STOP! LOOK! LISTEN!

CASSELMAN BROS.

ABSOLUTE SACRIFICE SALE

TO BE CONTINUED

Last week we received several shipments of back orders we had not figured on, and we also have many lines of broken sizes that have to go out regardless of what they may have cost. This week will see some of the biggest values ever offered the buying public. All odds and ends and Summer Shoes must go at some price. Come in and see for yourself.

ODELL FARM FOR HOSPITAL

Property On Port Stanley Line Chosen For 600-Bed Building.

DIVIDE ASYLUM FRONT

Land Will Be Sold For Building Lots—Hospital To Be Permanent.

The board of control, at a special session this morning, was informed by Sir Adam Beck that the Provincial Government and the military hospitals commission had decided on the Odell farm, situated just outside the city limits on the line of the London and Port Stanley Railway, as the location for a convalescent hospital. He asked that the city make a survey of the property at once, and close the deal for the land as soon as the order-in-council was passed. This would happen in a few days, and the whole matter be disposed of.

Oppose Asylum Site.

Sir Adam stated that the Provincial Government and the hospitals commission had met in conference, and had decided to erect a 600-bed hospital in No. 1 military district. London had been selected as the most suitable location. The various sites proposed had been gone over here, and the commission was in favor of the Odell farm site. There was opposition by the Government in placing the buildings on the asylum grounds. It had been decided to divide the 20 acres on Dundas street later into building lots, so the growth of the city in that district might not be impeded. The Government would later offer the front portion of the asylum grounds, south of the C. P. R. tracks and Dundas street, directly in front of the main building, to the city for a park. These were matters to be dealt with later. The Government had no desire to have the buildings erected on either of these properties.

The Odell farm was selected because of its proximity to a natural gas supply, which was needed badly in the building. The city would provide the site, and furnish sewers, water and electric connections. The latter would be paid for by the Government, but the city would have to assist in getting these accommodations.

Used as Asylum Later.

"We want a survey at once," said Sir Adam. "This thing will be closed this week, and we want to start work shortly on constructing the buildings. They will be permanent in character. When the hospitals commission is through with them they will be used for asylum purposes. The commission was offered Alma College, St. Thomas, and Huron College, London, but they were refused, as it would cost too much money to put them in shape."

The survey will be made at once, and arrangements made for giving sewer, water and other connections.

RAILWAY DRAFT IS EXAMINED FOR MOVE EAST SOON

Lieut. Torrance Warned That Departure of Men Is Imminent.

No. 1 Railway Construction Draft is the latest unit to be warned to prepare for a move eastward in the near future, and it is possible that the members of that unit will be sent away before the Army Medical Corps draft, which has been ready to go for some time.

Lieut. R. D. Torrance, officer commanding the railway construction men, had his men up before the medical board today, and it is expected that the draft will leave at a strength of about 50 rank and file, in addition to two sergeants and two corporals.

As No. 1 Railway Construction Draft is up to full strength, instructions were issued in camp orders today to send all recruits for construction work, obtained in this military district to the Forestry and Construction Depot at Carling Heights for allotment to No. 20 Railway Construction Draft which is commanded by Lieut. Detweiler, and which is also rapidly approaching the full strength mark.

ARRANGE FOR SWITCH TO BEATTIE FACTORY

The agreements between the city of London and Beattie Brothers, covering the cost of installing a switch at Chelsea Green to their factory connecting with the London and Port Stanley Railway, will be prepared by the London Railway Commission and submitted to the council for ratification.

Sir Adam Beck and Gordon Philip, commissioner of industries, consulted with the board of control on the matter this morning, and asked for instructions. The first agreement will cover the usual form, as to business, maintenance, etc.

The second will have to do with the payment of interest and sinking fund, which will be assumed by the city, the commission to do the work.

HEADLIGHTS ARE ACCIDENT CAUSE

John White and Party Are Injured at Talbotville Bridge.

DID NOT DIM LIGHTS

Driver of Another Car Drives On After Serious Accident Occurs.

Blinded by the glare from headlights of a motor car which he met near Talbotville on Saturday night, John White, aged 68, a well-known London manufacturer, residing at 432 Piccadilly street, drove his automobile into the abutment of a cement bridge. Mr. White had three ribs broken, and was cut about the face and mouth. Ed. Westland had two ribs broken, the latter's son, Morris Westland, had his nose broken, Mrs. White was painfully injured, and two other children and Mrs. Westland were more or less seriously bruised.

