Tondon Adbertiser. BETABLISHED BY JOHN CAMERON IN 1863.

Managing Director John Cameron

London, Thursday, June 28.

The Emergency Rations.

The Montreal Witness, one of the fairest newspapers in Canada, discusses the recent talk about the "emergency food" in a manner that might with advantage, be imitated by some other journals. Says the Witness:

"The investigation of Mr. Monk's charges in regard to the emergency food supplied to the Canadian contingent will, we trust, be of service to the country, but it will evidently fail to supply any campaign ammunition for the party use against the Minister of Militia or the Government. The food was good food, was likely to be useful, but was not concentrated food, such as the government supposed it was buying, but the Minister of Militia was not to blame, nor even the Government, nor is there any evidence of anything but the lack of such carefulness on the part of the officials of the department as might well occur with small fault of theirs in the bustle of such an active time as the department must have had when the contingents were hurried away.

"The story as elicited at the investi-

gation is a very simple one. Last year some tests with a concentrated food were made at Kingston upon a few soldiers who volunteered to undergo them. The tests were of Hatch's protose and were prepared by and conducted under the supervision of Dr. Devlin. The official reports embodied in the blue books in detail were highly favorable. When the contingents were being dispatched, Dr. Devlin, recommendations from wellknown and respected physicians, one a prominent Conservative, appeared at Ottawa to offer supplies of this food for emergency rations for the Canadi-As at that time the dispatches from South Africa showed that among the difficulties of transport ordinary rations were being cut down, the Min-1ster of Militia thought it well to provide emergency rations, and referred Dr. Devlin to the medical superintendent of supplies, Dr. Neilson, with instructions to secure a certain amount of the food to be identical with that tested at Kingston. Dr. Neilson made all the arrangements thereafter, the Minister of Militia having nothing further to do with the affair beyond closing the contract when Dr. Neilson's recommendation was laid before him. Dr. Neilson had made a verbal contract with Dr. Devlin, requiring that this food should be exactly the same as that tested at Kingston, which Dr. Devlin undertook. There seemed no reason to suspect Dr. Devlin, who conducted the original test of the food, of substituting anything else, and though an analysis of the food showed that the amount of nourishment in it was not at all high, yet relying apparently upon Dr. Devlin's assertion that it was the same which had been tested at Kingston, and had supported men for a month in good condition, Dr. Neilson passed it and recommended it, and it was accepted and shipped. One is certainly struck here with the lack of expert acumen on the part of the official on whom the Government had to rely in this matter. It was also charged that the Department of Militia had authorized the material out of which the food was made to be passed free through the customs house. Here again an irregularity was proved, but here again the Government was exonerated. Mr. White, the Montreal collector of customs had, on Dr. Devlin's assurances that the material was for the use of the Militia Department, allowed him to remove it without the payment of the duty. Mr. White took the case solely on his own responsibility, and it was not until the matter came up in Parliament that he recalled the case and hastened to secure the payment of the duties. Mr. White was probably quite justified in taking the course he did; he acted, we have no doubt, solely with the view to what he believed to be in the public interest. And he manfully and frankly accepted the responsibility. It is plain from all this that the Government was not responsible and that the Government officers are hardly to blame for the irregularities which they permitted at a time when such irregularities seemed justifiable in view of the need for hurried action. It seems that the food proved serviceable in South Africa, though the reports received regarding it are scanty and of a private nature. That the Minister of Militia, whose son was a member of the contingent, should connive at the substitution of poor food for good food for the use of the contingent was not credible. If the food supplied was not such as was ordered and required, and It is possible to proceed at law for any dereliction, such a course should

One Source Dried Up.

be taken against the contractors by

the Government."

It seems ridiculous to talk of bribery and corruption by the Conservative party, when that party, according to Mr. Robert Birmingham, hasn't enough to pay its organizer.-Guelph

Mayhap they paid all their money out in the last campaign, and then again, it may be true that the Red Parlor source of supplies is now dried up, and all appeals from the Opposition bosses for money to aid in defeating the preferential tariff in favor of England bevo so far failed. But surely our

Guelph contemporary has been napping. Has it not heard that Robert Birmingham, who threatened to tell all he knows about past doings among the Conservative leaders, is to have his claim paid before the end of the week, and in time to prevent his talking out? Robert knew he would fetch them.

Anticosti.

