

FISH PREDICTS A MONEY CRISIS

Former Head of Illinois Central
Warns Wall Street of an
Early Reckoning.

New York, Jan. 3.—Stuyvesant Fish declares that an industrial crisis is near at hand. He warns Wall Street that a day of reckoning is not far off. In answer to questions by the Journal of Commerce, Mr. Fish prepared the following statement of his views:

"Replying to the question, Are we approaching a great industrial and political crisis? I beg to say: In point of time a great industrial crisis is due, and there are many indications of its being imminent.

"Despite the unprecedented output of gold, money is dear the world over and dear because of high prices and activity in trade. Nor are other causes for dear money wanting. Great Britain has not fully made up its losses in the Boer war; Japan and Russia, particularly the latter, have scarcely begun to recover from the effects of their recent war. Indeed, it would look as if Russia had not fully financed the cost thereof and may be on the verge of civil war.

"Within the last year there have been tremendous losses of capital in the destruction of San Francisco and in the less awful calamity at Valparaiso, and at its close we have famine in China. Looked at the world over, the volume of the crops of 1906 was not above an average, despite the phenomenal yield in the United States. Prices of commodities are above the normal and rising.

"Labor all over the world is dearer than ever before, and the tendency is toward higher wages and shorter hours, conditions which are economically wasteful as regards product, whatever their effect may be on the laboring class.

"Turning now to our country, New York, especially that part of it known as 'Wall street,' has absorbed and is absorbing more than its share of the loanable funds. While our western and southern banks—indeed all banks which are 'out of town' to New York—are lending more freely than usual at this season, and that which they lend is instantly and persistently absorbed by Wall street.

"The New York Stock Exchange has ceased to be a free market, where buyers and sellers find prices through the ebb and flow of demand and supply, and has become the plaything of a few managers of clique and pools to such an extent that, for months past, every announcement of increased dividends, of stock distributions and of rights, has been met by a fall in prices."

COLD IN THE UPPER AIR

Daring Italian Balloonists Make an
Ascension of 7,000 Meters.

Milan, Jan. 3.—Signor Ueselli and Signor Crespi, who on Nov. 11 were the first balloonists to cross the Alps, attained an altitude of 7,000 meters during an ascent on Monday. The Aviator, of 1,400 cubic meters, was used on this occasion.

The aeronauts were accompanied by two friends and started at 11 a.m. They ascended 5,000 meters, the thermometer indicating 21 degrees below zero centigrade. Finding they were unable to go higher they descended and landed their friends.

Then they ascended again, and in an hour and ten minutes after leaving the ground their registering apparatus indicated a height of 7,000 meters. The temperature was 20 degrees below zero centigrade. The balloonists remained at this altitude about fifty minutes. Then, the hour being five minutes to five, fearing a too sudden approach of darkness, they descended. They were eighteen minutes in the air. Although the altitude of 7,000 meters is not frequently attained by balloonists it cannot be taken as a record. When Signor Ueselli and Crespi passed over Mont Blanc they were said to have gone higher than 8,000 meters. By comparison the ascent made by Tissandier, Croce, Splinelli and Sivel, in the Zenith, from La Villette, near Paris, on April 15, 1875, when they reached a height of 26,150 feet (7,974 meters), Croce, Splinelli and Sivel died from the effects of the rarified air.

THE BOYCOTT SPREADING

Chinese Campaign Against U. S. Goods
General Throughout Empire.

Shanghai, Jan. 3.—As a result of the revival of the boycott of American goods due to the failure of the United States authorities to modify the Chinese exclusion act, the boycott, which was recently revived at Canton, is spreading over China. Efforts are being made here to induce the Chinese newspapers to reject advertising of American manufacturers.

BABE'S SOCKS IN POCKET

Mystery Surrounds Man Killed While
Riding on Top of Freight Car.

Syracuse, N. Y., Jan. 3.—An unknown man died at a hospital here today from a fractured skull. He was discovered on Tuesday night unconscious on top of a car of a moving freight train near East Palmyra, and brought to this city. It is believed that he was struck by a bridge. A letter in his pocket was addressed "John Peters, Medina." A pair of babe's stockings was also found in a pocket. He was 30 years old.

