

Mother Gave Her Child Away.

Had Given up all Hope of Living. Heart Trouble was Cured by Milburn's Heart and Nerve Pills.

Mrs. Andrew Savoy, Grattan, N.B., writes:—"In the year 1905 I was taken sick and did not think I could live any length of time. My trouble was with my heart and people told me that nothing could be done for a case like mine. I consulted the very best doctors but they could do me no good. For seven weeks I could hardly cross the floor. I had no pain, but was so weak nobody in the world can believe how I felt. I had given up all hopes of living and had given my little girl to my sister-in-law.

"One day a friend came to see me, and calling me by name, said, 'Listen, if I were you I would try a dose of Milburn's Heart and Nerve Pills, which are good for heart trouble.' My husband got me a box, but for two days I was not feeling any better, but on the fourth day my husband said, 'I believe those pills are doing you good.' I was able to say, 'Yes, I feel a good deal better this morning.' He said, 'Well, I will get you another box right away. I took two boxes and three can believe how the third one, and I was perfectly well and have not been sick since then.

"I will never be without them in my home for God knows if it had not been for Milburn's Heart and Nerve Pills, I would not have been alive now."

Price 50 cents per box, 3 boxes for \$1.25, at all dealers or mailed direct on receipt of price by The T. Milburn Co., Limited, Toronto, Ont.

WRECKAGE ALONG IONIAN COAST

Sicily and Calabria Are Swept by Floods—Toll of Death Is Heavy.

Milan, Dec. 8. — Fierce tempests have been raging unceasingly throughout Calabria and Sicily. The Ionian coast is strewn with the wreckage of merchant steamers and hundreds of smaller fishing craft.

A heavy mortality list is reported from all over the regions in consequence of floods, landslides and falling houses. Official statistics already announce that 20 persons have perished and 250 have been seriously injured from these causes in the interior of Sicily alone.

Incalculable havoc has been wrought around Taormina and other tourist resorts. The Catania plain is under water, and the railways, tramway and postal telegraphic services are almost everywhere at a standstill. At Prioli, in the Province of Syracuse, 150 passengers remain at the station, wholly cut off by the floods. The famous Cosentino palace at Catanzaro has entirely collapsed, killing its owner beneath the ruins.

On the Calabria mainland twenty houses collapsed at Rossano, and another 25 at Riposto, where 200 inhabitants have taken possession of the local schools as a shelter.

Hundreds of poor families are homeless and starving, since many villages have been inundated or wholly swept away. Infantry regiments and companies of sappers have been hurried to the devastated districts, but the work of rescue is exceedingly difficult, as well as account of the tottering buildings as because many of the larger bridges have been destroyed by the torrential rivers, which in their wild course whirl along thousands of uprooted trees, carcasses of cattle, and a variety of other flotsam and jetsam.

To add to the miseries of the homeless hordes, the weather is exceedingly cold, even Mount Etna being heavily clad with snow right down to the lower slopes of the volcano.

ARGUMENT ENDS IN STEEL-COAL FIGHT

Lords of the Privy Council Now Considering Judgment.

London, Dec. 8. — The hearing of the Dominion Coal vs. Dominion Steel appeal was closed yesterday morning, and at the conclusion of arguments from counsel for both sides, Lord Robertson announced the court would consider judgment.

Wallace Nesbitt, reumung on the contract, laid it down that the purpose being known for which the coal was to be supplied, and there being some room for selection on the part of the Coal Company, the description given by the Steel Company not being inconsistent with that purpose, the purpose must be complied with. He emphasized the significance of the crushing, washing sub-clause, which was useless with regard to coal from pit 6, and he pointed out that other clauses compelled the Steel Company to take all their coal from the Coal Company, and either use it or throw it into the sea, or resell it to the Coal Company at a loss of 28 cents a ton.

Mr. Dankwaertz confined himself at the outset mainly to a recital of legal judgments, then turned to the correspondence. Lord Atkinson, on the other hand, assuming that the Steel Company was right in demanding 95 per cent metallurgical coal, they had done nothing to repudiate the contract while during the reading of the correspondence. Lord Robertson asked somewhat impatiently if it was used for other all that again.

