

## London Advertiser.

TWO DAILY EDITIONS AND WEEKLY.

The Leading Medium for Advertisers in Western Ontario.

THE LONDON ADVERTISER COMPANY (Limited).

LONDON, ONTARIO.

London, Wednesday Nov. 19.

## London and Radial Railways.

The City Council is not to be contented with moving cautiously in the matter of the London and Southwestern Traction Company's application. Other radial railway companies will be seeking entrance to the city sooner or later, and will expect to be admitted on the same conditions as the London and Southwestern. This is one reason why these conditions should be carefully laid down. The council is dealing with the future as well as the present. The London and Southwestern should have made its application at an earlier date, so that more time would have been allowed in which to elaborate an agreement, before the company had gone so far as to bring its rails to the outskirts of the city. It is now in an awkward position. The line from Lambeth to London is practically completed, but is almost useless until running rights over the city streets are obtained. The enterprise is one that should be encouraged. Radial railroads will bring business to London; the more of them the better. Electric roads are spreading over the Province, and London, as the largest center of population in Western Ontario, is in a particularly favorable position to profit by the traffic which these roads will create. They will cover a territory not traversed by the steam roads, and will bring villages and towns into direct connection with this city, besides affording the farming community a convenient means of bringing produce to the local market. At the same time the city should not be hurried into granting a 25-year franchise to any electric railway company. It has had lessons that should make it careful. What the council should do is lay down a basis which shall be applicable to all radial railway lines. This should be done about deliberately, and the experience of other cities should be consulted. In the meantime it would be great hardship if the London and Northwestern line were tied up. There would be no harm in the council making a provisional arrangement with the company by which the latter could connect its tracks with those of the London Street Railway Company and run its cars into the city. The arrangement might be made for three or six or twelve months, or until the council could devise proper regulations and formulate a definite radial railway policy.

## Changes in the Judiciary.

Chief Justice Strong, of the Supreme Court at Ottawa, has resigned, and the vacancy is filled by the appointment of Chief Justice Armour. There will be universal satisfaction with the change. Mr. Justice Taschereau becomes Chief Justice of Canada. The place vacated by Chief Justice Armour as Chief of the Court of Appeal is filled by the promotion of Mr. Justice Moss. Both Chief Justice Armour and Chief Justice Moss are exceptionally sound lawyers and possess the respect and confidence of the bar. Chief Justice Moss is the second in his family to become Chief Justice of Ontario. His brother, the late Thomas Moss, held that position at the time of his death. The new Chief Justice of Ontario will no doubt discharge his duties with eminent ability and courtesy. The retirement of Chief Justice Armour from the Court of Appeal is to be regretted, and his promotion is well-deserved. Mr. J. J. MacLaren has been appointed to fill the vacancy in the Court of Appeal, and his appointment will be well received. He has had a long experience at the bar, and an extensive practice. Other changes in the judiciary are spoken of, and doubtless in any changes which occur the Minister of Justice will see that the best men are selected to fill them. There is no more important work entrusted to a Minister than that of the appointment of judges.

## Enormous Sums to Handle.

The Insurance Press, published at New York, says "something may be said by way of forecast of the magnitude of life insurance corporations of the future. The growth of American life insurance companies as regards the vast sums they are obligated to pay the people, as well as the rapidity with which their assets are accumulating, is one of the marvels of the age. Not many years ago a company with \$100,000,000 of assets was a giant. Now the \$250,000,000 company is with us, and the \$500,000,000 company is only a step beyond the horizon. The \$1,000,000,000 company will arrive in a short time—while the twentieth century is still young. The Insurance Press is pleased to believe that all the captains of American life insurance are pondering deeply the serious questions of the future."

How to keep such enormous sums profitably invested under one management is a question of great magnitude, and one to which the best intellects engaged in life insurance will give their best consideration. The figures have already grown so large as to be staggering, and time only can tell whether those who succeed the present men at the heads of large insurance companies can discharge the duties that will fall

to their lot. The men will change frequently. The companies must continue and be benefited or injured by the acts of those who for the time being control their destinies.