According to the story told by Mr. White to his son this morning, he was on his way home from Port Stanley, with his wife, Mr. and Mrs. Westland and the children, when a car going south approached. Mr. White dimmed his headlights, but the other motorist kept the full glare on, with the result that Mr. White was blinded and crashed into the bridge.

Motorist Drove On.

The crash of the car into the cement pillar could be distinctly heard, and there is no doubt that the other driver observed the accident. He made no attempt to stop, however, but ran on. Other motorists and people residing in the vicinity came to the assistance of the party, and doctors from St. Thomas were notified at once. The ambulance of Smith, Sons & Clarke was sent for, and Mr. and Mrs. White were removed to Victoria Hospital.

The number of the other motorist is reported to have been secured by a woman at Talbotville, and an effort will be made to secure his name. A recent law prevents the use of headlights on the country roads when one car meets another, and it has always been regarded as a courtesy which any thinking car owner will observe to dim lights on approaching another car.

Cause of Many Accidents.

Hundreds of accidents have resulted from the glare of headlights, especially to small cars which have dim lights. It is expected that more stringent legislation will be agitated for as a direct result of the accident at Talbotville.

Around this city complaints are frequently made that many motorists never dim their lights.

Mr. and Mrs. White will be able to leave the hospital in a few days, neither developing serious injuries. Mr. Westland is going around bandaged.

BEACH BUSINESSMEN WANT BECK'S ORDER REVOKED BY BOARD

Property-owners and businessmen at the beach at Port Stanley will petition the Dominion Railway Commission to grant an order compelling the London and Port Stanley Railway to stop their cars at the road leading to the pavilion, and other places of business. It is located about half-way between the village station and the London and Port Stanley station. These men say Sir Adam Beck ordered that the cars run past this road, so that all business would be directed to his pavilion.

Some time ago a petition was sent to the London Railway Commission, asking this be done, but the request was refused. The residents will now take the matter to the Dominion Railway Commission.

There is much criticism of the local management for its failure to agree to the request. It would be a great convenience to a very large number of patrons of the road.

It is understood that the commission has made an agreement with Fred Loftus, around whose place it was decided to erect a spite fence, so that the old photographer could not do business, although he has rights on the hill. He has been paid $200 for the property, the commission agreeing to remove his house to any location he desires.

SIX MINISTERS ACT AS PALLBEARERS AT FUNERAL OF DEPARTED PREACHER

Rev. John Mahan, whose death occurred suddenly on Thursday, was buried today at Wyoming. The funeral was held from his late home, 31 Askin street, this morning to the G. T. R. station and was largely attended.

Many ministers from the city and surrounding district were present. Rev. S. W. Muxworthy, president of the London Methodist Conference, presided at the services, and brief addresses were given by Rev. D. N. McCamus, ex-president of the London district; Rev. H. S. Dougall, pastor of the Askin Street Methodist Church; Rev. B. L. Hutton and Rev. W. H. Harvey, pastor of the First Methodist Church, St. Thomas. Rev. Dr. Manning led in prayer and the Scripture was read by Rev. H. T. Fergusson of the Centennial Methodist Church. The benediction was pronounced by Rev. James Kenney.

The pallbearers were Rev. Walter Pescoe, Rev. H. T. Fergusson, Rev. S. Anderson, Rev. David Rodgers, Rev. E. C. Couzens and Rev. W. J. Ashton.

Present at the funeral were Dr. and Mrs. J. W. Mahan and daughter Donalda of Regina, Thomas Polley and Miss Louise Polley of Petrolea, Mrs. (Rev.) Thompson of Petrolea, Rev. G. Rivers and Mrs. Rivers of Petrolea.

KILTIES WILL SEND MEN HERE

Toronto Highlanders In Chicago for Recruits This Week.

RESULTS COME TO CITY

Influx of British-Born in the States Expected as Result of Tour.

With the arrival of the 48th Highlanders in Chicago this week a big increase in the number of British-born recruits reporting from the United States is looked for by local recruiting officers.

The band and a large detachment of men of the Toronto Kilties spent the past week in New York, but the recruits obtained there are not sent here, and their work in New York had, therefore, little effect on recruiting figures in Western Ontario. This week they are in the west, however, and it is hoped that it will mean a large increase in the London recruiting figures.

Four men were attested at the armories Saturday, and one was refused as unfit. A. M. Ewart, London, and Norman Rock and Wilbert Schieldel of Galt signed up, and also Silas Thomas of the city of Jerome, Arizona, who reported from El Paso, Texas.

Three men arrived in the city on Sunday, one from El Paso, one from Cleveland, and one from Denver. A party of fifteen men are expected to arrive from El Paso in the near future.