The Duke Adolf Planciani, who died at Spoleto a few weeks ago, was last of the general officers of the papal army. He was 82 years old. He served under General Laorietere and was with General Ciaidini when he surrendered to the Italians on Sept. 18, 1860.

In Turkey there are 1,500 schools in which girls receive education. There are 40 secondary schools having 3,000 girls on their rolls. The learning of the Koran is compulsory, and arithmetic, geography and elementary science are taught.

TO FOUND NEW COMMUNAL COLONY

Englishwoman Now Head of the
Flying Rollers to Lead Sect
to Kingston.

Detroit, Jan. 3.—A new high priestess has come to rule the destinies of the Flying Rollers, holding forth in Windsor, Ont. Ten million pounds are said to be at the disposal of the priestess, and she is going to spend the money for the good of the cause. She has just arrived from England, and denounces as crude fakirs Benjamin and Mary, who are editing the "Star of Bethlehem" in Boston Harbor, Mich. Prince Michael, former head of the sect, who has a Detroit police record, is said to be in the new Temple Jezreel, under the orders of the high priestess of the order of New Eve.

The remarkable woman who has displaced the former leaders of the peculiar sect known in Detroit heretofore as the Flying Rollers is rather short, somewhat stout, with an occasional touch of gray in her hair and a great deal of imperious force in her speech, her carriage and her every movement. The long-haired men of her court obey her every word and look with marked deference, and after the first moment or two of talk with her it is easy to see why they do so.

"I am an English woman by birth, but my husband was a distinguished American," she says. "I am known here as Mrs. Mason, although that, of course, is not my name. No matter what the real name is, I have my passports from the state department"—and she did, huge seal and all. She showed it, carefully covering the name, and taking the document from a shopping bag filled with bills of all denominations. "My own property in New York, in Chicago, in Philadelphia and Washington," she declares, "and whatever I have, millions or mere thousands, as you please, will be devoted to the cause of Israel. I have just concluded the purchase of a beautiful lot of property near Kingston, Ont., overlooking Lake Ontario, and close to the Mettawas. Here I shall erect the temple and the altars of the New Israel on earth."

"My private secretary, Donald Livingston Mackay, is still under detention by the United States immigration authorities, whose action will be fought out in the courts, and may lead to international difficulties. Now that you 'Mr. Roosevelt'—and, oh, the terrible tone of that word 'Mr.'—has settled the spelling book problem, he ought to take a few moments to look into some of the immigration laws and precedents on his interior. It would save his country some trouble, maybe."

Of Prince Michael, former head of the sect, she said only: "He is at the temple. He's an old man—and even the saints make mistakes, you know. Deal kindly with him if you mention him." Of the new propaganda she declared:

"We shall found our colony at our new home near Kingston, and here I shall make my headquarters. I shall lead my people into communal agriculture and similar pursuits, instead of simply antagonizing the outside world, as they have to some extent in the past. We shall try to be self-supporting and use our new funds, which I have brought with me, to spread the truth."

A REAR-END CRASH

Two Limited Trains in Fatal Collision
on Union Pacific.

Omaha, Jan. 3.—The Union Pacific Overland Limited, and Los Angeles Limited, trains Nos. 2 and 8, both bound for this city, had a collision last night at Bruel station, twenty miles west of North Platte. There was a blinding snow storm and a high wind at the time.

The Los Angeles train crashed into the observation car on the rear of the Overland Limited.

Twenty-five to thirty passengers were in the observation car, and one, E. W. Hastings, an actor, of New York, was instantly killed.

Mail Clerk Gilbert Worley, of this city, sustained a fractured skull and a passenger named Jennings was scalped.

"REDS" PLANNED KILLING

Fighting Terrorists Responsible for the
Death of Von der Launitz.

St. Petersburg, Jan. 3.—The police have not yet succeeded in identifying the terrorist who shot and killed Major-General Von der Launitz at the Institute of Experimental Medicine today. The authorship of this crime, however, has been traced to the fighting organization of the Social Revolutionists, who recently resolved to resume full terrorist activities. The organization tonight issued the customary proclamation, avowing and justifying the assassination, which was accomplished with an ease that has struck terror into the hearts of all other officials of the revolutionary death list.