SHAKE
Your troubles by a change from tea and coffee to

POSTUM
"THERE'S A REASON."

VIGILANT THROUGH FOR THE WINTER

The Lake Fisheries Cruiser Will Be Laid Up in Toronto.

Toronto, Dec. 8.—That sturdy little watchdog of the great lakes, the gunboat Vigilant, of the Canadian navy, is at the foot of Yonge street, anticipating the winter's rest after a long season spent in guarding the fisheries on Lake Erie. The Vigilant arrived in port Sunday morning. She came from Port Stanley, in obedience to orders from Admiral Kingsmill, who, it is expected, will inspect the boat before she goes into winter quarters.

The men were all busy scrubbing the decks and polishing the brass work, and putting everything in order for the expected visit of the admiral. The Vigilant reports a very quiet season, with little excitement. Owing to the fact that the fish were very plentiful on the American side of the line this year, the Yankees have not been so keen on getting into Canadian waters to do their fishing. The same applies to the Canadian fishermen, and consequently there has been no trouble this season. In fact, it has been one of the quietest on record.

The new 1.45 guns which were installed last spring have only been put into use once this season.

According to Captain P. C. Robinson and several of his men, the most important event of the season occurred last night, and has filled the boat with gloom. The pride and pet of the little ship, "Bosun," a fine collie dog, wandered off the dock, and has not been seen since.

When aboard, "Bosun" goes about in undress uniform, and consequently, as his ship arose was so sudden and unexpected, he wears no collar. He is also suffering from a wound received while on duty. He has a nasty cut on one of his hind legs, received while the boat was passing through the Welland Canal.

NEWS FROM WESTERN ONTARIO

Galt's assessment shows an assessment increase of \$150,000.

The Hamilton Cotton Company will build an addition to their mills.

Emerson Long's barns at Woodford were burned with the season's crop. Petitions are being circulated in St. Thomas to take a plebiscite on Sunday certain remain at the station, wholly cut off by the floods. The famous Cosentino palace at Catanzaro has entirely collapsed, killing its owner beneath the ruins.

On the Calabria mainland twenty houses collapsed at Rossano, and another 25 at Riposto, where 200 inhabitants have taken possession of the local schools as a shelter.

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To add to the miseries of the homeless hordes, the weather is exceedingly cold, even Mount Etna being heavily clad with snow right down to the lower slopes of the volcano.

Engineer Sothmann, of the hydro-electric commission, stated at Berlin yesterday that the transmission line would certainly be built by Dec. 1, 1909.

The suspension bridge at Niagara Falls has been closed to prevent the entrance of the foot and mouth disease. At Windsor no animals are admitted into Canada at all.

Justin McCarthy, a Buffalo man, was sentenced to six months in the Central Prison at St. Catharines yesterday, for the theft of a diamond pin from the residence of George A. Bogy, where he was visiting.

Truman Flexen, the 7-year-old son of Richard Flexen, caretaker of the roller rink, coasted into the iron railing of a bridge at the foot of St. George's hill, St. Thomas, fracturing his skull. He will probably not recover.

James Schram and John Doyle, two chicken-thieves, were arrested at the point of the rifle yesterday, as they were attempting to dispose of a number of chickens they had stolen in the neighbourhood of Grantham. They were committed for trial at St. Catharines last evening.

Earl Licht was yesterday sentenced at Galt to two years and a half in the Kingston penitentiary for the theft of electrical fixtures and other articles. A number of citizens have interested themselves in the boy, who is only 18 years of age, and an effort will be made to get him out on parole.

C. P. R. STAFF CHANGES.
Montreal, Dec. 7. — Mr. Alan Cameron, general traffic agent of the C. P. R., London, has been appointed successor to E. V. Skinner, assistant traffic manager for the company in New York, whose death was announced several weeks ago. Mr. Cameron is succeeded in London by Mr. George McL. Brown, general passenger agent of the Atlantic service, with office in Montreal, whose successor will be W. G. Anable, general baggage agent for the system.