TRANSFERS RING TO ANOTHER PRISONER AT COUNTY LOCKUP

Lorne Sears Denied Having Possession of Diamond.

MOTHER COMES TO AID

Three Hamilton Youths Found Near Jewelry Store Are Further Remanded.

Lorne Sears, Oswald Clark and Charles Trevaskis, all of Hamilton, were remanded to jail again for another week, when they appeared in police court today charged with vagrancy.

The remand was made upon the request of Crown Attorney McKillop, who asked that the crown be given further time to investigate their records.

All Have Records.

Jared Vining appeared on behalf of Sears, and asked that he be dealt with leniently. A list of convictions against each was read by Mr. McKillop, showing that Sears had been found guilty on four occasions for violation of the law, but two of these only were criminal offences.

When arrested Sears had in his possession a diamond ring, but as it was not found on him afterwards, he denied having it at any time.

This morning Detective Downs questioned Mac Harbin at the jail, a prisoner awaiting deportation to the States, and Harbin produced the ring, claiming Sears had handed it over to him when he was taken to the jail.

Arrested Near Jeweler's.

The three were arrested by Patrolman Tutt on Sunday night, July 15, at the rear of Young's jewelry store in East London. Sears' mother came from Hamilton to secure counsel for her son.

Alex. McKee, giving his address as Detroit, and stating that he was a machinist, was arrested last night by a C. P. R. constable while walking along the company's tracks near Quebec street. He was charged with trespassing, but upon his agreeing to leave the city at the earliest opportunity, sentence was suspended.

Woman Often Convicted.

Florence Donahue, who has been convicted in the police court on four times since the summer of 1915, was remanded to jail for one week on a charge of vagrancy. She pleaded for just one more chance, but the magistrate failed to see the force of her argument.

Two returned soldiers and a Philip street resident of foreign nationality were each fined $10 and costs for being drunk Saturday night on the street.

The first soldier pleaded guilty without hesitation, but the second stated he could not have been drunk, as he had taken nothing but Jamaica ginger and local option beer. The evidence of two patrolmen was taken, and then he changed his mind, and admitted he must have been intoxicated.

Too Much To Ask.

The foreigner, in answer to the charge when read, said: "Yep, a little bit drunk." When the fine was imposed, the magistrate suggested that he had better quit drinking, but he replied: "No, no. I can't do that."

FOSTER WELL WATER TURNED ON TUESDAY

The water from the Foster wells will be turned into the city mains for the first time on Tuesday morning.

General Manager E. V. Buchanan has received reports from Dr. H. W. Hill, medical officer of health, and the provincial analyst, stating that the water was perfectly pure, and free from germ infections of any sort.

Owing to the fact that the river has been high it has been impossible to connect the amin with the Horton street reservoir. Temporary connections were made with the Beck wells system, so that the water can be brought to the city mains.

FIRST BATTALION MAN RETURNS TO CITY TO INSTRUCT CYCLISTS

Sergt. A. G. Cameron, a member of the original 1st Battalion, whose home is near Byron, returned to this city on Saturday, and as a member of the Cyclists Platoon will train the cyclists at Carling Heights camp for service overseas.

Sergt. Cameron returned from the front with a dislocated knee in November, 1916, and was taken on the strength of the Cyclists Platoon of this district, under Lieut. Atkinson, with whom he served at the front. After instructing the platoon at Queen's Park camp, he left in charge of it for further training as a part of the Divisional Cyclists at Toronto. When the Divisional Cyclists left Toronto for overseas service, he was left in charge of the depot at Toronto, where he recruited another platoon of Cyclists, and accompanied them to Camp Borden, where he has been engaged in training them.

Lieut. Atkinson again requested that he be sent here to assist in training the Cyclists at Carling Heights Camp, and the transfer was effected Saturday. His London friends will be glad to hear of Sergt. Cameron's return.

GUNNER SHERWIN IS IN FRENCH HOSPITAL

Gunner Harold Sherwin is in No. 4 General Hospital at Camieres, suffering from a gunshot wound in the left thigh, according to a message received by Mrs. Sherwin, 121 Oak street, this city, today.

Gunner Sherwin, who received his wound on July 11, left here with a draft from a Western Ontario battery over a year ago, and has been at the front since March.

WILL ACT ON ADVICE OF SOLICITOR RATHER THAN BECK'S ORDER

Controller Moore Objects to Tearing Up of G. T. R. Team Tracks at Sir Adam's Request Until Mr. Meredith Is Consulted.

A lively row between the Grand Trunk and the city is threatened as a result of the proposal to remove the team tracks of the Grand Trunk on Bathurst street from Wellington to Waterloo street.

