

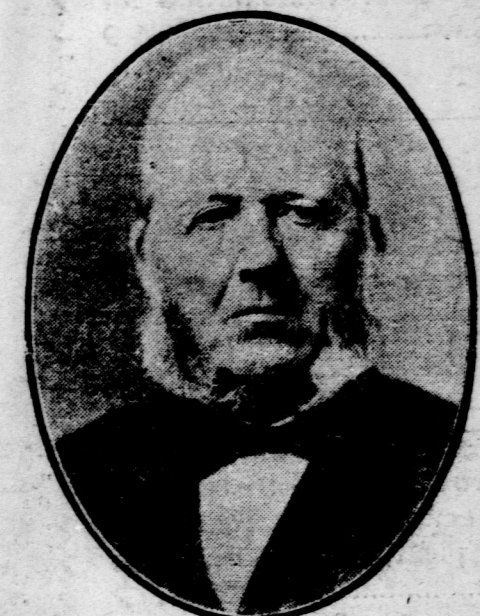
High-Pressure System for Fire-Fighting Husband the Spring Water for Drinking

Sir John Carling's Views on
the Water Question.

MEMORIES OF LONDON IN ITS EARLY DAYS

The Veteran Statesman Deals Entertainingly
With History of the Forest City
—Addresses Board of Trade.

Four score years, or very close thereto, seem to have fallen lightly on the head of Sir John Carling. His hair is silvered, but he stands erect and still retains the faculty of dealing with his subjects in a clear,



THE LATE ADAM HOPE.
First President of the First Board of
Trade of London.

crisp, concise and entertaining manner. In four score years he has lived through the city's growth from a mere village to modern city. He knew the present city of London when she was in her swaddling clothes. At the board of trade meeting last night, Sir John, on the invitation of President Samuel Stevely, who is a warm personal friend of the aged statesman, outlined the history of the board of trade from its inception to the present day.

An Interesting Address.

No man living is better able to speak on this topic, for Sir John is the only surviving member of the first board of trade of London. Incidentally he told of events in the life of London for over 50 years, going back to the days when he was a mere boy, and leading up to the time when he was elected a school trustee of London, then an alderman, then a member of the Ontario Legislature, then a member of the Parliament of Canada, and finally to the time when he was chosen a member of the cabinet of the late Sir John A. Macdonald.

The group of business-men listened to Sir John's address with the greatest interest, and he was vociferously applauded when he concluded.

Mr. Adam McMahon, who moved a vote of thanks to Sir John, alluded to the address as one of the most interesting ever delivered in London.

Board Appreciated.

Mr. F. E. Leonard seconded the motion, declaring that the address was the most concise, interesting and accurate on the subject of London's history that he had ever listened to, with one exception—Sir John had not given himself the credit to which he was entitled for the good work he performed for the city in the securing of the London, Huron and Bruce Railway, and also in the building of the waterworks system.

The vote was carried by a unanimous standing vote.

It was decided on motion of Mr. Leonard to have the address printed, and also to hang a picture of Sir John and the other members of the first board of trade in the rooms.

In the Olden Days.

"Great as has been the growth of London as a whole," the growth of London has been in keeping with it," said Sir John, in opening his address to the board. "It was in 1826, according to the official record, that the first house was built in the wilderness at what was then known as 'The Parks,' and which was to become the site of the future metropolis of Western Ontario." (Continued on page five.)

BRITISH STEEL MEN GET BRITISH MARKET

A Minimum Price for Rails Fixed for the Colonies.

London, June 29.—The principal English, Irish and Welsh steel makers have entered into an agreement with competitors with a view to safeguarding their respective shippers of influence, according to the Standard. The arrangement reserves Great Britain and her colonies for British makers to the extent that a minimum price for rails has been fixed, while a higher minimum is established for South America to meet the requirements of the American trust. The European markets will be controlled by German, French and Belgian makers.