The assassin was about 22 years old and apparently belonged to the intelligent working class. The police affirm he was a Jew. He was provided with a card of admission to the dedication of the church, but it bore no name. The authorities have not been able to learn how he obtained this invitation to the ceremony, which was extremely select.

STEEL FIRM SUSPENDS.

Glasgow, Jan. 3.—The suspension of Neilson Brothers & Company, iron and steel merchants, was announced today. The trouble was due to the firm's inability to deliver steel plates sold for forward delivery. The concern had also been speculating in the iron and steel markets.

TO CURE A COLD IN ONE DAY.

Take LAXATIVE BROMO Quinine Tablets. Druggists refund money if it fails to cure. P. W. GROVES' signature is on each box. 25c.

ULCERS FOR 60 YEARS!



Medical Science has reached its highest pinnacle in the discovery of Zam-Buk. The healing power of this herbal balm is absolutely unprecedented. A case has just been reported to the proprietors, in which Zam-Buk has closed and healed ulcers which for 60 years had defied every remedy known. 60 years ago, the lady in question was bitten on the leg by a dog and intervals the place broke out in bad ulcerated sores: Zam-Buk has ended the mischief once and for all. This case and that which follows, should convince all sufferers from skin disease or injuries that Zam-Buk is on an entirely different plane to ordinary remedies. Send one cent stamp for free sample box and test it at our expense.

Mrs. W. E. Rice, of London Junction, (Ont.) says:—"I cannot be thankful enough for the day Zam-Buk came to Canada. For nine years I had been a sufferer from running sores on my legs caused by blood poisoning. I had tried every kind of ointment and salve that I had heard of, but none of them seemed equal to my case. Last winter I was worse than ever, and could not bear to stand on my feet for five minutes. The pain was so acute that I could not bear to have my slippers on.

"I heard of Zam-Buk and decided to give it a fair trial. From first commencing with it it did me good, and it has now cured me. Whereas before I could not stand on my feet for five minutes at a time, I can now not only stand but walk about without feeling any pain whatever. I feel like a new woman. I have waited to see if the cure was permanent before making any statement, and now I am very willing to give my testimony. I shall be pleased to answer any inquiries and if any one cares to come and see me, I shall be pleased to tell them what Zam-Buk has done for me."

HEALED FINALLY BY

If You Suffer From

any of the following skin diseases or injuries let these cases convince you that there is nothing you can do so much good as Zam-Buk. It cures finally and speedily, cuts, burns, bruises, eczema, pimples, running sores, spreading sores, scalp diseases, chapped places, cold sores, poisoned wounds, festering sores, piles, ulcers, bad legs, abscesses, boils, ringworm, erysipelas, scrofula, barber's rash, blackheads, acne, stiffness, rheumatism and all injured, diseased or inflamed conditions of skin and tissue.

Of all druggists at one box, or postpaid from the Zam-Buk Co., Toronto, upon receipt of price, 6 boxes for \$2.50.

Zam-Buk
RUB IT IN!

PULLMAN CO. WILL MAKE STEEL CARS

Coaches To Be Practically Proof
Against Fire and Demolition
in Wrecks.

Chicago, Jan. 3.—Chicago is to have a new show place for the globe trotters.

Like the stockyards and her other typical sights, this will be primarily a "work" place. It will be at Pullman, where the Pullman Company began this week to work out plans for making Chicago the world's center in the manufacture and commercial exploitation of the "wreckproof" steel passenger coach.

This is not exactly the Pullman Company's invention. Any one might have taken the lead in the manufacture of steel cars. The point is that nobody has and the determination of the Pullman Company to stake its millions on the future demand for this costly product is likely to make the year 1907 a memorable one in the record of progress and the saving of human life.

This step was determined upon at a meeting of the directors some six weeks ago. Among those who are said to have discussed it at the time are J. Pierpont Morgan, W. Seward Webb, Frederick W. Vanderbilt and President Robert T. Lincoln.

A majority vote authorized President Lincoln to proceed with the construction of a new plant on the Pullman property, near One Hundred and Fourth street. Deeds of the management, taken the lead in the manufacture of steel cars. The point is that nobody has and the determination of the Pullman Company to stake its millions on the future demand for this costly product is likely to make the year 1907 a memorable one in the record of progress and the saving of human life.

