on the Rectory street track question.

The Forest City Paving Company won its battle against the trust in Toronto yesterday. The vote in the city council stood twelve to eight against the trust.

The city council shows some signs of stiffening up on the street railway question. The city solicitor is to be consulted again. It is to be hoped the council pays some attention to his advice this time.

Premier Ross, with his usual energy and sense of public duty, is taking advantage of his European trip to look into the conditions of the Norwegian lumber industry. Norway is Canada's chief rival in the export of pulpwood to the British market.

The official returns will show that Canada's trade in the past year passed the \$400,000,000 mark. This is an average of \$70 per head, a wonderful record for a young country, and still more wonderful when we consider that the figure has nearly doubled in five or six years.

One of the aldermen last night threatened to "let the press know something." Out with it. Favors should be reciprocal. We imagine the press has let a few aldermen know something, judging by their somersaults on the power question.

It is pointed out that Sir Wilfrid Laurier, as Premier of the Dominion, draws a salary only half as large as that paid Sir Percy Girouard, another Canadian, as director of South African railways. The Premier's salary is positively mean, considering the expense to which he is subjected by his official position. Sir Wilfrid has discouraged any discussion of the question, but we are glad to see the Conservative press taking it up again, and demanding that he shall not suffer this continued injustice. The Ottawa Citizen says: "The Citizen, while differing politically from the premier, has never been slow to recognize on occasion his high personal qualities and his eminent services to the Dominion and empire. As a Canadian, as a French-Canadian rendering signal service in unifying the various elements in our national life, as a patriot presenting in his non-partisan speeches high ideals of citizenship and embodying the same in his life in a very marked degree, and as a party leader, in the heat of party strife showing that he had not forgotten his years of experience in the shades of opposition, Sir Wilfrid is entitled to the respect of his fellow-countrymen and to such a generous allowance as will relieve him from every occasion for financial anxiety."

The Hamilton Spectator also says it is high time the premier's salary was increased. It adds: "The premier is the representative of Canada—the Governor-General being the representative, in Canada, of the crown—and he should have salary enough to indemnify him for the considerable expenditure incident to his high office."

Very Much Worn

[Tit-Bits.]

Sandy—I want to buy a necktie. Shopman (showing some fashionable specimens)—Here is a tie that is very much worn.

Sandy—I dinna want a tie that's very much worn. I've plenty o' them at home.

Some American Taffy.

[New York Tribune.]

Such a revelation of Boer strength is, in a way, creditable to both sides.

Poems the World Has Read..

O, My Love's Like a Red, Red Rose.

[Robert Burns.]

O, my love's like a red, red rose,
That's newly sprung in June;
O, my love's like the melody
That's sweetly played in tune.

As fair art thou, my bonnie lass,
So deep in love am I;
And I will love thee still, my dear,
Till a' the seas gang dry;

Till a' the seas gang dry, my dear,
And the rocks melt with the sun;
And I will love thee still, my dear,
While the sands of life shall run.

And fare thee weel, my only love!
And fare thee weel awhile!
And I will come again, my love,
Tho' it were ten thousand mile.

THE FREIGHT HANDLERS

Have a New Proposition to Submit to Railway Managers.

Chicago, July 15.—At 2 o'clock this morning a conference between the national executive board of the Teamsters' Union, Team Owners' Association, Freight Handlers' Union, Chicago Federation of Labor and the Truck Teamsters' executive committee, resulted in a new proposition which will be presented to the railway managers today. In the new proposition the Freight Handlers agree to accept the wage schedule as presented July 1, with the following conditions: First—Elimination of probation. Second—Straight time for overtime for all employees who are charged for lost time. Third—17½ cents an hour for truckers.

After the conference had adjourned the officers of the Teamsters' Union issued a petition asking the local unions to return to work in order to prevent the total loss of several hundred cars of fruit lying on the sidings.

Was Tortured by Eczema 30 Years

A Dreadful Case Itching Almost Unbearable The Flesh Raw and Flaming.