This morning Sir Adam Beck asked the board of control to order City Engineer Brazier to go ahead and remove the tracks.

"I went to the Dominion Railway Commission to get it to order the removal of the tracks," said Sir Adam. "The board refused to sanction this, saying that it was merely a matter to be settled between the Grand Trunk and the city. I have tried to get the Grand Trunk to remove the tracks, but so far nothing has been done. There is considerable friction, and we are not able to use our switches as we want to. The Grand Trunk has no right to the tracks, as they are built on city property. The fact that they have been used for years does not constitute ownership. If you order them removed, we will be able to go to the courts and settle the matter. The engineer has the authority, and I would suggest that he be instructed to remove the tracks."

"Let us act on the advice of City Solicitor Meredith," commented Controller Moore. "Sir Adam has told us a nice story, but we should have the advice of Mr. Meredith, as there are possibilities of a legal entanglement and a lot of trouble."

"I did not tell you any story at all," retorted Sir Adam. "The facts are there, and we can't use our tracks."

However, it was decided to allow Mr. Meredith to offer the advice he considers proper under the circumstances.

If the city does attempt to remove the tracks, there would be some fun, as the Grand Trunk would oppose this.

HAMILTON ROAD LIKENED TO SHELL-TORN VIMY RIDGE BY AN OBSERVING MOTORIST

Enough Good Roads Speeches Blown Into Air to Carry Flock of Zeppelins, but Policy of Waste and Drift Is Pursued.

The Farmers' Advocate of current date has the following:

The other day in my rounds I chanced upon a stretch of the King's highway known as the "Hamilton Road." Its condition as disclosed herewith by the tell-tale camera is a lamentable reflection upon the name which the ambitious city at the end of Lake Ontario will likely want repudiated forthwith. If his majesty were compelled to motor over it a few times he would certainly throw up his job and conclude that the good road movement was a delusion and a snare. Catalogued as a "county road," the administrative fathers of Middlesex have there a horrible example of how not to do it, that might be mistaken for a bit of Vimy Ridge after the high explosives had got in their work. I surmised that it was maintained in this condition to harmonize with some of the streets in the city of London a few miles further on. It looks like a conspiracy to prevent any truck or trade between city and county, but autos and a few other vehicles manage to elude the boulders making a runway at the side. This road has a history, by the way. I am told it was a pre-railway wilderness route from Hamilton to London with a spur to Port Stanley. Parts of it are evidently in the pioneer stage yet. Motorists describe it as one of the worst roads in the country. Once it was coated with beautiful pine planks that would almost make a millionaire lumberman nowadays. It was gloriously smooth for a while, but the ending was worse than the beginning. The only thing about the experiment that endured was some of the long pine stringers the ends of which were seen sticking up at the lapse of over half a century as late as last season. After that the gravelling era set in and it will likely outlast the war. The bit of road illustrated is up along a moderate hill and is typical of several others having a wide, flat roadbed and no ditch to carry off the water. A carriage is in view navigating through the deep coating of soft Thames gravel and sand, so flux that even a steam roller would hardly pack it into a passable bed. Every heavy rain that comes starts a torrent down the middle of the road, washing away the finer material, leaving the unbroken stones and rocks to shatter tires and ruin horses' feet. It is a near approach to perpetual, municipal motion in a three-year circuit, gravel dragged on one season, washed back to the river the next and then hauled on again. This is what the patient rural taxpayer has endured so long that he has become calloused and half-insensible to the injustice perpetrated upon him by inefficiency. Nor can he be blamed upon want of knowledge for tons of road construction literature have been thrown broadcast in every county, and enough of good roads speeches blown into the air to carry a fleet of zeppelins. Neither is it due to lack of funds because under the procedure described sufficient money is wasted many times over to properly drain and crown the road at the outset. To put it plainly, the results in evidence are the direct consequence of a policy of drift, and it is up to the authorities to give the people something better for their money. ON THE WING.

ATTEMPTED IN VAIN TO SAVE YOUTH FROM WATERY GRAVE

W. W. Dods and Charles Bartlett Swam Toward Victim and Sought To Reach Body by Diving—Believe Young Field Had Epileptic Fit.

How they attempted in vain to save the life of 15-year-old Willie P. Field, who was drowned Saturday afternoon in the north branch of the Thames, was related this morning to The Advertiser by W. W. Dods of Huron street, who, with Charles Bartlett, was in swimming at the same area where young Field lost his life.