## Work in the West.

The Minister of the Interior unfolded an inspiring prospect in his address before the Methodist Home Missions rally at Toronto Monday night. The purpose of the meeting was to raise funds with which to push the work of the church in the Canadian Northwest. Mr. Sifton said he was not inclined to undue optimism, but having regard to the sources of information at his disposal, he should not be surprised if by the first day of July, 1905, there were 750,000 people in Manitoba and the Northwest Territories—perhaps a million. In 1891 the population of Manitoba was 152,506; in 1901, 254,947. In 1881 the population of the Northwest Territories was 56,446; in 1891, 98,367, and in 1901 it was 160,000. Mr. Sifton had no doubt that today the population of the Northwest Territories was 250,000, and that the increase during the last year had been more than during the decade from 1891 to 1901. And yet the tide of population had only begun to rise. Speaking of the business aspect of the case, Mr. Sifton said in part:

"What then, have been the arguments by which I have persuaded my colleagues, hard-headed business men, to authorize the expenditure in cash and credit of millions of public money for the purpose of bringing about the very state of rapid development and progress which exists today, and hastening the time when in the wake of a great land, we should have a land teeming with a production which far outstrips the capacity of transportation agencies and commercial facilities? Sir, the statement of the question furnishes its own answer. They have agreed to this expenditure because every dollar that Canada wisely expends in the development and population of her great agricultural domain constitutes the best investment that it is possible to make. A year or two years, expended to bring about this result. Knowing this, we attack the problem with vigor, we spend the money with confidence, knowing that in a very short time it will be returned many times over. Can you not in your church work rise as high as your representatives do in the discharge of their public duties? Can the statesmen and taxpayers of the church not pursue as enlightened and progressive a policy as those of the state? Is the vision of the church's parliament less prophetic than that of the Parliament of the nation? Is not a policy which is admittedly wise for the country just as wise for the church? And if the country at large will receive, as it will, a hundredfold in return for its investments, will the church not do likewise?"

Some of the Doukhobors wish to get to a warmer climate, and have petitioned to be allowed to locate in Turkey. Without a doubt the Sultan would make it sufficiently hot for them.

The City of St. Thomas will operate the local street railway. This is the first experiment of the kind in Canada, and will be watched with interest.

The Messrs. Dubs, of Glasgow, have secured a contract from Japan for 50 locomotives in competition with German and American firms. The British manufacturers are not such dubs as the enterprising Yankees have tried to make the world believe.

The G. T. R. and C. P. R. contemplate an advance in freight rates to balance the increase in the wages of employees and the greater cost of rolling stock and fuel. They say quite properly that investors in railways are entitled to a fair profit. The difficulty is that investment and stock are not always equivalent.

In the death of Rev. Hugh Price Hughes, the British Wesleyans lose their greatest preacher. Now we have the melancholy intelligence that Rev. Dr. Parker, of the City Temple, London, is at death's door. Many rank Dr. Parker as the foremost pulpit orator in England. The British Non-conformists are being hard hit.

The Boston Herald rebukes a Canadian paper for saying that it is necessary for the Dominion to greatly increase its offensive and defensive military force in order that it may be prepared to withstand an attack made by the United States. "We believe," says the Herald, "that if the Canadians exhibited the same determination that the Boers did—and we are inclined to believe they would—it would cost the United States, before a Canadian surrender of independence took place, anywhere from 500,000 to 1,000,000 men, dead or disabled, and this we say is a sacrifice which the most exuberant American jingoist would not care to make."

The London Free Press says the Woodstock Sentinel-Review sees no wrong in Liberals approaching Mr. Sutherland, M. P., for election for South Oxford, with offers of money to induce him to support the Liberal Government. We must say that no such suggestion could be read into the Sentinel-Review's comment on Mr. Sutherland's speech. The Sentinel-Review is naturally indignant at the misrepresentation by the Free Press, and says a journal which will deliberately misquote a political opponent is not in a position to rebuke political wrongdoing in any quarter. Our Woodstock contemporary adds:

"We do not believe that any such offer was ever made Mr. Sutherland. Much less was it made by anyone on behalf of the Ontario Government or the Liberal leaders, or by anyone with authority to act for the party. Contrary to the false statement of the Free Press as to our position, we see a great deal of impropriety in

such an offer to Mr. Sutherland, if it had ever been made. Mr. Sutherland is very sensitive about being robbed of his seat, as he and his friends term it. But he does not seem so sensitive about robbing public men and political leaders of their reputations. Our belief is that Mr. Sutherland and his friends are distorting what may have been perfectly innocent conversations between some Liberals who voted for him, and who expected him to keep his word by taking an independent position in the House, into corrupt suggestions or offers—which they are seeking to fasten upon the Ross Government or responsible Liberal leaders. But if Mr. Sutherland has any more definite charges than we suspect, let him make them in specific and set terms, not by way of insinuation and vague denunciation."