FATAL OBJECTION.
Uncle Ned—I've bought you a nice little dog, Johnny—the best one you ever saw. Johnny looking at the dog somewhat dubiously—I don't think I'll like him.

Uncle Ned (astonished)—Why, what's the matter?

Johnny—There's ain't enough tail to tie a can to.

CORRESPONDENCE.

Water and Fire Protection.

To the Editor of The Advertiser:

During the next few weeks the citizens of London will have placed before them, for practically the fourth time, the consideration of a money grant for an extension or increase in the supply of water and further measures for the prevention of fires.

In the general discussion that has taken place it seems almost impossible to find a dozen people that are united on this important subject as to which is the proper course to be taken, or that are at all educated or familiar with the real cause of some of the existing troubles in relation to this important as well as serious subject.

Such is the situation at the present moment that I think it is safe to assume that fully 90 per cent of the voting population are not as familiar with the question as they should be, and as evidence, witness the death of all the bylaws as yet placed before the electorate, and the very small number of votes secured when the question was twice separated from the semi-political municipal election.

Let me illustrate. Nearly everyone you hear discussing the question seems to think there is not at times sufficient water at Springbank to fight a fire successfully or properly. Now, this is not the case, for never in the history of the Springbank has there been a time that it has not responded faithfully and to the death of the fire in every single instance. And when the year has closed how many of your readers are aware of the fact that the average consumption of water for the fire of a whole year amounts to only about six million gallons, or to make it still plainer, about one-quarter of one day's pumping during the past year is all that has been taken from the reservoir for the suppression of fires.

Thus, if the reservoir were filled and kept exclusively for fire purposes the one filling would last for several years. But when we come back to the fire scene, such as the Westman and many others, what do we find? A lamentable lack of force or pressure in the streams to such an extent that if the system is called upon to supply ten or twelve streams, there is a difficulty in getting them into the second story. What then happens the fireman? Instead of forcing the enemy from its position the fire steadily consumes everything burnable above the cellar and what else is left of the building is in the basement.

From all this what are we taught? Not that Springbank is at fault, but that we have outgrown the system or method. Twenty years ago it was not so. Still we have the same Springbank and the same system. Now, we are acting as one trying to get a cat through a keyhole. The cat, if it gets through will be so stretched that its powers are lost.

This is the result of building a waterworks with a limited elevation, and pipes too small for continued growth of the city, and making the plant serve the dual purpose of domestic and fire service.

Nearly all the Canadian cities have attempted to do the same thing, and with few exceptions (London and Hamilton) have practically abandoned this antiquated method by adopting the steam fire engine to make up the loss in pressure.

Now, the modern steam fire engine to be up-to-date, must be of 1,000 to 1,200 imperial gallons capacity per minute. Three and often four horses are kept to haul these portable waterworks to the fire scene and to each steamer, driver, engineer and stoker. In American practice, said to be the best in the world, the expense is very great; the repairs and renewals are a large additional factor of expense. To this must be added the extra quantity of fire hose—all this in an endeavor to maintain an efficient pressure at the nozzle in order that the very hazardous position of the fireman may be effective and the fire subdued as quickly as possible.

Halifax, St. John, Montreal, Ottawa, Toronto, Vancouver, Victoria all have had to change over at least partially to the American plan. Now all this tremendous initial expense, and the enormous maintenance cost has evolved a far better and more effective plan in the so-called HIGH PRESSURE plan, which is a separate system to cover the industrial, commercial and congested parts only, where the old system has grown non-effective.

The new plan has so thoroughly demonstrated its adaptability and effectiveness that it is generally conceded that no fire can live longer than a few minutes under such force and volume of water, so quickly and thoroughly applied.

Salt water, lake water, river water, any kind of water, no matter from where, will master fire. The greater the force the greater the result. Toronto will take its new high-pressure supply from the polluted bay. Winnipeg will use its filthy river; no one seems to question the source of supply. In this city it is stated that the greater portion of the gravel put on our streets, for roadbed, cement walks, etc., and the sand that makes the walls of our homes, comes from the river bed, where if there is any sedimentation it has never been urged as unfit for the purposes it is so extensively used for. Hence, when the fire underwriters sent their inspector to this city to look into the sources of our water, he found the water was good.