Favors High-Pressure Scheme

Sir John Carling, one of the first water commissioners of London, and who is well qualified to speak on the subject, for it was he, with the late E. W. Hyman, and later with the late John R. Minihnick, who built the waterworks system we have today, last night put himself emphatically on record as in favor of the high-pressure scheme and Springbank water for domestic purposes.

"River water," said Sir John, "is just what we want for fire-fighting, street watering, manufacturing purposes, etc., and we can secure an abundant supply of it very handily."

"It has been suggested that we go to Lake Erie, or to Lake Huron, for our water supply, but we must remember that this would prove a very costly undertaking as both lakes are more than 200 feet below the level of the city of London."

"But we don't need to go to the lakes. We have spring water running away which we can secure for domestic purposes, and we all know that London for many years has held the reputation of having the finest drinking water in Canada. I have drunk London water as far east as Montreal, on Grand Trunk dining cars. People have told me that they deemed it a treat to get a drink of London water as they passed through. We should jealously guard this supply."

"The waterworks of London, construction of which was commenced and completed in the year 1878, have proven a most excellent investment for the city, and today the purity of London's water is famed. It should be our aim, and we should be in a position to make it known all over the country that we have an abundant supply of water for manufacturing, domestic and all other purposes. I would suggest that the water commissioners call a meeting of ratepayers to discuss this most important matter. As was to be expected, the great increase of population has rendered the supply for all purposes inadequate."

"My opinion is, gentlemen, that the best means of meeting the present situation is to be found in adding so far as possible to the present supply of spring water, and an ESTABLISHMENT OF AN INDEPENDENT HIGH-PRESSURE FIRE-FIGHTING, manufacturing and street watering system. By this means we will be able to husband the supply of pure spring water, for strictly domestic purposes."

FATALLY INJURED IN RUNAWAY; A DELIVERY DRIVER THE VICTIM

Thomas Grady, Recently Out
From England, Thrown
From Rig.

What may prove to be a fatal runaway accident occurred yesterday afternoon about 5 o'clock near the corner of Maitland and Pall Mall streets, when a horse attached to a delivery wagon belonging to J. H. Chapman & Co., ran away, throwing out the driver, Thomas Grady and injuring him, so seriously that little hope is entertained for his recovery.

Grady, who had been driving the delivery wagon for some time had called at a house on Pall Mall street near Maitland to deliver a parcel. While he was absent the horse, which had been left untied, commenced to graze along the boulevard, and in some way it got the bridle off. Grady jumped into the rig without noticing what had happened. The horse started with a bound. Grady had no means of restraining it, the animal ran away, throwing him out over the dashboard. Whether the wagon went over the unfortunate man or not is not known.

but he was injured so that a physician had to be called, and ordered him to be taken to his boarding-house at 527 Dundas street.

At first it was thought that Grady was not seriously hurt, but this morning his condition became such that Drs. Cline and Stevenson found it necessary to remove him to Victoria Hospital. He is severely injured internally.

Grady is a young man of 21 years and came to this city from England some time ago.

JAMES McDONALD DEAD

Business Agent of Toronto Street Railway-men's Union Passes Away.

Toronto, June 28.—James McDonald, business agent of the Toronto Street Railway Employees' Union, died at his home early this morning of pneumonia. He was 48 years of age and was for 20 years connected with the street railway. Mr. McDonald came into prominence at the time of the street car strike of 1902, when his leadership of the men was so successful that he was appointed business agent of the organization.

SECURE A UNION DEPOT FOR CITY

Mr. F. E. Leonard Says Citizens
Should Use Endeavors in
That Direction.

Mr. F. E. Leonard, at the meeting of the board of trade last night dealt with railway improvement in London in a short but pithy speech.

Mr. Leonard declared that the city should look to the future, and that now when the Grand Trunk may be expected to erect very shortly a new depot in London, the citizens should use their best endeavors to secure for London a union depot which would be an architectural attraction, and would furnish accommodation for all the railways entering London.