Dr. Chase's Ointment

Mr. G. H. McConnell, engineer in Fleury's foundry, Aurora, Ont., states: "I believe that Dr. Chase's Ointment is worth its weight in gold. For about thirty years I was troubled with eczema and could not obtain any cure. I was so unfortunate as to have blood poison, and this developed in eczema, the most dreadful of skin diseases. "I was so bad that I would get up at night and scratch myself until flesh was raw and flaming. The torture I endured is almost beyond description, and now I cannot say anything too good for Dr. Chase's Ointment. It has cured me and I recommend it because I know there is nothing so good for itching skin." Few people realize the suffering caused by eczema and other itching skin diseases. This is an example of what Dr. Chase's Ointment is doing in the Motor Age. Many of the cures it brings about are more like miracles than anything else. Sixty cents a box, at all dealers, or Edmondson, Bates & Co., Toronto.

Automobile stage lines have been established or are to be established in many states, according to information in the Motor Age.

PILES --- ITCHING, BLIND OR BLEEDING.

Symptoms: Moisture, intense itching and stinging, most at night; worse by scratching; if allowed to continue tumors, which often bleed and ulcerate, becoming very sore. Swayne's Ointment stops the itching and bleeding, heals ulceration, and in most cases removes the tumors. At druggists or by mail, for 25 cents. For a free sample address Loman Sons & Co., Montreal, wholesale agents.

Quite a number of modern churches have safes in them—principally for the safe keeping of books and records. Bubonic plague has appeared among the kangaroos in the zoological gardens at Sydney, New South Wales.

DR. J. D. KILLGORE'S Dysentery Cure is prepared from drugs known to the profession as thoroughly reliable for the cure of cholera, dysentery, diarrhea, and other painful complaints. It has been used successfully by medical practitioners for a number of years with gratifying results. It is suffering from any summer complaint it is just the medicine that will cure you. Try a bottle. It sells for 25 cents.

Hagyard's Yellow Oil is good for man or beast. Relieves pain, reduces cuts, burns, bruises, sprains, stuff joints, etc.

Beautiful Surroundings. [Hygienic Gazette.] "Do you think it will take, doctor?" asked the fair young bud who was being vaccinated.

"Well," replied the gallant doctor, "if it doesn't take, it's a pretty arm as that I'll have no respect for vaccine hereafter."

Contrast. [Washington Star.] Mary bought a bathing suit; "Twas disappointing very, While in the shop it looked quite cute. It was a sight on Mary."

Milburn's Heart and Nerve Pills cure Anemia, Nervousness, Sleeplessness, Weakness, Palpitation, Throbbing, Faint Spells, Dizziness, or any condition arising from impoverished blood. Disordered Nerves or Weak Heart.

Owing to a strike among the employees of the drygoods firm of Starr & Sutcliffe of Kingston, the store was not opened on Saturday.

ARE YOUR CORNS harder to remove than those that others have? Have they been cured by using Holloway's Corn Cure? Try a bottle.

The department of agriculture has arranged for a refrigerator car service on both the Grand Trunk and C. P. R. for cheese shipments.

The Landress knows that her worst trial is the sticking of the iron to the linen.

BEE STARCH Moreover Bee Starch gives an unsurpassable finish with very little ironing—and requires no boiling.

A set of three Patent Flat Irons highly nicked for 200 Bee Brand coupons. 7 BEE STARCH CO., 443 St. Paul St., Montreal.

Give your children pure Cocoa.

Cowan's Perfection Cocoa... is absolutely pure, very nutritious and easily digested.

Wednesday Half Holiday

This Store Closes at 1 p.m. Tomorrow and Every Wednesday During July and August.

Shop Wednesday Morning---10 Per Cent Bonus.

STARTLING PRICES FOR THIS WEEK'S SALE.

Half Holiday Sale.

Linen Towels, 7½c.