## Bans Forbidden.

[Philadelphia Public Ledger.] A Philadelphia (Kan.) girl wrote home from college that she had fallen in love with ping-pong, and got this reply from her father: "Give him up. They don't no Chinaman marry into this family."

## Another American M. P.

[London Exchange.] There is a chance that the present number of naturalized Americans in the House of Commons may be increased shortly. J. H. Seaverns, formerly of Jersey City, N. J., is about to offer himself as a candidate in the parliamentary district of Brixton, where an election will be held soon. Mr. Seaverns, who is a member of the firm of Charles Peabody & Sons, of London, New York and Chicago, has been living in England for the last ten years, and recently won out his naturalization papers. He will stand as a Liberal. The present "American" member of Parliament are Francis A. Channing and W. Burdett Coutts.

## Mr. Balfour on Golf.

[New York Tribune.] The Prime Minister of Great Britain is now generally looked upon as one of the most accomplished and masterly of living athletes on golf. He knows the links. What other famous statesman can equal him in experience and ability in the ancient and honorable Scottish game? Mr. Balfour has set his face as a flint against freakish innovations and revolutionary transformations. He is a true conservative in sport, and who dares to appeal from his judicious findings? The ministerial deliveries with regard to golf abound. Mr. Balfour is a 33rd degree expert in this antique Scottish rite. When he speaks as he has spoken recently, golfers in every clime and every clime put their hands to their ears and listen eagerly and even with reverence and awe. England is the unquestioned home of cricket, Scotland of golf, and the British Prime Minister is the prophet of the world-famous game.

## This Bad Old World.

[W. D. Nesbit, in Baltimore American.] There's plenty of good in this bad old world. In spite of what cynics say, There's many a hand held out to help Another on his way. The world is selfish, the world is cold, And its idol is success, Yet it often steps aside for fear On the fallen it will press. There's many a hero gives up his life In humble duty done, With no hope of glory to shine his name Fast the setting of the sun. Dearly the world loves dollars, and yet In spite of its grasp and greed, There's many a hand held out to help On the widow and orphan's need. Bad as it is, with its vice and sin, This old worn world of ours, It bends with awe before pure things, And love and faith are powers. It may follow the winner with homage and cheers, Though his right lies in a fog; But there are plenty in it who'll boldly Stand up for the under dog.

## At the Barber's.

[Toronto Moon.] At the establishment of a certain hairdresser the following scene recently took place, to the joy of those awaiting their turn: Barber (inspecting the victim in the chair)—Your hair is getting very thin, sir. Victim—Yes, that's all right. I've been giving it anti-fair; I hate stout hair. Barber—It's quite gray, sir. Victim—Of course! I'm in half mourning just now. Barber—But you really should put something on it, sir. Victim—So I do, every day. Barber—Ah! May I ask what? Victim—My hat! (Silence.)

There was a cry in the streets. People rushed from their doors and strained their eyes on the struggling balloonist fighting for life. Even the poor, panting sufferer in the sick room was forgotten while the family gazed breathlessly at this strange tragedy of the air. Then they went back to the sick room to tell of the terrible struggle for life they had just witnessed. It did not occur to them that under their very eyes a more terrible, more pathetic struggle was going on daily.

There can be nothing more pitiful than the struggle the consumptive makes against disease. The greatest help in this struggle is gained by the use of Dr. Pierce's Golden Medical Discovery. It cures obstinate coughs, weak and bleeding lungs, emaciation, and other ailments which if neglected or unsuitably treated find a fatal termination in consumption.

A little one of my daughters was suffering on account of a severe cough, hectic fever, wasting of flesh and other symptoms of diseased lungs. Write Key Joseph H. Keyserman of Barham Springs, Irrell Co., N. C. I promptly gave Dr. Pierce's Golden Medical Discovery with gratifying success, and she now enjoys excellent health. This being true, I hereby accept no substitute for "Golden Medical Discovery." There is nothing "just as good" for diseases of the stomach, blood and lungs. Dr. Pierce's Pleasant Pellets assist the action of the "Discovery."

## YOU CAN TEST THE KIDNEYS

And Find Out for Yourself Whether or Not You Are Becoming a Victim of Painful, Fatal Kidney Disease.

