City To Secure a Technical School

The first move towards securing a technical school for London was made Tuesday when the board of education appointed a committee to investigate the matter, and see what could be done. This committee will meet shortly, and begin its work. Chairman Fitzgerald, of the board, thinks that London's chances of securing such an institution are very bright.

He points out that the Government is willing to contribute towards the establishment of such institutions in the Province. It will contribute one-half of the cost, and also give a yearly grant for its maintenance. The objection has been made by Brantford and other cities that London has done practically nothing for manual training, and yet the city is asking for a technical school. With a technical school, however, London will be in a fair way to deal with the question of manual training in all its branches, and the children of London will be given every opportunity of developing along the lines suited to them.

Hamilton, Too.

Hamilton is also after a technical school, and in a few days a strong deputation, headed by Hon. J. S. Hendrie, will interview the Government, and ask for such a school. Hamilton will ask for better terms than half the cost, and a grant for maintenance. The Normal College was removed from that city, and it was understood, it is said, that Hamilton would get a splendid technical school to offset the removal of this institution. Chairman Bell, of the board of education of that city, says that the Government should return $75,000 that he claims is due the city owing to the removal of the Normal College. The board will insist on better terms than those proposed by the Government. The city council of Hamilton has also petitioned the Government for the establishment of such a school. Both bodies will be represented in the delegations to Toronto.

Only One School.

At present there is only one technical school in Ontario, and that is located at Berlin, rather a coincidence since in Germany such schools have been making rapid strides.

The need of such education is felt in London, and if the city is successful in getting it education will boom in the city.

A strong deputation will probably be sent by the committee shortly to Toronto to interview the Government on the matter.

Nothing Doing Now, But Maybe Later

The Talbot street school difficulty seems to be a dead issue just now so far as the board of education is concerned. Tuesday evening the board refused to do anything with the trouble.

A cement floor was placed in the basement as recommended by Medical Officer Hutchinson, but no other improvements were made.

Some time ago, Dr. Niven, chairman of the board of health, made a thorough inspection of the school, and found the condition of the place unsanitary and unhealthy. He wrote his opinion on the matter, and sent it to the chairman of the board of education. That letter was not brought before the board, it is said, and the changes suggested by Dr. Niven have not been made. The letter cannot be located as yet, and has not been read to the board.

Trustee Graham and Dr. Teasdale also say they have gone through the building and have found it sanitary. This expression is given in the face of the fact that the Smead-Dowd system has long since been condemned by the managers of nearly every institution in which they have been placed, and have been replaced by modern appliances for heating and ventilation.

What the outcome will be is not known, but it is hinted that a sufficient sum will be put in the estimates for next year to make the changes recommended by the citizens who have the ventilation and sanitary condition of the school at heart, for they have children in that school.

Chairman Fitzgerald declared that he had done all he could to get the board to do something to relieve conditions, but it had not been done. Further than that he could not go.

THE LAYMEN'S MISSIONARY PLAN

General Secretary To Speak of the Movement Here—The Progress Made.

Mr. J. Campbell White, the general secretary of the Laymen's Missionary Movement, will deliver an address tomorrow in the lecture hall of St. Andrew's Church. He will tell of the progress of the work. The meeting will be inter-denominational.

The Toronto News speaks of the movement as follows:

It will be remembered that at the laymen's missionary dinner, held in the city in April last, Mr. White stated that a deputation would visit England during the summer with a view of interesting the laymen of the churches in England in the movement, and Mr. White was asked as to the reception the movement had met with in Great Britain. He stated that the commission of six laymen who had gone from Canada and the United States, including Dr. N. W. Hoyles and Mr. E. R. Wood, of Toronto, had been most cordially received by representatives of all Christian bodies in Great Britain. The commission addressed very influential gatherings of men in London, Sheffield, Bristol, Edinburgh and Liverpool. The Bishop of Liverpool presided over a great meeting of 1,800 men in that city, which was reported to be the largest men's missionary meeting ever held in Liverpool. The lord mayor of Liverpool, the same afternoon, gave a luncheon at the town hall to the members of the commission, and about 100 of the leading businessmen of the city. At Sheffield and Bristol, also, the lord mayors of those cities gave luncheons to the commission and about 100 invited guests. The commission was invited to the headquarters of the Society for the Propagation of the Gospel by Bishop Montgomery, the secretary of that society, and representatives of this old British missionary society, as well as all others of the Empire. were active on a commitee for the permanent organization of the laymen's missionary movement. The Archbishop of Canterbury received the commission at the palace, and expressed great interest and hearty aproval of the movement.