"We were in the water, having gone in from the west side, and we saw the lad come down to the water on his bicycle," said Mr. Dods. "He was quite warm, and we talked with him for a minute or two, and then, as he was just undressed we started to swim across the river. The current carried us down about fifty yards, and when we looked back we saw that the boy was in trouble. He shouted once and then disappeared. We started back at once, but were carried down some distance. We made a search for him, but although Mr. Bartlett dived, and we made some effort to reach him, he was not seen again.

"I have heard that the boy was subject to fits, but cannot say whether he was stricken with one at the time the drowning occurred. The whole thing was over in a few seconds, and our only regret was that we had started for the other side."

Body Is Recovered.

The body was recovered at a few minutes to 10 o'clock this morning at what is known as Becher's Island, a point nearly three-quarters of a mile from the place where young Field went in the river. It was discovered first by John Murphy, a teamster, who was hauling gravel on the north shore of the river. He noticed the boy's head above the water floating along in an upright position.

He summoned the assistance of other teamsters and the body was taken from the water and placed on the bank of the island.

Coroner Ferguson was summoned and decided that an inquest would not be necessary.

The remains were removed to the undertaking parlors of Smith, Son & Clarke, and later taken to the lad's home, Britannia and Cambridge streets, Oxford Park.

The funeral will be held from the family residence at 3 o'clock Tuesday afternoon to Mount Pleasant Cemetery. Services will be conducted by Canon Sage.

COMPANY HAS NOT YET SIGNED GAS AGREEMENT

The agreements between the utilities commission and the Southern Ontario Gas Company for a supply of natural gas here, have not been signed by the company and forwarded to the city.

Just when this will be done is not known, but General Manager Buchanan expects some definite information in a short time.

GIRL ACCUSES HIM OF ATTEMPTING ASSAULT

A young man, whose mother, an eminently respectable woman, has urgently requested that his name not be published, appeared in police court today charged with attempting a criminal assault on a 13-year-old girl, near Springbank, Sunday evening.

He was handed over to the county authorities, and when brought before Squire Chittick at the court house half an hour later was remanded to jail for one week.

It is claimed that he and a married man for whom a warrant has been issued induced the girl to go for a buggy ride with them. It is then alleged that when near Springbank the attempted assault was made, but the girl managed to get away, and was later picked up by a taxi driver and brought to the city.

She told her story to the police, and the one young man was arrested shortly after 11 o'clock by Sergt. Monahan, as he came into the city with the horse and buggy.

The married man in the meantime disappeared, and has not been seen since.

HEROES GET NO PASS TO HEAVEN

Evangelist Says They Are Not To Be Fooled by New Theology.

ONLY ONE SALVATION

That Is In Christ, Declares Rev. R. W. Andrew, Who Works Among Soldiers.

The large congregation that gathered in Adelaide Street Baptist Church last night listened with deep interest, notwithstanding the high temperature, to a splendid evangelistic sermon by Rev. R. W. Andrew, the noted Scottish evangelist and singer.

Mr. Andrew's subject was "Christ our passover, is sacrificed for us." I. Cor. v., 7, in which he showed that the soldiers in the camps are not fooled by the so-called "new theology," that if a man dies for his country on the battlefield he is sure to be saved and go to heaven. The boys know that there is salvation only in Christ, and that faith in Christ is necessary if the soul is to be saved from sin and hell.

Referring to the original passover in Egypt, he pointed out that there was no safety, no security for the family until the blood of the slain lamb had been applied to the lintel and side posts of the doors of the houses of the children of Israel. In like manner there can be no safety for the guilty sinner until the merit of Christ's death had been appropriated.

During the service he sang very feelingly, "He died of a broken heart." Following the reading of Scripture, Ed. Wilmer sang, "For You I Am Praying."

The pastor was present and had charge of the service. Mr. Andrew will speak each day this week to the soldiers assembled on Carling Heights.

RHUBARB REALLY CAME IN BUNCHES FOR SHELTER TOTS

Women Can Large Quantity For Winter Supplies.

CLOSE TO MANY HEARTS

Children's Aid Work More Than Ever a Magnet For Private Kindness.

So generous was the response to the appeal for ruhbarb to can on Saturday last for the winter stores of the Children's Aid Society Shelter that forty cans were put away and still a quantity of the pie plant remains for present use and to be made up into jam or conserved in some other way. Mrs. J. I. A. Hunt, Mrs. John Weld and Mrs. D. Regan took charge of operations. Mrs. Turner, a visitor from Philadelphia, in the home of Mrs. Hunt, assisting.