"What will the new steel coach be like?" repeated a Pullman official.

"Well, just wait and see. We are building a sample car, so to speak, in our regular car shops now, and will run it out for inspection in a few weeks. As a forecast of the twentieth century coach I think it will prove of considerable public interest."

"In the first place, it is exactly what its name declares it—an all metallic coach, but considerably heavier than we usually make them, and the body of the car is built to match. Our model car hasn't a stick of wood in it, aluminum and other metals making successful substitutes. Whether we shall want to continue that expensive policy in the manufacture of cars for commercial purposes it is still a little too early to state. We can turn out a comfortable and at the same time artistic sleeper without a splinter of wood, but it costs money, and there is a limit to the amount of money that a Pullman sleeper can earn on its investment."

He added that the new coaches, in any case, would have so little wood about them as to be practically non-combustible, and could be so solid that the usual demolition which takes place in a railroad wreck would be practically impossible.

"We already feel that the Pullman coach, built as it is, has an enviable minimum in the records if accidents and fatalities," he said.

"The records of the Interstate commerce commission show that few people, comparatively speaking, meet with mishaps in Pullman cars, partly, of course, on account of their advantageous location in the train and partly on account of their solidity. But the new coach, we are confident, will prove nearly equivalent to life insurance. The directors not only believe in the future of steel cars but seem determined, if possible, to push them into general service."

The Pennsylvania railroad made several steel cars last year in its shops in Altoona, Pa., but has not seen fit to tackle it on the scale which the Pullman people will undertake, or two others out of the 29 car shops in the United States have made tentative beginnings.

A Paris jeweler has bought a large number of stones which have been found in mines on the Czar's private property. Every year stones from these mines are offered for sale by tender, in the same way as the forest lands and mines belonging to the Czar are occasionally sold by the imperial cabinet.

Unless a man has more money than he knows what to do with he can't afford to believe that poverty and happiness trot in the same class.

If a man is unable to make good on his own account he usually points with pride to his ancestors.

ENGINE GALLOPS WITH ITS TRAIN

Whistle Screams Warning, and
Wild Locomotive Gets
Clear Track.

Pottsville, Pa., Jan. 3.—With the whistle screaming a warning which could be heard for miles around, a heavy coal train of twenty-two cars dashed down the Frankville grade on Broad mountain at 75 miles an hour. Fortunately there was nothing on the road to interfere with its run, and it was not until Dorney's was reached, below St. Clair, that the train could be brought to a stop.

The train ran four miles down the mountain beyond control. Around curves it sped with the speed of the fastest express, the engineer and fireman clinging to the engine, while the members of the crew were flat on their stomachs, hanging on desperately and waiting for the end. There was no use in jumping for that meant certain death, so the only hope was that the engine and cars might keep the track. This they did, and word was telegraphed down the grade to have everything kept out of the way of the runaway.

When St. Clair was reached the brakes began to take hold, and at Dorney's the train finally came to a halt.

A MYSTERY OF THE PIER

Weeping Woman Swung Lantern While
the Liner Sailed Away.

New York, Jan. 3.—When a great liner sails at dawn one naturally looks for incidents attending such unseasonable departure which may be out of the ordinary. So yesterday morning, when the White Star steamship Oceanic left her pier at the foot of West Tenth street, a vague, dull shape outlined amid indefinite hints of the new day, the spectacle of a weeping woman waving a lantern at the end of a string—piece—so that her runaway son might know that she home light still held out to him whenever he was fit to return—seemed entirely appropriate to the time and environment.

There was another incident, too. A man whom steamship men have come to call, after the manner of American Indians, "an afraid-of-the-sea," made a hurried exit from the Oceanic just before the last gangway plank was pulled in and the lines cast off. He had come to the ship yesterday, well dressed and carrying a heavy Gladstone bag. He desired to obtain passage; the purser sold him tickets. He slept aboard, but deserted ship soon after getting up. He did the same thing on the Baltic a week or so ago, and other steamship companies have made similar reports.