## DR. CHASE'S KIDNEY-LIVER PILLS.

It is not necessary for you to consult a specialist on kidney disease to find out if you are a victim of this dreadful derangement. You can test your kidneys at home, and satisfy yourself on this point.

Allow some urine to stand in a glass for 24 hours, and if at the end of that time you find sediment in the bottom of the vessel you can be sure that your kidneys are diseased.

Pains in the small of the back, and smarting when urinating, frequent desire to urinate, especially at night, loss of flesh and strength, are other marked symptoms which indicate kidney disorders. Make this test for yourself. Consider whether you have any of these symptoms, and if you conclude that your kidneys are out of order begin at once to use Dr. Chase's Kidney-Liver Pills. They will bring prompt relief and will thoroughly cure you.

On account of their direct action on the kidneys Dr. Chase's Kidney-Liver Pills cure ailments of the kidneys when ordinary kidney medicines fail. They have proven their efficacy in many thousands of cases, and are endorsed by more people than any other kidney medicine extant.

James McGuire, blacksmith, Mount Forest, Ont., states: "In my work as a blacksmith there is probably more straining and exposure to sudden changes of temperature than in any other trade. This, no doubt, accounts for so many blacksmiths suffering with backache and kidney disease."

"I was troubled a great deal with my kidneys, and the pending of my work so much caused great suffering from backache. I found Dr. Chase's Kidney-Liver Pills the best treatment I could secure for this trouble. They acted promptly and I would not think of using any other medicine."

Dr. Chase's Kidney-Liver Pills, one pill a dose, 25 cents a box, at all dealers, or Edmondson, Bates & Co., Toronto.

## HIGHER FREIGHT RATES

The Cost Of Operating Railways Is on the Increase.

Movement for Advance in Transportation Charges Is Contemplated.

Montreal, Nov. 19. — The Canadian Pacific and Grand Trunk Railway Companies have felt keenly the pressure of the demands of labor organizations for greater remuneration, and the continuous increase in the price of every kind of equipment and material, and the question of a general movement for advance in transportation rates is now receiving serious consideration.

Mr. G. M. Bosworth, of the Canadian Pacific, lays great emphasis on the fact that while the gross earnings of the railways have gone up amazingly, there has been practically no increase in the net earnings. In other words the working expenses were steadily absorbing the whole of the fruits of managerial enterprise in opening up new avenues of traffic and enlarging and increasing the old. The companies, Mr. Bosworth remarked, have to pay more for locomotives, more for passenger cars, more for freight cars, and all other kinds of rolling stock, more for rails and ties, more for the fuel they burn, and more, far more, for all kinds of labor.

Those who invest their money in railways have a right to look for fair return. Where were they to look but to those who used the services of the railways?

GRAND TRUNK VIEWS COINCIDE.

The views of the Grand Trunk management were in harmony with those expressed by Mr. Bosworth. The officials had just returned from their trip through Ontario, where they had inspected the branch lines. Fresh from the gathering grounds of traffic, and having before them the need of greater expenditure in increasing the facilities of transportation, the Grand Trunk officials point out that a very small increase in the rates, a fraction per ton mile, would make all the difference between working the system at a fair profit and working it under unremunerative conditions. The impression clearly given was that these companies very shortly will have to consider jointly the question of falling on the public to recoup them for the increased expenses that they are obliged to incur to meet demands that they are unable to resist.

Happiness is the proper goal of human effort, and health is indispensable to it—take Hood's Sarsaparilla.

A SURE CURE FOR HEADACHE.—Bilious headache, to which women are more subject than men, becomes so acute in some subjects that they are utterly prostrated. The stomach refuses food, and there is a constant and distressing effort to treat the stomach from bile which has become unduly secreted there. Parmenter's Vegetable Pills are a speedy and certain remedy for this ailment. They not only relieve the pressure on the intestines, which cause the headache, but they also cleanse the system.

The tariff on automobiles coming into Manchuria through Niuchwang would be the regular Chinese duty of 5 per cent. It is brought to Port Arthur or Dairen they could come in free of duty.

Mrs. Winslow's Soothing Syrup has been used for over FIFTY YEARS for CHILDREN WHILE TEething, with PERFECT SUCCESS. IT SOOTHES THE GUMS, CURES THE COLIC, ALL PAIN, CURES WIND COLIC, and is the best remedy for DIARRHEA. Sold by Druggists in every part of the world. Be sure and ask for "Mrs. Winslow's" Soothing Syrup.