The Movement Is Spreading.

Before the commission left Britain a national organization of the laymen's missionary movement had been inaugurated in England and another in Scotland. Each of these movements has already provided the money for the support of an all-time secretary, and they are earnestly seeking to secure suitable men to fill these positions. Recent reports indicate that the movement is spreading steadily and strongly throughout England and Scotland.

As to the progress of the movement in the United States, Mr. White stated that the most striking developments had been first of all along denominational lines. The Southern Presbyterian Church, for example, has organized its own Laymen's Missionary Movement, and is attempting this year to increase the offerings of this denomination from $275,000 to $1,000,000. The Southern Baptists have organized a similar Laymen's Movement among their constituency, and are atempting this year to increase the missionary offerings of their church from $400,000 to $750,000.

The Southern Methodists have organized also a Laymen's Missionary Movement, and are bringing together a thousand of their laymen at a convention in Chattanooga to determine what shall be the adequate missionary policy for that denomination.

In American Cities.

Several other different religious bodies are contemplating a formal organization of the movement within their own limits, in addition to securing as many of their members as possible to unite in the general inter-denominational movement. Mr. White further stated that the most striking recent development has been the action taken by whole cities, with reference to the missionary question. Ten days ago a meeting was held in Topeka, Kansas, with 100 carefully selected representatives of all the churches. It was found that last year they had contributed only about $7,000 to foreign missionary work, an average of 61 cents per member for all the Christians in the city. A resolution was offered proposing to increase this amount this year to $25,000. After a full discussion, this proposal was ratified enthusiastically by the whole assembly, and the canvas is now in progress for the securing of this amount. In St. Joseph, Mo., this last week similar action was taken which was in some respects even more remarkable. The city with a population of 100,000 has 12,000 Protestant church members. Last year they gave $12,000 to foreign missions, while they spent $127,000 for religious purposes at home. It was formally decided after full consideration, to attempt to secure $50,000 for foreign missions from the city this year. Mr. White stated that he had just received a telegram saying that in one of the congregations $6,300 had already been pledged, and the congregation held itself responsible for bringing this up to at least $10,000. It will be a new thing under the sun, said Mr. White, for a Methodist and Baptist to go to a Presbyterian and ask him to increase his missionary offerings to the work of his own church, but this is what may be expected in connection with this concerted movement. It would be a great thing, he added, if the representative Christian men of Toronto, which is in my judgment the most solidly Christian city of its size in North American, would come together and decide on an adequate missionary policy for this city as a unit, and then put their heads and efforts together to carry the policy into effect.

NO ABILITY TO DIGEST FOOD

The digestive system is a wonderful piece of machinery, but power is necessary to make it effective.

In this case the power is the nerve force contained in the body, and if the nerve force is lacking the digestive system becomes crippled and there is suffering from indigestion, nervous headaches, neuralgic pains, dizzy spells, weakness and discouragement.

Strength cannot be regained from the food you eat so long as digestion is so imperfect, but you can be restored by Dr. Chase's Nerve Food, which contains in condensed pill form the very elements of nature which go to form new nerve force.

Overwork, worry, anxiety and excessive mental effort exhaust the nervous system at a tremendous rate, and repair must be made before some dreadful form of nervous disease sets in. Dr. Chase's Nerve Food invigorates the nerves which control the digestive fluids, sharpens the appetite, is slightly laxative, so as to encourage the action of the bowels and strengthens every organ of the body. Fifty cents a box, at all dealers, or Edmanson, Bates & Co., Toronto.

We Must Move

Every Pair in Sixty Days, Starting Friday

No need to multiply words in telling you about a sale like this. You want good shoes for the winter, and it matters little to you where you get them, so long as you get them right. You know what we did for the people last spring—placed the nicest and newest stock of shoes in London out at bargain prices. Well, we're going to repeat it now.

The Squarest Deal in Shoes Ever Put On

Not an old style—not an old shoe in stock. Everything new and up to date. You can rely on getting here the most serviceable and best in Leather Goods. So come on now and get good shoes for winter very cheap. Tell your friends, tell your neighbors—bring them with you.