Some London papers are saying the Parliament of Canada should pass an act annulling the sale to Mr. Menier, of the Island of Anticosti. What the average English journalist does not know about Canada is the most important of the first things necessary to understand what Canada is. Parliament could no more annul the sale of Anti-costi than it could the transfer of a lot on Pall Mall, London. - Montreal

The island was sold while the late Government held sway in 1895, and it was represented that it would be better not to let an alien take possession of so unlimited a portion of the Dominion, but no action was taken. The Chocolate King put up his \$100,000, and got the territory. If any Canadian had bidden a higher price he would, of course, have become the landlord. But the experiences of previous owners were not such as to make bidding

The Gustave Zede.

At present the French nation is very much taken up with the great exhibition, and it is to be hoped that the result of the exhibition will be to stimulate industrial and peaceful influences. But the French naval authorities think that they have found a new engine of destruction which will enable them to bid defiance to their foes. A recent writer has tried to show that with the improved methods of defense, the German army could never cross the French frontier, and now Gustave Zede and its like is to make a speedy end of hostile navies. So far as we are concerned, that is all very good, as we have no desire to see France attacked or destroyed. But it is to be hoped that there will not be too much trust in these things, as, after all, it is only negative protection that they offer. The real growth and progress of a nation depends upon forces of a different kind. But in the meantime, what is Gustave Zede? It is a new engine of destruction, a submersible torpedo boat. It was such a success on its trial that the enthusiastic people immediately raise1 a subscription to present the nation with another of the same kind. Now It is proposed to build many more of a similar class. Speaking of these, the Temps says: "They will realize Admiral Aube's theory of the empire of the sea - invisibility, divisibility, and number. The estimate for each is 600,-000 francs, which is not one-fortieth the cost of a battleship. Are not the Mediterranean experiments calculated to ead to changes in our naval construction, and would not the present situation justify the devotion of all efforts of the dockyards to submarine torpedo boats, without stopping the programme now in progress?" Experiments in the same direction

have been carried on in the United States, and the Holland was reported upon by the Government official as "an engine of warfare of terrible potency." The British naval authorities, however, seem to be unmoved by all this; hence, writers in the magazines, expert or otherwise, are beginning to cry out, as they are afraid that Britain will again be caught napping. It is a sad affair that this kind of rivalry between civilized Christian nations cannot be dispensed with, and it sometimes looks as if the only thing that, in the present temper of men, will effectually check war will be the making of it so terrible that very few will be willing to face its mysteries and its horror. In the meantime, we trust that the Erench neighbors of England will not put too much steam into the submersible torpedo boat or make an idol of Gustave

MORE CHARGES

Made by Inspector Regan Against the Street Watering Contractors.

At a minority meeting of No. 3 committee, held last night, the city engineer recommended that the city adopt some scavanger system. He suggested that the city be divided into sections and that every householder be forced to have two barrels in which to deposit their refuse. These would then be gathered by a public scavanger. Mr. Graydon will define an area and report upon a system of gathering the refuse. The scheme will probably be laid over this year, as no appropriation has been made for it. Fresh tenders will be called for the repairs that are necessary at the market house. In this connection the engineer reported that the receipts from the market exceeded the expenditure by nearly \$1,000 each year. For the next two years Mr. Graydon estimated the cost of repairs at \$500.

The time for the completion of the contract for the firemen's clothing was extended until Aug. 28, as Mr. Slater would not be able to secure the cloth within six weeks.

Street Watering Inspector Regan again complained of alleged negligence on the part of Baldwin & Baldwin and Mr. George McNeil, contractors. The latter protested against the charges. He said that the trouble arose because he had a new man. His other driver, he said, had been taken to a hotel by the inspector, where he found him later on. No action was taken

The great demand for work through Nova Scotia this year has kept many who have hitherto gone to the United States for the summer season at home. School teachers in Iowa have to be content with small salaries. Their incomes are lower than those of instructors in any part of the Middle West, except Ohio.

The storing of automobiles is quite a problem in New York city now. Some of the livery stables have declined to accept them on the ground that they are ruining the livery business.

A Nine-Year-Old Delaware Boy Struck by Lightning and Killed.

Mrs. Kelso, City, Also Badly Injured Damage to Property.

Yesterday's storm was the natural result of the excessive heat that has prevailed during the past two or three days. Although the cooling showers that came was most welcome, they were accompanied by a display of electrical force that was not agreeable, to say the least. It was trying, even to those whose nerves are ordinarily well under control. This, however, was of greatly minor importance, in comparison with its results in other ways. The saddest of these in this district was the death by lightning of Clarence Mahler, the 9-year-old son of Mr. Lewis Mahler, proprietor of the apple evaporator at Delaware. During the storm he took shelter under a tree near a wire fence. He was struck and killed instantly. Another boy, Manson Cudney, who was with him, was severely shocked; he will recover.