Mr. Leonard expressed the opinion that if the city puts it shoulder to the wheel this end can be accomplished. "We should not look ahead five years or ten years or twenty years," he said, "but we should look far into the future and endeavor to secure a building which will furnish ample accommodation for all the railways entering London for years to come, and which will do away with several depots now in this city."

SAD CASE OF TIM FLOOD

Ottawa, June 29.—The report of Magistrate Denison in the Tim Flood case has not yet been received by the department of justice and until it is to hand it is not likely that anything can be done. While the department does not require to act upon the magistrates' or judges' reports it is customary to wait until they are received before action is taken. Should an order be made out for Flood's release it will take two or three days before it can be signed because the governor is down the St. Lawrence. The order has to be approved by the governor or deputy governor.

EXPLORER PETERS ROUGHLY HANDLED

Citizens of Munich Assault
Doctor, Necessitating
a Guard.

Munich, Bavaria, June 29.—Dr. Peters, the African explorer, who is suing the Municipality of Munich, is so unpopular that the authorities are obliged to protect him coming to and leaving court. Several assaults on him have already taken place. One man has been arrested for throwing the doctor from a street car and attempting to assassinate him. Yesterday's hearing in the suit was confined to an expression of opinion by persons who have had experiences in Africa. These were mostly unfavorable to the theory of a necessity for harshness towards the natives. Some of the witnesses, however, said they considered the position of the Peters expedition called for stern measures. The case went over until next Monday.

BODY ALMOST CUT IN TWAIN

Seaforth Lady Meets Instant
Death Under a Toronto
Car.

[Special to The Advertiser.]

Toronto, June 29.—Mrs. Weir, a visitor from Seaforth, was almost instantly killed this morning by being run over by a street car.

Mrs. Weir was crossing the road after posting a letter, when she ran in front of a car. Before the motorman could stop, the woman had rolled under the fender. When pulled out she was found to be breathing her last. The wheels had almost cut her in two across the body.

BIG BUSINESS FOR CLEARING HOUSE

For First Six Months of Year,
Clearings Totaled \$32,500,000
—Large Increase Over 1906.

A statement of the business of the London clearing house for the six months ended today has been issued by the manager, Mr. George S. Hensley.

During the period named the clearings reached the immense sum of \$32,500,000, while during the first six months of 1906 they only totaled \$27,709,051. The increase for 1907, is, therefore, \$4,790,949, or an average of \$800,000 a month.

The clearings for June, 1907, amounted to \$5,166,003, as against \$4,677,098 for the corresponding period of 1906, showing an increase of \$488,905.

The statement shows in no unmistakable manner that business continues to be very brisk.

MR. WOODYATT AND GOVT.

Brantford Police Magistrate Refuses to
Resign His Position.

Toronto, June 28.—Mr. Thomas Woodyatt, police magistrate of Brantford, has written to the Attorney-General, refusing to send in his resignation, as requested by the department.

FIVE HUNDRED CHINESE DIE IN A HONG-KONG THEATER FIRE

Victoria, B. C., June 29.—A horrible holocaust is reported in mail advices from Hong Kong, where 500 Chinese of the audience of a Chinese theater, and 10 of the actors were burned to death when the native theater was destroyed by fire.

The flames spread rapidly and the building collapsed, blocking the entrance with burning debris.

The origin of the fire is said to have been due to the igniting of the explosives concealed under the floor of the theater.

Giant Growth of West in Twenty-Six Years

Population Leaps to Nearly a
Million—Wheat
Acreage.

Blows Out, Causing the Death of Several
Workmen.

Schneetady, N. Y., June 29.—A ten-ton steel cylinder loaded with brick of equal weight and filled with steam at a pressure of 130 pounds to the square inch, at the plant of the Schneetady Sandstone Brick Company, was opened by mistake this morning without first reducing the steam pressure, and as a result exploded.