Men's Good Strong Work Shoes, $1.28

Read The Wonderful List

When you remember that you have to pay from 75c to $1.00 to get your Shoes properly resoled, you will appreciate these great values the more.

Ladies' Fancy Bedroom Slippers, 28c

Men's $7.00 Velour Calf Bluchers, elegantly made. Sale price only $4.98
Men's $7.00 Patent Button and Lace Shoes, sewn with silk. Sale price only $4.98
Men's $6.00 Patent Button Dress Shoes for social events. Sale price only $4.48
Men's $5.00 Patent Goodyear Welt Bluchers. Sale price only $3.48
Men's $5.50 Patents, American Gentleman. Sale price.. $4.48
All $5.00 and $5.50 Men's Patent and Plain Low Shoes. Sale price $3.98
Men's $2.50 Cordovan Blucher Work Shoes. Great value. Sale price $1.98
Men's $1.50 Gaiters (molders). Great snap at sale price $1.28
Men's $1.60 Good Work Shoes. Sale price $1.28

Ladies' $1.75 White Kid Slippers. Sale price $1.38
Ladies' $2.50 Patent Slippers. Sale price $1.98
Ladies' Fancy Bedroom Slippers. Sale price 28c
Ladies' $1.75 Vici Turn-Sole Buskins. Sale price $1.28
All old lots of Ladies' $4.50 Patent and Plain Shoes. Sale price $3.48
All $5.00 American Lady Patents and Plain. Sale price $3.98
Ladies' $1.75 Pebble Bals, good heavy wearers. Sale price $1.38
Ladies' $1.75 Dongola Bluchers Sale price $1.38
Ladies' $4.50 Kid-lined Vici Kid Shoes. Sale price $3.48
Women's House Buskins. Sale price 48c

Girls' Good School Shoes. Sale price $1.28
Girls' Box Calf School Shoes. Sale price $1.48
Boys' $2.25 Box Calf School Shoes. Sale price $1.88
Boys' $2.00 and $2.25 Box Calf School Shoes. Sale price $1.48
All Children's Shoes to go at this great sale. Big reductions.
Ladies' $1.25 Colored Spats. Sale price 98c
Ladies' $1.00 Black Spats. Sale price 78c
Ladies' 75c Black Spats. Sale price 48c
Men's Plush Slippers. Sale price 28c
Men's $1.25 Carpet Slippers. Sale price 78c

Molders' Gaiters Good and Strong $1.28

No goods sent on approbation duriug sale. Everything spot cash.

Remember the Day and Hour---Friday Morning at 9 o'Clock

All cars from east stop at door. You will help us greatly by coming early. Don't miss this great event. It means money to you.

Women's House Buskins 48c

NEXT DOOR WEST WOODS' FAIR

Matthews & Granger

WAVERLY SHOE HALL 174 Dundas St

AWFUL HAVOC BY ENGLISH GALE

Rescuers' Vain Attempt to Save Fourteen Lives at St. Abbs.

London, Nov. 6.—The great gale, working havoc all along the coast, continued throughout Saturday with unabated violence. In many districts it was accompanied with torrential rains, and flocks of a magnitude unknown for many years are reported throughout the Midlands and from other parts of the Kingdom.

Incoming vessels at Southampton reported that throughout Friday night and the early hours of Saturday morning they had experienced some of the wildest weather in the Channel ever remembered. The wind attained a velocity of 60 miles an hour, and was accompanied by rain of tropical violence, with vivid lightning and heavy thunder.

A Clan liner that put into Southampton had part of her deck cargo swept away, and the American liner St. Louis, which arrived at Plymouth on Saturday from New York, several hours late, reported the roughest passage she had ever known. Several of her crew had sustained more or less serious injuries from falls occasioned by seas sweeping the decks.

One of the worst disasters occurred on the coast of Berwickshire.

A number of villagers standing on the brow of the cliffs at St. Abbs Head on Oct. 17 saw a Danish steamer of 600 tons, the Alfred Erlandsen, from Libau, with a cargo of pit props and deals and battens, stranded on the Ebb Car Rock, on one of the most dangerous reefs on the Berwickshire coast.

The Eyemouth rocket brigade and lifeboat were summoned. When the first rocket was fired the men on the doomed vessel could be heard cheering. But their hope was short-lived, for the vessel was some 700 yards from the land, and the rocket, and three others which followed it, all fell short. These operations had, therefore, to be reluctantly abandoned as hopeless.