Mr. Carroll and Thomas Joyce of the Pipe Line road sent in especially large supplies, a number of people taking over big bunches from their city gardens. One market gardener stated that he frequently has an unsold surplus of fruits, vegetables, etc., which he would be glad to turn over to the Shelter. He had not previously realized that it would be acceptable. He was assured by members of the board that everything to the smallest donation sent in helps to solve the problem of financing the work and supplying the children with good, wholesome food.

Will Gather Supply.

It is proposed this year to make a regular campaign of canning in order to stock up the larder at the Shelter, provided it is possible to obtain the raw material.

One member of the board who is willing to give her services in canning stated today: "We would be very glad indeed if people from the county, coming into the city, would remember us with any of the farm products they feel they can spare. The Shelter is a county as well as a city institution.

Apropos this suggestion, a wider interest than formerly is all the time being manifested in the Shelter and the work of the Children's Aid Society. The children playing on the lawn in front of the Shelter attract the attention of passers by, and it is not unusual to see people from out of town stopping their horses or automobiles to watch the little ones who are being given a chance to become good citizens.

New Plumbing Installed.

Extensive repairs are in progress at the present ime on the upstairs part of the old section of the building, which is being bricked over and entirely remodeled. New plumbing is being installed to prevent trouble with frost in the winter time.

It has been suggested to hold an "open house" day when the repairs are completed to give the public an opportunity of seeing the Shelter and something of the work which is being done there.

AJAX BYLAW WILL BE DISCUSSED AT MEETINGS

This will be a busy week for the controllers and aldermen. Six public meetings are scheduled to discuss the Ajax Rubber Company's guarantee bylaw, and the plebiscite to establish a coal yard.

On Tuesday evening there will be a meeting at Victoria School, South London. On Wednesday evening there will be meetings at Talbot Street School and at the Empress Avenue School in West London; on Thursday at the Aberdeen School on the Hamilton road, and the Petersburg School, and on Friday at the Ryerson School on Victoria street.

It is expected that the members of the council, prominent members of the board of trade, and others interested in the welfare of London will address the electors.

The Ajax Company will be represented, and there will be deputies from the Trades and Labor Council at each session to speak on behalf of both bylaws.

DEATHS AND FUNERALS

DEATH OF MR. HENDERSHOTT.

Peter Hendershott, one of London's oldest wholesale merchants, died Sunday evening at his residence, 85 Fullarton street. Mr. Hendershott was born in Welland County, and belonged to one of the oldest families in the Niagara district. His grandfather was a United Empire Loyalist. Before coming to London Mr. Hendershott resided at Niagara Falls and St. Catharines. A wife and seven children survive him.

SOLOMON PERRY BURIED.

The funeral of Solomon Perry, veteran building contractor, who died on Thursday, was held today from his late residence at No. 1 Perry street to St. Peter's Cathedral, where solemn, requiem high mass was sung by Dean McKeon, with Father Harding as deacon and Father Finn as sub-deacon. Interment took place at St. Peter's Cemetery, where further services were conducted by Father Finn.

The pallbearers were M. O'Sullivan, J. F. Faulds, William Durkin, R. Elms, E. Graham and J. Cleary.

BURIED AT WOODLAND.

Mrs. Jessie Bennet, who died at Lloydminster, Sask., July 15, was buried at Woodland Cemetery here on Sunday. Funeral services conducted at the residence of her son, Henry Bennet, Glanworth, were largely attended.

The pallbearers were J. Fowler, J. Smith, J. Bradish, J. Lewis, George White and George Weekes.

Scouts Theory of Storms Caused By Many Hydro Wires

Prof. Dearness Says They Minimize Danger Rather Than Reverse.

That electrical storms this season have not been more frequent in proportion to the rainstorms in preceding years was the statement made by Professor John Dearness to The Advertiser today. Although he had not kept a detailed record of the weather, the professor thought that this was the probable explanation of what many people regarded as phenomenal. The damage done by lightning, he thought, was perhaps slightly heavier than in former years, but not to such an extent as to be regarded as remarkable. He scouted the theory advanced by some that the increasing number of overhead electrical wires was one of the chief causes. These, he asserted, if they had any effect whatever, would tend to reduce the possibilities of damage by lightning.

FURTHER REPORT ON PAVEMENT MIXTURE

Sir Adam Beck Submits Tests Made by His Engineers.

Sir Adam Beck submitted to the board of control a further report on the character of the gravel being used for concrete work in the city.

Some time ago, his engineers took some samples of the gravel, and sent it to Toronto, where it was mixed with cement. The proportions of cement to gravel was one to eight, the same as being used by the city engineer. The concrete was allowed to stand for ten days.