Mrs. Kelso, wife of Mr. T. Kelso, of the C. P. R. roundhouse, was prostrated by the lightning while at her home, No. 564 William street. Her left arm and side were partially paralyzed. The same bolt struck ex-Ald. Wm.

Scarrow's vacant house, No. 568 William street. It destroyed the chimney and part of the roof, tore up the plaster and shattered two front windows. Mr. Armstrong's house on Princess avenue, near William street, was also struck, but little damage was done, other than the breaking of a large plate glass window

Quite a bit of damage was done to the telephone and the electric light Several poles were destroyed. All the lights at Springbank were put out. The force of the storm was felt particularly to the east of the city, where the heavy wind did much damage. Trees, fences and chimneys were blown down. Mr. Cairneross, who lives near London Junction, suf-

fered severe loss in this way.

The flagpole on the West London school was struck by lightning and

Governor Beckham will call a special session of Kentucky's Legislature to repeal the Goebel law.

Wm. Woodland killed his stepdaughter near Marshall, Me., and was beaten to death by neighbors. The University of Michigan retains

second place in point of attendance with Harvard, Harvard having 4,947 students and Michigan 3,447. The Ottawa Improvement Commis-

sion proposes to establish a park along the Rideau River, in connection to the proposed driveway to Government

St. Thomas offered the Oshawa Woollen Company a bonus of \$15,000, free taxes, water and site, but the company want \$25,000 and won't take less. The deal is off.

Stephen Walsh, No. 222 Mary street, Hamilton, Ont., who was struck on the head with a wheel at the Mary street cotton mills last Friday, died Tuesday. He had been unconscious from the time of the accident. Deceased was only 21 years of age.

Della Fox, the actress, who has been an inmate of the River Crest Sani-tarium, in Astoria, N. Y., for several weeks, will leave that institution to-(Thursday). Its manager, Dr. Kindred says that mentally she has recovered fully.

On Tuesday Miss Mary E., daughter of the late W. K. (Conductor) Snider, the Grand Trunk evangelist, was married to Mr. R. C. Wickware, of Toronto. Rev. D. W. Snider, of Simcoe, cousin of the bride, performed the ceremony at the residence of the bride's mother in Fergus.

QUESTIONS ANSWERED.

CONCESSION FENCE.-A rents 8 farm from B, who agrees to repair the line fences or build new ones if required. Who is to repair or build the concession fence, dividing the public road from the land—A or B? Ans.—A cannot compel B to build the road fences. A must repair them, unless B will voluntarily do so. Answer was given last week as to distinction between line fence and road fence. Answer was SUSPENDED SENTENCE. - Have

magistrates power to decide cases for breach of bylaws by suspending sentence on an offender, and by imposing a fine on another offender? Ans.—No; in all summary convictions the magistrate must by law either dismiss the charge or convict and impose a penalty. Sentence can only be legally sus-pended by a court on the trial of an offense against the criminal code, if no previous conviction is proved against the offender, and if it appears to the court that, regard being had to the youth, character or other extenuating circumstances, it is expedient that the offender be released from imprisonment on probation of good conduct.

SHEEP IN SPAIN.

In Spain there are some ten million of migratory sheep, which every year travel as much as 200 miles from the to the "delectable mountains." where the shepherds feed them, till the snows descend. These sheep are

Cool the Blood

Burning Humours with

Cuticura Resolvent

While Cleansing the Skin and Scalp with hot baths of CUTI-CURA SOAP and healing the Raw. Inflamed Surface with CUTICURA OINTMENT.

Sold by all Colonial Chemists. Forrer Dave & Chem. Conr., Sole Props., Boston, U. S. A.

known as transhumanates, and their march, resting places and behavior are regulated by ancient and special laws and tribunals dating from the four-teenth century. At certain times no one is allowed to travel on the same route as the sheep, which have a right to graze on all open and common land on the way, and for which a road 90 yards wide must be left on all inclosed and private property. The shepherds lead the flocks, the sheep follow, and the flocks are accompanied by mules carrying provisions, and large dogs, which act as guards against the The Merino sheep travel 400 miles to the mountains, and the total time spent on the migration there and

JAPAN'S ROYAL

back is fourteen weeks.

The Scion of 160 Kings Weds a Charming Bride.

[London Mail.]

The marriage of the crown prince of Japan, Prince Yoshihito, to Princess Sada-ko, a niece of the late empress dowager, took place recently.