The cylinder head was partly unsealed, blowing out, killing two men, wrecking a portion of the plant, twisting a steel water tower into scrap iron, wrecking a big water tank and windmill, drenching the scene of carnage with water. The big cylinder, five feet in diameter, and forty feet long, went through the end of the building, and a pile of bricks five feet thick, across the highway, hit a carload of coal and a telegraph pole a glancing blow, killed a track repairer and skidded up the track to a point fully 100 yards from its original position.

The dead—W. C. Wheel, aged 25 years, Norwegian brickmaker, head and shoulders severed from trunk, and found 50 feet apart;—Sergey, aged 28, brickmaker, both legs severed and horribly mangled; John Curns, aged 42, track repairer, skull fractured.

COMPANY MUST PAY

Finding of Jury in the Case of Engineer McKay Upheld by Appeal Court.

In the court of appeal at Toronto yesterday, in the case of McKay vs. the Wabash Railway, the defendants appealed against the jury's award of \$10,000 in favor of Mrs. McKay, widow of Engineer McKay, who was killed in the collision between a Wabash special and a C. P. R. train at St. Thomas in September last.

The company contended that the verdict was against the evidence, that the proper questions were not left to the jury, that the judge's charge to the jury was misleading, and that McKay was guilty of a breach of the railway act.

The court, however, upheld the jury in its finding, and dismissed the appeal with costs.

Population Leaps to Nearly a
Million—Wheat
Acreage.

Ottawa, June 29.—The census and statistics department issued today a bulletin on the progress of the Northwest provinces from 1870 to 1906. In 1870 Manitoba had a population of 12,228; in 1881 the population of Manitoba and the territories was 105,681. This included Indians. There was an area of 56,971 acres in wheat. In 1891 the population was 213,305, and the area in wheat 1,019,430 acres. In 1901 the three provinces as now constituted had a population of 419,512 and on June 24, 1906, they had 808,882, being an increase in five years of 389,351 as compared with the increase of 200,207 in the ten years, 1891—1901.

The area of wheat in 1900 was 2,465,466 acres, in barley 182,557 acres, and in oats 833,390, an aggregate yield of 43,000,000. The area in wheat, barley and oats increased from 3,491,413 acres in 1900 to 6,025,190 acres in 1906, and to 7,915,610 acres in 1906. The yield of the three crops increased from 43,252,664 bushels in 1900 to 152,244,929 bushels in 1905 and to 240,459,968 bushels in 1906. The number of farms increased from 31,815 in 1881 to 54,622 in 1901 and to 120,439 in 1906.

EIGHT PERISH IN CRASH AT KENORA

C. P. R. Passenger Trains Meet
on a Curve While
Traveling Fast.

Winnipeg, June 28.—A head-on collision occurred at 5 o'clock this evening between the westbound express and an extra loaded with Chinese, at Butler, two stations west of Ignace. Four Chinese and M. E. O'Connor, of St. John, N. B., were probably fatally injured. Several passengers on the westbound train were also injured, but they are not believed to be seriously hurt.

Both engines, together with the baggage and two colonist cars on the extra, were damaged. Auxiliary trains were dispatched from Kenora and Ignace, and doctors were hurried to the scene on a light engine to render every possible attention to the injured. The injured Chinamen were sent to Ft. William on a special train. Traffic was not long delayed.

Toronto, June 29.—A dispatch from Kenora says eight Chinese were killed in the wreck near there. Seventeen persons were injured, including five Canadians.

Guard O'Connor, in charge of the Chinese, is reported killed.

THE HOLIDAY EXODUS

"It is remarkable how many people leave their own country to take a trip to the other side on big Canadian holidays," remarked a local ticket agent this morning. "And especially is this so around Dominion Day. We are as busy as we can be selling tickets to Detroit, Buffalo and other American cities just now and have been for several days."

In all of the local ticket offices the same conditions prevailed, and if one were to judge by the number of tickets being sold one would wonder if there were going to be any Londoners left in the city by Monday.

A large number of the travelers, too, are going to Toronto to spend the big day, but the bulk of the tickets sold are for Detroit.