Good Size All Linen Towels, regular 20c pair, Wednesday morning 7½c.

White Muslin, 5c.

White Lace Stripe Muslins, two pieces only, Wednesday morning, regular 8c, for 5c.

8c Toweling, 5½c.

5 pieces All Linen Toweling, soft, heavy goods, regular 8c, Wednesday morning 5½c.

Bath Towels, 9c.

Large Size Turkish Bath Towels, regular 25c pair, Wednesday morning only, each 9c.

Table Linen, 19c.

68-inch Half-Bleached Table Linen, in all light shades, regular price 19c, Wednesday morning only 19c.

19c Taffeta Ribbon, 13c.

4½-inch Pure Silk Taffeta Ribbon, in all light shades, regular price 19c, Wednesday morning only, per yard 13c.

50c Silks, 21c.

Striped Japanese Wash Silks, colored cards, regular 50c quality, Wednesday morning only 21c.

Half Holiday Sale.

90c Blouses, 25c.

Colored Percale Blouses, in stripes and spots, regular 90c and 85c, Wednesday morning 25c.

\$1.00 White Skirts, 74c.

White Cambric Underskirts, with deep flounce, trimmed with wide embroidery, regular \$1.00, Wednesday morning 74c.

\$1.50 White Skirts, 99c.

Fine White Cambric Skirts, trimmed with tucks and insertion, regular \$1.50, Wednesday morning 99c.

Men's 35c Ties, 19c.

25 dozen Men's Fancy Silk and Satin Ties, our best black and colored four-in-hand knots, Derbies, coronation stocks and bows, all new, handsome designs, regular 35c and 30c, Wednesday morning, each 19c.

Men's 35c Braces, 19c.

10 dozen Men's Fancy Elastic Braces—Light and heavy weight, sold everywhere at 35c and 30c, our price Wednesday morning, per pair 19c.

12½c Torchon Lace, 5c.

Linen Torchon Lace, ¾ to 2 inch wide, regular 10c and 12½c, Wednesday morning only, per yard 5c.

Half Holiday Sale.

Basement—Grocery List.

25 lbs. Redpath's Granulated Sugar for \$1 05
40 pails Aylmer Assorted Jams, 7 lbs. for 50c
1 lb. Imperial Blend mixed or black Tea and 6 lbs. Redpath's Granulated Sugar for 50c
1 can Tomatoes, 1 can of Peas and 1 can of Corn for 25c
1½ lbs. of choice cleaned Currants, and 1½ lbs. of select Valencia Raisins, for 25c
12 lbs. Hawkin's Best Family Flour for 25c
3 lbs. Mixed Biscuits for 25c
5 tins of Golden Wax Beans for 25c
4 lbs. of choice Dried Peaches for 25c

25c Fruit Bowls, 10c.

20 large Glass Fruit Bowls, with stand, regular 25c, for each 10c.

20c Rose Jars, 10c.

Glass Rose Jars, Card Trays, Bon Bon Dishes and three-cornered Fruit Bowls, 20c, for each 10c.

85c Tea Sets, 50c.

6-piece Crystal Tea Sets, newest designs, regular 85c, for set 50c.

10 Per Cent Bonus to Wednesday Morning Shoppers

Together With Our Special Sale Lists for Wednesday Morning We Are Giving a Special 10 Per Cent Discount.

OUR HALF HOLIDAY SALE INCLUDES EVERYTHING.

208, 210,

210½ and 212

Dundas St.

The Juniors
Carson McKee & Co.

208, 210,

210½ and 212

Dundas St.

BISHOP POTTER TO MARRY

Engagement to Mrs. Alfred Corning Clarke Announced.