To the young Japanese nation, revel-

ing in hopes and ambitions that suffer no blight from a consciousness of age or national ennul, the marriage of their crown prince is an event of the most auspicious character. The event gains in importance from the fact that Prince Yoshihito is the 162nd in the imperial line, the hope of a dynasty which has ruled Japan for nearly 2,000 years. He is 20 years old, is short in stature, like all his future subjects, and, though he has never visited Europe, he has received a good western education.

His bride, Princess Sada-ko, has the bluest blood of Japan in her veins, and can boast of lineage extending back many centuries, for she is the daughter of Prince Kujo. In herself she is a charming little lady of 17, with a bright and clear mind, rendered still brighter and clearer by a good education on European lines.

The prince left his palace at Aoyama, Tokio, at 7:30, and proceeded to the imperial palace in the center of the city, where he met his bride. Many Japanese now marry under western rules, but in this case the marriage, which was of a private character, took place at the imperial shine according to the Shinto rites, the rite of old Japan.

At the conclusion of the ceremony the imperial couple received the congratulations of the great officers of state, and a little later, acompanied by a brilliant escort, they proceeded to the palace at Aoyama, amid the acclamations of an immense multitude that filled the streets.

The windows were everywhere deserted, for no Japanaese may look down on the person of any member of the royal family under severe penal-

In their first appearance on the way to the shrine bride and bridegroom were both dressed in antique Japenese costume, the bride's dress being heavily embroidered with gold, but now in this procession, when they rode in an open carriage through the city, both wore European costumes.
The bride's wedding trousseau is

said to have cost £50,000. In honor of the occasion many politicians have been raised to the peer-

WHAT IS

NERVE FOOD ?

is the question on the lips of many who are hearing of the wonderful cures brought about by this great restorative.

For a comprehensive answer to this question you must ask the scores of thousands of cured ones in Canada and the United States, who have tested and proven the merits of Dr. Chase's Nerve Food—the famous blood builder and nerve restorer.

Ask the pale, weak, nervous, irritable and despondent women who have found new health, new hope and new vitality by its use.

Ask the overworked and worn-out

men, sufferers from brain-fag, nervous dyspepsia and nervous headache, who have felt new energy and vigor return to their bodies while using this famous treatment

Ask the puny, sickly children who have been made healthy and robust by using this prince of restoratives. Ask people of all ages how they were rescued from nervous prostration, paralysis, locomotor ataxia, epilepsy. They may tell you of doctors failing, of medicines taken in vain, but one and all point to Dr. Chase's Nerve Food as the only hope of persons with thin, watery blood and exhausted nerves.

In appearance Dr. Chase's Nerve Food is an oval, chocolated-coated pill. It is easy to carry and easy to take. In this condensed form it contains all of nature's most strengthening and invigorating tonics and restoratives, and for this reason it is unapproached as a blood-builder for spring.

Dr. Chase's Nerve Food cures na-

turally and permanently by the building-up process. If used regularly and persistently it cannot fail to make the blood rich and life-sustaining, and to reconstruct the tissues of the body wasted by disease, overwork or worry Fifty cents a box at all dealers, or Edmanson, Bates & Co., Toronto.

Free Cure For Men.

Railways and Navigation

L. E. & D. R. RY. **DOMINION DAY**

Excursion to Port Stanley. Round Trip for 30 Cents, Trains leave London 10:25 a.m., 1:15, 2:30, 5:15 and 6:50 p.m. Returning leave Port Stanley 1:00, 4:00, 7:00 and 9:30 p.m.

STEAMER "URANIA" Commencing Thursday, May 31, will leave Port Stanley for CLEVELAND, on Tuesday, Thursday, Saturday and Sunday of each week, at 11 p.m., except Saturday, when it will leave at 1 p.m. No train connection on Sunday. Fare one way from, 32.25; round trip. \$3,50. Get tickets at De la Hooke's, "cleck" corner and at G. T. R. station.

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Is intended for housewives who want the best without paying too much for it.

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LIGHT, GRACEFUL AND DURABLE. TANDEMS AND CHILDREN'S WHEELS.

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Solor Gas Lamps 20th CENTURY, VICTOR and RADIANT. \$2.50 TO \$3.50.

McCORMICK'S PARCEL CARRIER Luggage Carriers in great variety.

Bicycle Bells, Chain Graphite, Wm. Nye's Bicycle Oil, etc. All at Lowest Prices.

Reid's Hardware, No. 118 North Side Dundas Street.

Railways and Navigation Railways and Navigation

On and after Monday, June 18, 1909, the trains leaving Union Station, Toronto (via Grand Trunk Railway) at 9 a.m. and 9:30 p.m., make close connection with the Maritime Express and Local

treal as follows: The Maritime Express will leave Montreal daily except Saturday, at 12 noon, for Hali-fax. N. S., St. John, N. B., the Sydneys and

fax, N. S., St. John, N. B., the Sydneys and points in the Maritime Provinces.