For two simple reasons: First, it is by far in advance of any other system or plan for protection from fire. Second, it is the cheapest. The water does not require to be brought or purchased, it is here, not at our door, but

HAPPED HANDS

Frost-Bite, Cold Sores, Roughness & Redness Yield to Zam-Buk.

ARE your hands chapped, cracked, or sore? Have you "cold cracks" which open and bleed when the skin is drawn tight? Have you a cold sore, frost bite, chilblains, or a "raw" place which at times makes it agony for you to go about your household duties? If so, Zam-Buk will give you relief and will heal the frost-damaged skin. Anoint the sore places at night, and if it is the hands—wear a pair of old gloves overnight. Zam-Buk's rich healing essences will sink into the wounds, end the smarting, and will quickly heal.

READ MRS. YELLEN'S EXPERIENCE! Mrs. Yellen, of Portland, says:—"I consider it only my duty to tell you of the great benefit I have derived from Zam-Buk. My hands were so sore and cracked that I was agony to put them near water. When I tried to do so they would smart and burn as if I had scalded them. I seemed quite unable to get relief from anything I put on them until I tried Zam-Buk, and the balm succeeded when all else had failed. It closed the big cracks, gave me ease, soothed the inflammation and in a very short time healed my hands completely. I would strongly recommend it to anyone suffering from chapped or cracked hands. It is a wonderful healer and should be in every home."

ZAM-BUK ON CANADIAN FARMS. Every farm should have its box of Zam-Buk always kept handy. Writing from Ochre River (Man.), Mr. C. D. McArthur states:—"I cannot praise Zam-Buk too highly. It is the only thing that has done my hands any good. They crack and bleed in the cold weather, but Zam-Buk has soothed and healed them in fine style. I have a brother who suffers in the same way, and he also has found Zam-Buk of great value as a balm for cuts, burns, and skin injuries of all kinds so frequently sustained in farming. Zam-Buk is in our estimation without any equal."

FATHER AND DAUGHTER BOTH CURED. Miss Hattie Bertrand, Galesburg, Ont., writes:—"Zam-Buk is the best balm we have ever used. Every year I am troubled with chapped hands and arms, and nothing ever seemed able to heal them until I tried Zam-Buk. It is surprising how quickly this balm has healed the sores and cracks! My father has used it for several ailments and injuries, and thinks there is nothing to equal it."

Zam-Buk

right inside the city, and an everlasting investment in fire insurance.

The underwriters have gone still farther. They have said, and it is documentary evidence through one of our largest wholesalers, Mr. J. W. Little, that if their requirements are complied with, London will get a 25 per cent reduction in her rates of insurances.

This in itself probably would not only provide for the debt charges, but the maintenance cost as well; so that in a measure we would get our fire protection for nothing; aside from getting all that portion of the city street watering done from this source, which is by far the greater part of the street sprinkling to be done. This would take a tremendous load off Springbank.

In the face of the demands as set forth in Mr. Lloyd's report the plan as now submitted by the water commission does not meet with these demands. Nominally this same plan has been refused by the citizens, one might almost say, twice by their votes. I am, therefore, at a loss to understand how they can accept anything but another defeat of the bylaw at the forthcoming elections.

Their plan is simply an extension of the old or present system that with pumping station and steam fire engines made a very much increased maintenance account, and an admitted limited supply of spring water; that in order to assure its purity will entail the purchase of enormous quantities of land as has been done at Springbank; that cannot be guaranteed to carry London beyond a 75,000 population which at its present rate of growth as gauged by the last two years' increase will be attained in the next eight or ten years. Then what?

I think the majority of the people are willing to meet the fire underwriters, provided the cost is not too great, in a separate system that would settle that part of our troubles for all time. Probably the followers of "Titus" and the absolute followers of Springwater and Springbank, will unite in doing the rest. Faithfully yours,

JOHN M. PARSONS.