Inference is that he really wished to go abroad, and that he has the money to pay for it—in fact, this last is certain. It is believed that at the very last moment, when just one chance to go ashore remains, the temptation proves too strong for this singular person, who is afraid either of seasickness or possible danger.

As the Oceanic glided out of her dock, extreme care was necessary in order to avoid the sunken Erie Railroad ferryboat, which lies just off the pier. The White Star pier. There was a heavy flood tide and the problem of taking the vessel safely out into mid-stream was no inconsiderable one. However, Capt. Cameron accomplished it. Once out, the passengers of the liner and those who had gathered on the end of the pier to shout and wave good-bye to friends and relatives, noticed a middle-aged woman standing on the extreme end of the pier waving a lighted lantern. She was evidently distressed, for time and again she wrung her hands, weeping constantly.

To and fro the lantern light sent its message to the liner, but if it was answered in any way no one of the observers could tell. Out into the stream and down the river went the Oceanic until she was merely a dull blur, and still the woman stood swinging her light. When at length she moved away she told an inquisitive stranger that her son, in a fit of anger, had gone on board the Oceanic, whether as a sailor or passenger she would not say.

"But," she declared, "I told him I should keep the light burning for him until he returned—and I shall."

When last seen she was hurrying down West street still carrying the lantern.

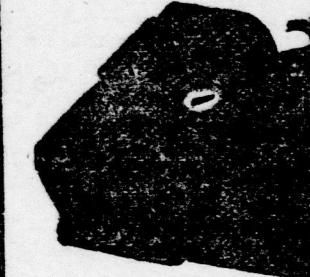
SURE REGULATORS.—Mandrake and dandelion are known to exert a powerful influence on the liver and kidneys, restoring them to healthy action, inducing a regular flow of bile, and imparting to the organs complete power to perform their functions. These valuable ingredients enter into the composition of Parole's Vegetable Pills, and serve to render them the agreeable and salutary medicine they are.

A SONG BY A GREAT SINGER

Is just as thoroughly appreciated at home after dinner as in the theater; even more so, for at home you're more comfortable than in evening dress. Then you save the cost of theater tickets, and that is no small item if you stop to think about it.

TOMORROW ORDER A Columbia Graphophone

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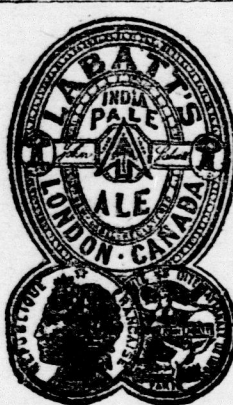
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Music all day with the World's Prize Winners and Entertainers.

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ASK FOR
Labatt's
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INDIA PALE ALE
The barley and hops used are the finest that money can secure. It is a prime favorite.
10 MEDALS—12 DIPLOMAS.

A GUIDE FOR TRAVELERS

PERE MARQUETTE RAILWAY
Depart—3:45 a.m., 6:45 a.m., 9:45 a.m., 2:30 p.m., 5:40 p.m., 7 p.m.
Arrive—8:45 a.m., 12:10 p.m., 1:50 p.m., 4:40 p.m., 9:20 p.m., 10:20 p.m.
*To and from Walkerville, without change.
Trains not "starred" to Port Stanley.
Between London and St. Thomas only.

GRAND TRUNK RAILWAY.
MAIN LINE—SARNIA TUNNEL TO
SUSPENSION BRIDGE AND
TORONTO.
Arrive from the east—*4 a.m., 10:45 a.m., *11 a.m., *11:20 a.m., 6:25 p.m., *7:47 p.m., 13 p.m.
Arrive from the west—*12:15 a.m., *8:20 a.m., *11:20 a.m., 1:25 p.m., *4:10 p.m., *6:25 p.m.
Depart for the east—12:20 a.m., *8:25 a.m., 8:10 a.m., *11:30 a.m., 2:05 p.m., *4:25 p.m., *6:55 p.m. (Eastern Flyer).
The trains leaving at 8:10 a.m. and 2:05 p.m. stop at all stations. The 8:10 a.m. local, and the 11:20 a.m. and 4:25 p.m. express, have through coaches for Toronto. The Eastern Flyer at 6:55 p.m. stops only at Ingersoll, Woodstock, Brantford and Hamilton, and goes to Toronto and Montreal.