The customs duty on automobiles in New Zealand is 20 per cent ad valorem, and the same rate is charged on finished and partly finished parts of same, including wireless steel tubing cut to short lengths.

MOTHER GRAVES' Worm Exterminator has no equal for destroying worms in children and adults. See that you get the genuine when purchasing.

## RUSH! RUSH! RUSH!

So busy selling goods. No time to write advertisements. Crowded store the best evidence we are keeping faith with the public.

Two things which are magnetic—first, the quality—second, the low price, wonderful value.

## REMEMBER

## KINGSMILL'S

Are Offering Tremendous Inducements to Clear Out the Entire Stock and Open the New Store With New Goods.

Exceptional diseases require exceptional treatment.

The time is short until Christmas.

Each day there is a good deal to do.

There is no single Corset made which will fit every individual.

There is not a single manufacturer in the world who meets all the requirements. No two human bodies are exactly alike. Some are short and some are long, some are crooked and some are straight, some are fat and some are lean. Bust measures vary, waist measures vary, hip measures vary. This is why we are obliged to buy from so many makers and keep so many kinds.

You find Thompson's Celebrated Glove Fitting (made in England)—

"La Noblesse" 3950, regularly sold at \$3.50, reduced to..... **\$2.50**  
3945, " " \$3.00, " ..... **\$2.00**  
3924, " " \$4.00, " ..... **\$3.00**  
3757, " " \$4.00, " ..... **\$3.00**  
3926, " " \$4.00, " ..... **\$3.00**

C. P. Coutille, A la Sirene, French Made—Mignon, 645 Imperial, reduced **25 per cent.**

H. S. Elite, American Made—French Coutille, real Whalebone filling, in White, Black and Gray, regular \$2.50, reduced to..... **\$1.25**

Tailor Made—1,318.0. Gray, White and Black, regular price \$2.00, reduced to..... **\$1.50**

P. N. American Made, Cork Lined Busk—in various numbers to fit different figures. **25 per cent off regular prices.**

Gracillu, one of our Classical Corsets, made from the best material, as shown in the West End Drapers, London, England, regular price \$4.00, reduced to..... **\$2.00**

Easy Wear, for Tailor Fitting Costumes, in Black only, full range sizes. This too is considered a Classical Corset—has a rubber band at the hip, regular price \$4.50, for..... **\$2.25**

B. and I. Patent Bias Filled Corsets, in various makes and sizes. The above are all High-Class Corsets, made for and sold to the best trade, and mark the price. About 1,000 pairs to select from.

Crompton's Yatisi, usually sold at \$1.25, reduced to..... **95c**

Cleo, regular price \$1.25, reduced to..... **75c**

Pearl, in Drab only, regular 75c, reduced to..... **47c**

## KINGSMILL'S

Determined attempts to stop the Ormond, Tipperary, and Kings County hunts are reported in a telegram from Dublin. A tenant at one place refused to permit the Ormond hunt to pass over his land, and a farmer in another place tried to drive back the hounds with a hurling club. Similar opposition was offered to the Kings County hunt.

TO THOSE OF SEDENTARY OCCUPATION.—Men who follow sedentary occupations, which deprive them of fresh air and exercise, are more prone to disorders of the liver and kidneys than those who lead active outdoor lives. The former will find in Parmenter's Vegetable Pills a restorative without question the most efficacious on the market. They are easily procurable, easily taken, act expectantly, and they are surprisingly cheap, considering their excellence.

**CURE YOURSELF!** Use Big G for unnatural discharges, inflammation, irritations or ulcerations of the urinary passages. Painless, and not satiating of the system. Held by Druggists, or sent in plain wrapper, by express, prepaid, for \$1.00, or 3 bottles, \$2.75. Circular sent on request.

**ALBERT WESLEY KAHLE, M.D.,** 180 DELAWARE AVE., BUFFALO, N.Y. OFFICE HOURS: 9 a.m. to 4 p.m. SUNDAYS: 2 to 4 p.m. 461

**RAILWAYS AND NAVIGATION.** **MICHIGAN CENTRAL** "The Niagara Falls Route." Gives the Fastest Service to New York, Boston and All Eastern Points.

Fare same as other lines. Leaves London, 7:15 p.m. Arrives New York, 10 a.m. All information, through tickets and your Pullman Sleeper at city office, 255 Richmond street, or 'phone 205. O. W. RUGGLES, JOHN PAUL, G. P. & T. A. C. P. & T. A.