The first test was made with the gravel as it came from the river. It was mixed with ten per cent water and one part cement to eight parts of gravel. The result, according to the report, was "sloppy" cement, similar to that taken from the Richmond street pavement on June 8.

For the second test, the gravel was partially graded, there being more fine sand, and a better proportion of stone in it. Six per cent of water was used, although the other ingredients were in the same proportion. The concrete was much better, similar to that seen in the Richmond street pavement on June 18.

After standing for fifteen days, the reports showed that the first sample was very wet. Crushing tests were made, the first mixture standing a load of 8,375 pounds, or an ultimate strength of 303 pounds per square inch. The second sample stood a test of 23,550 pounds, or an ultimate strength of 832 pounds a square inch, or more than two and a half times as much.

"These reports may be theoretical, but I submit them for your information," said Sir Adam.

There was no comment on them, but they will be printed in the minutes for the information of the aldermen.

THIS CHICKEN HAS THREE REAL LEGS

An industrious hen owned by W. J. Clark, tobacconist, has just hatched out a chicken with three legs. The regular legs are in the customary positions, the extra limb extending from the end of the baby bird's wing. It looks as if it were there to stay, too.

"Simply a good hen's appreciation of the appeal for greater production," said Mr. Clark. "Think of the wonderful increase in foodstuffs if each chicken would produce another leg."

"That hen must have visited the Winter Garden, and concluded that an extra leg was needed in these dancing days," said another man.

Ashplants Ashplants

CLEARING OUR PUMPS AT - - $1.98

Pretty, New, Pumps, will flee away like butterflies at this $1.98 sale.

Among them are many pairs of Queen Quality and Boston Favorite styles which sold regularly at $3.50, $4.00, $5.00 and $6.00.

Some especially natty numbers in patent, with long plain effect vamps.

Ashplants

AIR RAIDERS FOILED IN FRESH ATTEMPT TO REACH CAPITAL; 8 PERSONS KILLED

Squadron of Twenty Bombs Felixstowe and Harwich.

FORMATION BROKEN UP

Hot Pursuit by British, but the Enemy Were Favored by Haze.

London, July 23.—Sunday's daylight air raid over the east coast of England which resulted in the repulse of about 20 German airplanes after they had dropped a number of bombs over Felixstowe and Harwich, killing eight persons and injuring twenty-five, lasted barely two hours. The morning broke bright and sunny, but a thick haze soon appeared. At about 6 o'clock the enemy machines were heard, and were seen flying high and fast toward the coast. They received a hot reception from the improved defences, in the shape of anti-aircraft gunfire, and were hardly well over the coast before their formation was broken up. They dropped bomos hastily before retreating.

Well "Peppered."

Observers say the gunfire which followed the section which went down the Essex coast reached a pitch of unusual intensity. It was the movements of this squad which caused the firing for the first time of new warning signals in London.

British planes pursued the Germans well out to sea, fighting vigorously all the time, but handicapped by the low visibility. Reports of heavy firing received from various quarters indicates that the authorities have made a considerable improvement in the defences since the last raid over London. Thousands of persons turned out along the coast when the British planes went up, in the hope of seeing battles in the air, but the combatants soon disappeared in the haze.

Raiders Driven Off.

A correspondent of the Exchange Telegraph Company telephoned from the Isle of Thanet that warning signals sounded in a number of coast towns, and that firing was heard soon afterwards. A number of airplanes which were already in the air proceeded in the direction of the firing, followed by fighting planes. Soon the signal that the raiders had been driven off was given.

A correspondent of the News of the World wired that seven German Taubes crossed the Essex coast, flying from the west, at 8:45 o'clock in the morning. Others followed at intervals until 9:30. In all about 20 machines passed and disappeared toward the sea without dropping bombs.

Excitement at London.

Some excitement was caused in London by the sounding of the raid warnings, of which the first notice was given in Sunday morning's newspapers. Persons unaware of the intentions of the authorities were convinced when the firing of signals began that German airmen had again penetrated London's defences and were showering bombs on the city. At 8:20 o'clock "sound bombs" were sent up from every fire station in the country transforming the usual Sunday morning quiet into a din which London now associates with an air raid. The signal consisted of three bombs fired at intervals of a quarter of a minute. There were distinct reports as the bombs left the small mortars and loud ones when they exploded in the air.

A Rush For Cover.

The persons who believed anti-aircraft guns were in action made a rush for cover, being urged to do so by police, who appeared in the streets with placards warning the public to seek shelter. The tube stations were favorite places of refuge. Some persons whose breakfast had been disturbed brought pots of coffee with them and finished their meal on platforms. Early morning services in the city churches proceeded without interruption.