MOTHERS, ATTENTION!

Your Delicate Child May Be Restored To Health by Vinol—Read the Following Letter From a Canton, O., Mother.

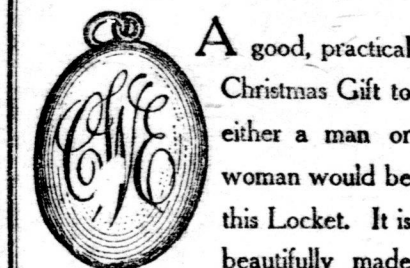
"I wish I could induce every mother who has a weak, sickly child, to try that delicious cod liver preparation, Vinol. Our little daughter was pale, thin and sickly. She had no appetite and no ambition.

"We tried various medicines, but without any benefit whatever, and she could not take cod liver oil or emulsions, as they nauseated her and upset her stomach.

"Learning that Vinol contains all the medicinal and strength-creating properties of cod liver oil, but without the disagreeable oil, and tonic added, we decided to try it, and the results were marvelous. It gave her healthy appetite; her color returned to her cheeks and she is stronger and in better health than she has been for years.

"I cannot say enough in favor of Vinol for weak, delicate children."—Mrs. C. W. Stump, Canton, O.

There is nothing equal to Vinol for delicate children and feeble old people, to build up strength and restore a normal healthy condition. Those who try it and receive no benefit may have their money returned on demand—that's your guarantee. Anderson & Nelles, druggists, London, 268 Dundas street, near Wellington. Sign of the Red Cross.



A good, practical Christmas Gift to either a man or woman would be this Locket. It is beautifully made from solid gold—

and contains places for holding two photographs.

ENGRAVED with any monogram and enclosed in suitable case; the price is

\$5.00

OUR handsomely illustrated catalogue sent free upon request.

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134-136-138 Yonge St. TORONTO



STANFIELD'S
Unshrinkable UNDERWEAR

fits just as well at the end of the winter as it does when you first put it on.

Because—Stanfield's is made of splendid Nova Scotia wool, and the shrink is taken out of the wool before the garments are woven.

RED label—light weight; BLUE label—medium weight; BLACK label—heavy weight. All sizes from 32 to 70 inches bust measure.

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Opposite Grand Central Station
NEW YORK CITY.
Rooms \$1 a day and upwards.
Bathrooms to and from station free. Send 2-cent stamp for New York City Guidebook and Map.

WHAT ZAM-BUK CURES.

Zam-Buk is excellent for chaps, chilblains, cold sores, sore faces and lips, chafings, rashes, winter eczema, piles, itching, festering sores, sore heads and backs, abscesses, pimples, ringworm, etc., cuts, burns, bruises, snake bites, sprains. Used as an embrocation it cures rheumatism, neuralgia, etc. Of all drugs and ointments, none so effective as Zam-Buk. Toronto, Price 50 c. a box, 3 for \$1.25. You are warned against the "just as good" preparations which are sometimes offered when Zam-Buk is asked for.

Free Trial Box.

Send this coupon, name and date of this paper, and 1 c. stamp (to pay return postage), to Zam-Buk Co., Toronto, and a Free Trial Box will be mailed you.

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For Copy of 'Notes By the Way' With Timetable of

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Apply to Toronto Ticket Office, 51 King Street East, or General Passenger Department, Moncton, N. B.

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\$2.15

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Tickets good going

DEC. 5 to 11 Inclusive

Return limit Dec. 14.

Call at C. P. R. Ticket Office.

WABASH

The Wabash has now on sale round trip winter tourist tickets at very low rates, from all stations, to points in the south and southwest, including Texas, Old Mexico and California. Tickets are good going and returning via all direct routes, with stopover privileges.

See your nearest ticket agent for tickets, time tables and other information, or address J. A. RICHARDSON, district passenger agent, No. 68 Yonge Street (Traders' Bank building), Toronto, and St. Thomas, Ont.

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N. Y.—Plymouth—Cherbourg—Shannon.
New York and Boston—Mediterranean.