**WHITE STAR LINE.** United States and Royal Mail Steamers. New York, Queenstown and Liverpool. MAJESTIC.....NOV. 26, NOON. CLEVELAND.....NOV. 27, 10 A.M. TEUTONIC.....DEC. 10, NOON. OCEANIC.....DEC. 17, 7 A.M. CYMBRIC.....DEC. 24, NOON. CELTIC.....DEC. 31, 6:30 A.M. Saloon rates from \$50 up. Second saloon from \$15 up, according to steamer and accommodation. Third class rates to Liverpool, London, Glasgow and Derry, \$25 and \$29.50. Accommodations for all classes of passengers unexcelled. W. DE LA HOOKE, CLOCK CORNER, Sole Agent for London.

**ALLAN LINE** ROYAL MAIL STEAMSHIPS. MONTEAL TO LIVERPOOL, via Montreal, BREST, LONDON, GLASGOW, and LIVERPOOL. RATES OF PASSAGE: First cabin, \$20 and upwards; second cabin, from \$10; third class, \$5 to \$8. LIVERPOOL, BREST, LONDON, GLASGOW, and LIVERPOOL. MONTREAL TO GLASGOW direct—S.S. Sicilian, November 19. First cabin, \$5; second cabin, \$3; third cabin, \$2. London Agents: E. De La Hooke, W. Fulton, F. B. Clarke.

For the Winter Go to **BERMUDA** Weekly from New York, 48 hours by elegant steamers of the Quebec Steamship Company. Frost unknown, Malta impossible. For Winter Go to **WEST INDIES** Thirty days' trip, fifteen days in the Tropics, affording a charming Tropical trip at a cost of about \$4 per day. SPECIAL CRUISE TO THE WEST INDIES, per S.S. "Madiana," 7th February 1906. For all particulars apply to ARTHUR AHERN, Secretary, Quebec; A. E. OUTERBRIDGE & CO., Agents, 29 Broadway, New York, or to E. DE LA HOOKE and W. FULTON, Ticket Agents, London, Ont.

**CUTS FOR YOU.** There is no necessity for any London merchant sending to other cities for cuts. THE LONDON ADVERTISER can furnish up-to-date designs for illustrating advertisements, letterheads, billheads, cards, etc. If you want a cut in a hurry for your advertisement bring it to us. Our prices are very reasonable.

**RAILWAYS AND NAVIGATION.** **CANADIAN PACIFIC** TOURIST CAR SERVICE are running every Tuesday and Saturday. Through equipped Tourist Sleepers from Toronto to Vancouver, without change, leaving Toronto at 1:45 p.m. on days named. In addition to second class passage ticket, additional charge for berth in these sleepers is: Toronto to Winnipeg.....\$4.00 Toronto to Regina.....\$5.00 Toronto to Dunsmuir Junction.....\$6.00 Toronto to Calgary.....\$7.00 Toronto to Revelstoke.....\$8.00 Toronto to Vancouver.....\$9.00 For full particulars apply to nearest P. R. ticket agent. W. FULTON, C. P. & T. A., 161 Dundas, corner Richmond, London, or to A. H. NOTMAN, assistant general passenger agent, Toronto.

**INTERCOLONIAL RAILWAY** THE ROUTE OF Canada's Famous Train.... The "Maritime Express." Leaves Montreal 12 noon, daily, except Saturday, for Quebec, St. John, Halifax and the Sydneys. **Moose Season** Opens Sept. 15, in New Brunswick and Nova Scotia. **Toronto Office, 10 King Street West.** **GRAND TRUNK SYSTEM** \$11.25 LONDON TO CHICAGO and return, —FOR THE— INTERNATIONAL LIVE STOCK EXHIBITION, Nov. 29th to Dec. 6th, 1902. Tickets are good going Dec. 1, 2 and 3, and valid returning on or before Dec. 7, 1902. 3 Fast Trains to Chicago Daily. Leave London, 2:30 a.m., arrive Chicago, 12:50 p.m.; solid vestibule coach, Pullman sleepers. Leave London, 11:00 a.m., arriving Chicago, 8:45 p.m.; wide vestibule coaches and cafe parlor car to Chicago. Leave London, 7:30 p.m., through coaches and Pullman sleeping cars to Chicago. For all particulars apply to E. DE LA HOOKE, C. P. & T. A., corner Richmond and Dundas streets, E. C. HORNING, ticket agent, station.