Meanwhile the Eyemouth lifeboat Sarah Pickard could be seen attempting to reach the wreck, but the sea was a veritable cauldron, and the lifeboat's efforts also were doomed to failure. In the momentary lulls of the storm there could be also heard the frenzied shrieks of those on board, who now realized the hopelessness of their position. Shortly after 1 o'clock the cries became fainter and fainter, until at last it became obvious to the deeply-moved watchers on shore that all was over.

About 4 o'clock the powerful lifeboat Sarah Kay, from Dunbar, which had been launched in response to a call at 11 p.m., arrived off St. Abbs Head after a terrible fourteen miles' struggle with the tempestuous sea. At that time all that remained of the ship was large quantities of wreckage, which for some time almost endangered the lifeboat. The Sarah Kay, however, cruised about the spot for an hour in the hope of picking up some of the crew, dead or alive, but the search was at last given up, and the boat returned to Skateran Station at 8:30 on Friday morning, after having been at sea for ten hours.

FAVORS CANADIAN RAILWAY TO YUKON

Territorial Member To Bring Project Up Next Session of Parliament.

Dawson, Y. T., Nov. 6.—Dr. Thompson, the member for the Yukon, intends to bring up the subject of the All-Canadian railway to the Yukon in the House of Commons next session. In the course of an interview he said:

"The railways which we hope some day will connect Yukon territory with the outside world seem not to be so fanciful after all. The Grand Trunk Pacific is chartered to build to Dawson, and Robert Lawther, of London, England, who was in Dawson this summer planning to build a line as soon as it possibly can be arranged, was so enthusiastic over the outlook that it appears as though he will not rest until something is accomplished.

"A railway connecting the Yukon with the outside world will mean all the advantages of close touch with the busiest part of the continent. It will open the vast mineral and other resources, relieve the Yukon of carrying a year's stock ahead, induce reinvestment of the profits of this country, lengthen periods of activity here each year, put us within four or five days of the capitals of the continent and furnish important military precautions by a back door route which always will stand Canada in hand and may be of vast benefit to her friendly neighboring republic in case of the two being thrown on the defensive against the threatening yellow peril or some other common foe.

"I also shall continue my fight against the royalty. I believe it is a burden from which the miner should be relieved, and although it seems an uphill fight, I shall not forget to cast a shaft at it when there is opportunity. The prospector and the miner are the life of this country, and their burdens should be lightened as much as possible.

"The questions of concessions is one that on general principles is to be opposed. Since my election several concessions have been canceled, and the others are before the exchequer court of Canada. The hope is that those pending shall be dealt with soon, and that the miners will have an opportunity of claiming what long should have been theirs."

Pennsylvania is the greatest building and loan association state in the United States. It has 1,257 organizations at last reports and over 329,852 members. Ohio comes second with 674 associations and over 290,904 members.

Ex-President Morales, of Santo Domingo, who was virtually forced out of power last year by Caceres, is now a homeless wanderer, and in leaving New York for Puerto Rico was interested to learn the second-class passage rate.

PILES Dr. Chase's Ointment is a certain and guaranteed cure for each and every form of itching, bleeding and protruding piles. See testimonials in the press and ask your neighbors about it. You can use it and get your money back if not satisfied. 60c, at all dealers or Edmanson, Bates & Co., Toronto.

DR. CHASE'S OINTMENT.

We Guarantee

to cure your cough or cold

No "ifs" or "buts"—just a straight statement—Shiloh's Cure will cure your cough or cold and do it quicker than anything you ever tried, or your druggist will return the purchase price. Get a bottle to-day, and cure that cough or cold.

Shiloh's cures colds and coughs

Shiloh's Cure is a safe and sure cough and cold medicine for children. It has been effecting cures for 34 years. All druggists—25c., 50c., and $1.00.

607

WABASH

If you are contemplating a trip for the winter to Texas, California, Old Mexico or any point, south or west, consider the merits of the great Wabash line, the short and true route between the east and west. Round trip tickets on sale daily at lowest rates. Write your nearest Wabash agent for full particulars, or address J. A. Richardson, district passenger agent, northeast corner King and Yonge streets, Toronto, and St. Thomas, Ont.

GRAND TRUNK RAILWAY SYSTEM

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Tickets good going Nov. 13 and 14. Valid for return until Nov. 16, 1907.