LEVY LINE.
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N. Y.—Plymouth—Cherbourg—Shannon.
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Montreal—Quebec—Liverpool (Summer).
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TRAVELLERS' GUIDE

GRAND TRUNK RAILWAY.

SARNIA TUNNEL TO SUSPENSION BRIDGE AND TORONTO.

Arrive from the east—*4:30 a.m. *10:55 a.m., *11:12 a.m., *11:23 a.m. *6:20 p.m., *8:00 p.m., 10:10 p.m.

Arrive from the west—*12:09 a.m. *3:35 a.m., *11:27 a.m., 1:10 p.m. *4:10 p.m., 6:25 p.m.

Depart for the east—*12:14 a.m. *3:40 a.m., 7:30 a.m., 9 a.m., *11:38 a.m., 2:05 p.m., *4:25 p.m., *6:53 p.m. (Eastern Flyer).

The trains leaving at 7:30 a.m. and 2:05 p.m. stop at all stations. Depart for the west—*3:50 a.m. *4:40 a.m., *11:18 a.m., *11:35 a.m. *1:40 p.m., *8:18 p.m.

The 7:40 a.m. and the 1:40 p.m. trains stop at all stations. LONDON AND WINDSOR.

Arrive—10:25 a.m., 4 p.m., *6:54 p.m. (Eastern Flyer), 11 p.m. Depart—6:35 a.m., *11:27 a.m., 2:20 p.m., *8:10 p.m. (International Limited).

STRATFORD BRANCH. Arrive—*8:25 a.m., 11:15 a.m., 1:30 p.m., 6:45 p.m., 11:25 p.m. Depart—6:00 a.m., 10:26 a.m., 2:45 p.m., 4:55 p.m.

LONDON, HURON AND BRUCE. Arrive—10:10 a.m., 6:10 p.m. Depart—8:30 a.m., 4:50 p.m. Trains marked thus * run daily. Those not so marked run daily except Sunday.

PERE MARQUETTE RAILWAY. Depart—5:40 a.m., *7:10 a.m., 9:45 a.m., 2:30 p.m., *3:40 p.m. Arrive—8:45 a.m., *12:20 p.m., 1:50 p.m., 4:40 p.m., *9:20 p.m.

To and from Walkerville without change. Trains not "starred" to Port Stanley.

CANADIAN PACIFIC RAILWAY. Arrive—From the east *11:30 a.m., *8 p.m., *10:52 p.m. From the west—*4:30 a.m., *8:35 a.m., *6:20 p.m. Depart—For the east—*4:40 a.m. *8:45 a.m., *5:23 p.m. For the west—*11:38 a.m., *8:30 p.m., *11:00 p.m.

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

MICHIGAN CENTRAL RAILWAY. Arrive—6:55 a.m., 11:10 a.m., 5:10 p.m., 9:50 p.m. Depart—7:15 a.m., 2:20 p.m., 5:35 p.m., *10:25 p.m.

* Runs through to Waterford.

NEW YORK EXCURSIONS

VIA WEST SHORE R.R. THURSDAY, DECEMBER 10

\$10

ROUND TRIP

From Buffalo and Niagara Falls.

Tickets good returning until Saturday, Dec. 19.

For particulars as to time of trains, Pullman accommodations, etc., address FRANK C. FOY, Canadian passenger agent, 80 Yonge Street, Toronto, Ont. 224-27, D2, L3.

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The Wolverine to and From New York and Eastern Points

Leave London 5:35 p.m., arrive New York 3:03 a.m., Grand Central station in the heart of the city; returning, leave New York 4:20 p.m., arrive London 6:00 a.m. Most modern equipment, dining-car service, library-smoking cars, through sleeping-cars, to and from St. Thomas.

Full information at city office, 418 Richmond Street, THOMAS EVANS, C.P.A., S. H. PALMER, P.A., St. Thomas, O. W. RUGGLES, G.P.A., Chicago.

GRAND TRUNK RAILWAY SYSTEM

ONTARIO PROVINCIAL FAIR