About an hour after the first warning the police again appeared on the streets with placards announcing that all was clear.

There is little doubt an attempt was made to reach London. In giving notice that warning signals would be fired, the authorities announced that such warnings would not be given until it appeared from information received from the military that an attack on London was intended.

WESTMINSTER BOY HAS SUCCESS AS MINISTER

Rev. Robert S. Laidlaw, B.A., of Knox Church, Winnipeg, preached to the congregations of the First Presbyterian and St. Andrew's Church on Sunday, a union service being held in the former church in the morning, and the latter in the evening. Mr. Laidlaw is a Westminster boy, who has achieved much prominence, a son of the late Mr. and Mrs. William Laidlaw. After graduating from the London Collegiate Institute he took his arts course in Toronto University and theological in Knox College. His first charge was in Belleville, and from there he was called some years ago to Brandon, Man. When a vacancy occurred in the big Winnipeg church he was invited to become the pastor.

He is spending a part of his vacation in his old home in Westminster, a number of friends from the country as well as in London making a point of hearing him yesterday.

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PERSONAL MENTION

Miss Margaret Tutt is visiting friends in Galt.

* * *

Mrs. A. D. Turner of Philadelphia is the guest of Mrs. J. I. A. Hunt.

* * *

J. A. Young and Fred Smith spent the week-end with Arthur Lackie Port Stanley.

* * *

Rev. G. S. Lloyd and Mrs. Lloyd of Glencoe are visiting friends in town.

* * *

Mrs. Miles and her daughter, Mrs. Crowe of Winnipeg are the guests of Mrs. W. G. Coles.

* * *

Two brilliant young London musicians are holidaying at the present time in their former home in this city, Angelo Cortese, harpist, and Joe Cortese, violinist. They recently came up from Memphis, Tenn.

* * *

Mr. and Mrs. Thomas Cottle, Clinton, motored to the city on Sunday and spent the day with Mr. and Mrs. Harvey Longman, Albion street.

* * *

Rev. R. G. Perver of the First Methodist Church left today to spend a few weeks' vacation with his family at his summer home near Renfrew.

* * *

Rev. S. H. Eastman of Port Stanley and Rev. J. G. Stuart, Knox Church, South London, exchanged pulpits on Sunday.

* * *

Mrs. J. I. A. Hunt goes to Toronto today to represent the board of the Children's Aid Society at the food conservation convention.

* * *

Charles O. Smith of Port Arthur, formerly city editor of The Advertiser, was in the city for the week-end following a conference of Ontario Liberal members at Toronto. Mr. Smith is the Liberal candidate at Port Arthur. His opponent is Hon. Col. Carrick.

* * *

Mrs. Henry Elfield and children of Strathroy, are holidaying with Mrs. Geo. Grant, 735 Princess avenue.

* * *

Mrs. R. Grant and Mrs. Jas. Hurst of this city will leave to visit Toronto exhibition and friends the end of August

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Mr. and Mrs. R. B. Tatham of Laurel, Mississippi, have been in the city for a few days. Mr. Tatham is a former Londoner, and after an absence of nine years notices many changes in the city.

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Mrs. J. E. Vanderburg and Mrs. Roland Vanderburg, with her little daughter Jean of Edmonton, Alta., are the guests of Mrs. C. R. Walker in Lambeth.

* * *

Mrs. E. B. Smith will leave for Halifax on Wednesday next, accompanying her son, Adam Smith, who is entering the Naval College there on August 2.

* * *

Mrs. R. M. Graham, Mrs. J. I. A. Hunt and Mrs. E. B. Smith have been appointed by the board of trade as delegates to the conservation of food convention in Toronto. They will leave for Toronto on Tuesday morning.

* * *

Miss Alice Tanton of the Victoria Hospital nursing staff underwent an operation for appendicitis Sunday. She is progressing favorably.

100 ARMY HORSES TO BE SHIPPED TO PETAWAWA

The Remount Depot at Queen's Park is about to be disestablished, and the 100 or more horses at present quartered there are to be sent to Petawawa Artillery Camp in the near future, according to instructions received recently at militia headquarters from Ottawa.

When the last of the members of the 63rd Battery left for Petawawa, they took with them about 90 horses, and when the orders were received recently it was at first thought that all the horses quartered here, including those of the Army Service Corps, the Service Company, Canadian Engineers, and the Army Medical Corps, were to be withdrawn, but it is now expected that only those at the Remount Depot, approximately 100, will be shipped away.

Lieut. D. Stewart, officer commanding the Remount Depot, will still carry out his duties of assistant director of veterinary services.