The Maritime Express from Halifax, the Sydneys, St. John and other points east, will arrive at Montreal daily, except on Monday, at 7:30 p.m., and daily from Rivier du Loup.

The Local Express will leave Montreal daily, except Sunday, at 7:40 p.m., due to arrive at Levis at 1 p.m., Riviere du Loup at 5:00 p.m., and Little Metis at 8:25 p.m.

The Local Express will leave Little Metis at 4:25 p.m. daily, except Saturday, Riviere du Loup at 7:40 p.m., and Levis at 11:45 p.m., due to arrive at Montreal at 6:30 a.m.

Through sleeping and dining cars on the Maritime Express, Buffet cars on Local Express.

Maritime Express. Buffet cars on Local Express.

The vestibule trains are equipped with every convenience for the comfort of the traveler. The elegant sleeping, dining and first-class cars make travel a luxury.

The Intercolonial Railway connects the west with the finest fishing streams, seaside resorts and tourist routes in Canada.

Tickets for sale at all offices of the Grand Trunk System, at Union Station, Toronto, also at the office of the General Traveling Agent, Wm. Robinson, General Traveling Agent, 80½ Yonge street, Toronto.

H. A. Price, Assistant General Passenger Agent, 143 St. James street, Montreal.

Allan Line Royal Mail Steamships for Liverpool, Calling at Moville. From From Montreal. Quebec

Tunisian, (4 a.m.). June 30,
Numidian July 7. J
Corinthian (4 a.m.) July 14.
Parisian July 21. J
From New York to Glasgow—Sta
Nebraska, June 30; Laurentian, July 14. RATES OF PASSAGE.

First cabin, \$52.50 and upwards. Second cabin, \$35 and upwards. Steerage, \$23.50. New York to Glasgow. First cabin, \$50 and upwards. Second cabin, \$30. Steerage, \$23.50. wards. Second cabin, \$30. Second cabin return Reduction on first and second cabin return London agents-E. De la Hooke, W. Fulton

SINGLE FIRST FARE Between all stations in Canada; all stations in Canada to and from Detroit, Mich., Port Huron, Mich., Island Pond, Vt., Massena Springs, N. Y., Helena, N. Y., Bombay Jct., N. Y., Fort Covington, N. Y., and Rouse's Point, N. Y. All stations in Canada to, but not from Buffalo, N. Y., Black Rock, N. Y., Niagara Falls, N. Y., and Suspension Bridge, N. Y. Good going

"June 30 and July I and 2 Good for return leaving destination on or be-fore June 3, 1900. Tickets and all information from agents Grand Trunk Railway system. E. De la Hooke, C. P. and T. A., "Clock" cor-ner, London. M. O. Dickson, District Passen-ger Agent (Union Station), Toronto.

Dominion

SINGLE FIRST-CLASS FARE. going June 30 and July 1 and 2; returning July 3, 1900. Following are return rates to a few

aces of interest: LONDON TO

CHATHAM \$1,95 WOODSTOCK .. \$.85 WINDSOR 3.40 GALT 1.75 Express at Bonaventure Depot, Mon DETROIT 3.40 TORONTO 3.40 A. H. Notman, Asst. Gen. Pass. Agt., 1 King street east, Toronto. W. Fulton, City Passen-ger Agent, 161 Dundas street, corner Richmond.

> MICHIGAN CENTRAL "The Niagara Falls Route."

JULY 1st,

SINGLE FARE

good to return until July 3.

EXCURSIONS to all local stations in Canada; Detroit, Mich.; Niagara Falls and Buffalo, N. Y. Tickets will be issued June 30, July 1 and 2,

Rates, tickets and all information at City Ticket Office 306 Richmond street. JOHN PAUL, City Passenger Agent. O. W. RUGGLES, General Passenger and Ticket

Excursions to Montreal

Via Windsor, Detroit, Cleveland and Toronto, to Mon

treal, Via the Merchants Line

ELECTRIC LIGHTED STEAMERS. F. B. Clarke, agent, Richmond street, next

New York to Liverpool via Queenstown

IMPORTANT NOTICE. Reserve at once and save disappointment. Bear in mind that it is easier to cancel accommodation at a late date than to secure it. S. S. MAJESTICJuly 4, Noon *S.S. CYMRIC July 17.
S.S. OCEANIC July 18. S. S. GERMANIC July 25, Noon

IS.S. MAJESTIC Aug. 1, Noon *Excellent Second Cabin accommodation on these steamers.

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