New York, July 15.—The engagement is announced of the Right Rev. Henry C. Potter, D.D., Bishop of New York, to Mrs. Alfred Corning Clarke, of this city and of Cooperstown, N. Y. Mrs. Clarke is well known as a generous dispenser of her wealth for good causes of all kinds. Besides building model tenements at Sixty-eighth and Sixty-ninth streets, Amsterdam and West End avenues, Mrs. Clarke erected the Alfred Corning Clarke Neighborhood House, at Cannon and Irvington streets, for kindergarten, boys' clubs, working classes, etc. At Cooperstown the Young Men's Christian Association building, containing a museum and village library, and maintained by her, is additional evidence of her public spirit. She also maintains an Alfred Corning Clarke gymnasium at Cooperstown. The town also owes to her the free use of the J. Fenimore Cooper grounds as a public park. Mrs. Clarke has long been known as a patron of the fine arts.

Bishop Potter is now in Europe, and is expected back during the summer. He has quite recovered from his recent indisposition. The date of the marriage has not yet been settled.

Fifty Against Two. It is not reasonable to expect of outing to overcome the effects of fifty weeks of confinement.

Take a bottle of Hood's Sarsaparilla along with you. Three doses daily of this great tonic will do more than anything else to refresh your blood, overcome your tired feeling, improve your appetite, and make your sleep easy and restful.

Less than half of those struck by lightning are killed.

Of Special Interest to Ladies. Unusually warts can be removed in a few hours by Putnam's Painless Corn and Wart Remover. Reliable, safe and sure. Try "Putnam's."

An unpaid assessment of \$80 for a curb is obstructing a \$20,000 real estate deal in Meriden, Conn.

There is no form of kidney trouble, from a backache down to Bright's disease, that DOAN'S KIDNEY PILLS will not relieve or cure.

PATENTS PROMPTLY SECURED

We solicit the business of Manufacturers, Engineers and others who realize the advisability of having their Patent business transacted by Experts. Preliminary advice free. Charges moderate. Our Inventors' Help, 125 pages, sent free. For full particulars apply to EDWARD DE LA HOOKE, or W. FULTON, London Agents, 2, De La Hooke, W. Fulton, F. B. Clarke.

Railways and Navigation

Quebec Steamship Co., Limited. River and Gulf of St. Lawrence.

Summer Cruises in Cool Latitudes. The twin-screw iron steamship Camilla, 1,700 tons, with electric lights and all modern comforts, leaves Montreal on Mondays, at 2 p.m., 14th and 25th July, 11th and 28th August, and 8th and 22nd September, for Picton, N.S., calling at Quebec, Father Point, Gaspe, Percé, Grand Mer, Summerside, P.E.I., and Charlottetown, P.E.I. The finest trips of the season for health and comfort. For full particulars apply to EDWARD DE LA HOOKE, or W. FULTON, London, or ARTHUR AHERN, Secretary, Quebec.

Railways and Navigation

Write for INTERCOLONIAL RAILWAY TOURS To Summer Haunts,

DESCRIBING THE SUMMER LANDS OF

Quebec, New Brunswick, Prince Edward Island (The Garden of the Gulf), Nova Scotia.

TORONTO AGENCY

Wm. Robinson, 10 King Street West.

GRAND TRUNK RAILWAY SYSTEM

The "Eastern Flyer"

Leaves London, 6:40 p.m.; Woodstock, 7:22 p.m.; Hamilton, 8:25 p.m. Arrives Toronto 9:30 p.m.; Montreal, 7:30 a.m.

Makes connection for Quebec, Portland, Old Orchard and all sea coast resorts. Carries wide vestibule Cafe Parlor car, Detroit to Toronto. Through Pullman sleeper, Toronto to Kingston Wharf, connecting with R. and O. Navigation Company's steamer at 6 a.m., for Thousand Islands and all information from agents Grand Trunk Railway System, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

Tickets and all information from agents Grand Trunk Railway System, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

Tickets and all information from agents Grand Trunk Railway System, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

Tickets and all information from agents Grand Trunk Railway System, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

Tickets and all information from agents Grand Trunk Railway System, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

Tickets and all information from agents Grand Trunk Railway System, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

Tickets and all information from agents Grand Trunk Railway System, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 4