"Of course," said one ticket agent, "we are glad to get the business, but I can't help wondering just why Canadians should be so particularly anxious to leave Canada on national holidays. It is seldom that the Americans come to this side on July 1 or any other holiday, and why our people should run across the line on every opportunity is something I can't understand."

THE WEATHER

TOMORROW—FAIR AND WARM.

FORECASTS.

Toronto, June 29—8 a.m. Today—Moderate variable winds; showers in southern parts tonight.

Sunday—Variable winds; fair and warm, with thunderstorms in a few localities.

TEMPERATURES.

Stations	8 a.m.	Min.	Max.	Weather.
Calgary	50	30	53	Fair
Winnipeg	58	46	61	Fair
Port Arthur	58	46	61	Fair
Toronto	68	50	70	Fair
Ottawa	70	50	72	Fair
Montreal	72	52	74	Fair
Quebec	62	42	64	Fair
Father Point	62	42	64	Clear

The first column records the temperature at 8 o'clock this morning, and the second column records the minimum temperatures during the 24 hours preceding.

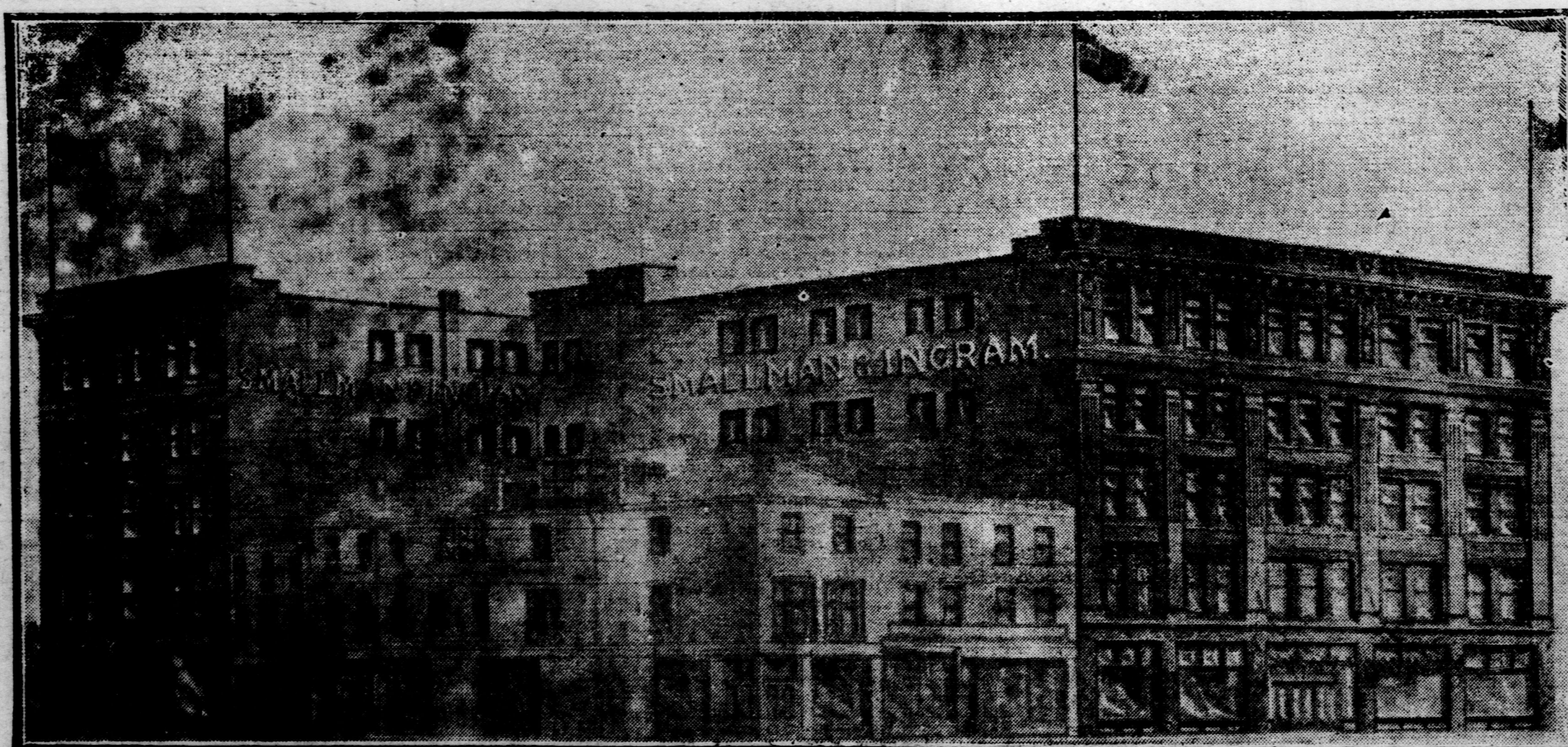
YESTERDAY'S TEMPERATURES.