Depart for the west—*4:15 a.m., 7:40 a.m., *11:10 a.m., *11:32 a.m., 1:55 p.m., 8:01 p.m.
The 7:40 a.m. and the 1:55 p.m. trains stop at all stations. The 4:15 a.m., 11:32 a.m., and 8:01 p.m. expresses run through to Chicago without change.

LONDON AND WINDSOR.
Arrive—10:40 a.m., *4 p.m., 6:50 p.m. (Eastern Flyer), stops only at Chatham and Glencoe, 11 p.m.
Depart—6:35 a.m., *11:25 a.m., 2:30 p.m., 7:54 p.m. (International Limited stops only at Glencoe and Chatham.)

STRATFORD BRANCH.
Arrive—10:40 a.m., 10:55 a.m., 1:25 p.m., 6:35 p.m., 10:55 p.m.
Depart—6:20 a.m., 10:45 a.m., 2:50 p.m., 5 p.m.

LONDON, HURON AND BRUCE.
Arrive—9:45 a.m., 6:10 p.m.
Depart—8:15 a.m., 4:50 p.m.
Trains marked thus * run daily. Those not so marked run daily except Sunday.

MICHIGAN CENTRAL RAILWAY.
Arrive—6:55 a.m., 11:10 a.m., 5:10 p.m., 9:45 p.m.
Depart—7:15 a.m., 2:20 p.m., 5:30 p.m., *10:25 p.m.
*Runs through to Waterford.

SWEET THINGS are always in demand. Your gift will be gratefully received if it is a box of our
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Our reputation is fully established as to its purity. You will feel perfectly safe in giving it to the children. Stick Candy, old-fashioned Molasses Candy, Chocolates—every variety found here at very moderate prices.

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CREAM TARTAR
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Contains no Alum, Lead, Lime, Phosphates, or any harmful ingredients.
E.W. GILLET COMPANY
TORONTO, ONT.

CANADIAN PACIFIC RAILWAY.

Arrive—From the east—*11:30 a.m., *11:30 p.m., From the west—*8 a.m., *8:55 a.m., *5:20 p.m.

Depart—For the east—*5:05 a.m., *8:45 a.m., *1:35 p.m., For the west—*11:38 a.m., *8:10 p.m., *11:35 p.m.

Trains marked thus * run daily. Those not so marked run daily except Sunday.
** From Chatham only.
*** Runs only to Chatham.

CANADIAN PACIFIC

"Going Tourist"

has now become quite the thing for a transatlantic journey with the very nicest people. A C. P. R. Tourist Sleeper so perfectly combines comfort and economy it appeals to every traveler.
Not quite as luxurious as a palace car, but that's no bar to comfort, and the berth rate is cut just in half.
Always clean and comfortable, well-lighted and ventilated, smooth-running. Tourist cars leave Toronto for the Northwest and coast every day. Ask local Canadian Pacific agent for particulars, and make reservations early when traveling.
Full information at London: Messrs. W. Fulton, 161 Dundas St. E., J. Houston, C.P.R. Station, or write C. B. Foster, D.P.A., C.P.R., Toronto.

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American Line—New York and Philadelphia services.

Atlantic Transport Line—New York-London.

Dominion Line Royal Mail Steamers—Portland-Liverpool in winter; Montreal-Quebec-Liverpool in summer.

Red Star Line—New York-Antwerp-Paris. Sailing lists, rate sheets, etc., on application to

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LOCAL AGENTS.

GRAND TRUNK RAILWAY SYSTEM

DOUBLE TRACK ROUTE.

THROUGH PULLMAN SLEEPERS

TO CHICAGO

4:15 a.m., 11:10 a.m., 11:32 a.m. & 8 p.m.

TO NEW YORK

Through sleeper, 12:20 a.m.; leave London, 4:25 p.m., connect at Hamilton with sleeper for New York, and café parlor car to Buffalo.

TO MONTREAL AND OTTAWA

Through sleeper for Montreal, 6:55 p.m. This train also connects at Toronto with sleeper for Ottawa, leaving Toronto