Full information may be obtained from E. DE LA HOOKE, city passenger and ticket agent; E. RUSE, depot agent; or write to J. D. McDONALD, D.P.A., Union Station, Toronto, Ont.

TRAVELERS' GUIDE.

GRAND TRUNK RAILWAY.

SARNIA TUNNEL TO SUSPENSION BRIDGE AND TORONTO.

Arrive from the east—*3:50 a.m., 10:56 a.m. *11:12 a.m., *11:23 a.m., *6:25 p.m., *7:48 p.m., 10 p.m.

Arrive from the west—*12:09 a.m., *3:15 a.m., 8:50 a.m., *11:13 a.m., 1:10 p.m., *4:10 p.m., *6:25 p.m.

Depart for the east—*12:14 a. m., *3:20 a. m., 7:30 a. m, 9:00 a. m., *11:23 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—*3:25 a. m., *3:55 a. m., 7:40 a. m., *11:18 a. m., *11:35 a. m., 1:40 p. m., *8:05 p. m.

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

LONDON AND WINDSOR.

Arrive—10:40 a.m., *4 p.m., *6:50 p m. (Eastern Flyer), 11 p.m.

Depart—6:35 a.m., *11:27 a.m., 2:20 p.m., *7:55 p.m. (International Limited).

STRATFORD BRANCH.

Arrive—*3:15 a.m., 11:15 a.m., 1:30 p.m., 6:35 p.m., 11:10 p.m.

Depart—6:10 a.m., 11 a.m., 2:50 p.m., 5 p.m.

LONDON, HURON AND BRUCE.

Arrive—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.

CANADIAN PACIFIC RAILWAY

Arrive—From the east *11:30 a.m., 8:00 p.m., *11:00 p.m. From the west —*4:30 a.m., **8:20 a.m., *5:20 p.m.

Depart—For the east—*4:40 a.m., 8:43 a.m., *5:28 p.m. For the west—*11:38 a.m., ***8:10 p.m., *11:10 p.m.

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

PERE MARQUETTE RAILWAY.

Depart—5:40 a.m., *6:50 a.m., 9:45 a.m., 2:30 p.m., *3:40 p.m., 17:35 p.m.

Arrive—8:45 a.m., *12:15 p.m., 1:50 p.m., 4:40 p.m., *9:20 p.m., 110:30 p.m.

*To and from Walkerville, without change. Trains not "starred" to Port Stanley. 1Between London and St. Thomas only.

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.

BIG GAME

SEASON OPENS

NEW BRUNSWICK, September 15th

QUEBEC, September 1st

NOVA SCOTIA (Moose only) October 1st

Moose. Caribou. Deer. Bear.

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Single Fare for return tickets from all Stations

Wednesday and Thursday, November 13 and 14

Return limit Nov. 16

SPLENDID NEW SERVICE TO SPOKANE - PORTLAND (Short Line) ASK THE AGENT.

Full information at London offices; W. Fulton, 161 Dundas St., J. Houston, C.P.R. Station, or write C. B. Foster, D.P.A., C.P.R., Toronto.

SOUTHWESTERN TRACTION CO.

Hourly Electric Service to St. Thomas Every Two Hours to Port Stanley

Cars leave London for St. Thomas every hour from 7 a.m. to 11 p.m.

The following cars continue through to Port Stanley, 7:00, 9:00, 11:00 a.m., 1:00, 3:00, 5:00, 7:00, 10:00 p.m.

Cars lay over at Port Stanley 40 minutes and leave at 7:20 a.m. and every two hours thereafter until 11:30 p.m.

Cars wait for London and St. Thomas theaters.

OCEAN STEAMSHIP TICKETS

WHITE STAR LINE
New York—Queenstown—Liverpool
N. Y.—Plymouth—Cherbourg—Southampton
Boston—Queenstown—Liverpool
New York and Boston—Mediterranean
LEYLAND LINE
Boston—Liverpool Direct
E. DE LA HOOKE, SOLE AGENT
AMERICAN LINE
N. Y.—Plymouth—Cherbourg—Southampton
Philadelphia—Queenstown—Liverpool
ATLANTIC TRANSPORT LINE
New York—London Direct
DOMINION LINE
Royal Mail Steamers
Montreal—Quebec—Liverpool (Summer)
Portland—Liverpool Direct (Winter)
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E. DE LA HOOKE or W. FULTON, Agents.