Minimum and maximum temperatures: London, 56—81; Victoria, 52—68; Kamloops, 58—70; Calgary, 50—72; Prince Albert, 48—70; Qu'Appelle, 54—74; Winnipeg, 58—82; Port Arthur, 48—82; Parry Sound, 50—80; Toronto, 58—83; Ottawa, 55—82; Montreal, 60—79; Quebec, 54—80; St. John, 58—73; Halifax, 52—82.

WEATHER NOTES.

A fairly heavy rain has fallen throughout the Western Provinces. From Ontario to Nova Scotia the weather is fine and warm, with moderate variable winds in all districts.

Smallman & Ingram's Mammoth Business House, as It Will Appear When Completed.



FROM DRAWINGS PREPARED BY WILLIAM G. MURRAY, ARCHTCT., OF LONDON.

Work is now well under way on the handsome new store to be erected for Messrs. Smallman & Ingram, on Dundas and Richmond streets. A portion of the old store on Dundas street has been torn down, while the buildings purchased for the Richmond street front have pretty well disappeared.

When completed the new home of the firm will be among the largest and most up-to-date business houses in Canada. It will have a frontage of 94 feet on Dundas street, with a depth of 145 feet, extending through to the market square, the frontage on Richmond street being 44 feet; this section of the store running back 55 feet to

meet the Dundas street building. The fronts on both Dundas and Richmond streets will be most attractive, polished granite being used for the first floor, with red brick and stone trimmings for the four remaining stories. Immense plate glass windows are to be provided for display purposes.

The building throughout is to be strictly fireproof, nothing being omitted to meet every requirement of the underwriters to make it a first-class risk in every respect. Steel is to be used throughout the structure, with concrete and cinders between the floors. In addition, an automatic sprinkler

system is to be provided, with two 15,000-gallon tanks 20 feet above the roof, both to be connected with the city waterworks system.

The ground floor of the store will be devoted to the general drygoods business, while the second floor will be set apart for millinery, ladies' ready-to-wear goods, whitewear, curtains, etc., ladies' waiting-rooms and a reading-room. Dressmaking, fitting-rooms, waiting-rooms and a tearoom will be on the third floor. Every part of the store will be well lighted and easy of access.

The most up-to-date fixtures only

will be adopted for the store. Fine hardwood will be used for the shelving and counters, while a pneumatic tube system will be adopted for the carrying of cash from the various parts of the store to the cashiers. Two passenger elevators and one freight are to be constructed, with provision for two more. A feature of the first floor will be the erection of a massive stairway, half-way up which will be a gallery for observation purposes.

Under the entire store will be a basement, with a 10-foot 6-inch ceiling, extending under the sidewalk on both Dundas and Richmond streets,

and lighted with prism glass. The basement will be constructed in such a manner that at any time it can be fitted out for salesrooms. It will also contain dining and reading rooms for employees.

Work on the store will be pushed with all possible haste, in order that the first section on both Richmond and Dundas streets will be ready for the early spring trade.

Londoners will watch the progress of the work with interest, as the completion of the establishment will mean for the city a drygoods store second to none in any respect.