

Building Bylaw To Be Amended Conditions Now Are Too Stringent

A Citizen Makes Complaint and
Was Listened to by No. 2
Committee.

The building bylaw again created a great deal of discussion at the board of works last evening, and it was decided to have it amended in certain particulars. The discussion arose over the complaint of Mr. J. G. Orchard that City Engineer Graydon would not allow him to complete two houses on the Wortley road, because they did not conform to the regulations of the building bylaw.

The Objections.

"Mr. Graydon does not think the walls are thick enough," said Mr. Orchard. "They are 10 inches thick, with a foundation of 15 inches. They are built of cement block, and I think are perfectly safe. The walls are only 15 feet high, and I do not see that it is necessary to construct a house with walls 15 inches thick and 21-inch foundations. I must admit that I did not know of the new regulations, or I would have come to the committee and discussed them before the foundation was laid. I always construct substantial houses."

Mr. Graydon Speaks.

"The foundation is not strong enough, according to the bylaw," said Mr. Graydon. "The bylaw calls for 15-inch walls and 21-inch foundations. I was told to enforce the bylaw, and I have done so. There are many infractions of it being committed every day, and I am endeavoring to make all builders observe it."

Amend the Bylaw.

"I suggest that the bylaw be amended," answered City Engineer Graydon. "I think that 10-inch walls for such houses are sufficient, but I want the bylaw to state that I do not want any discretionary powers whatever, as such would be a constant source of trouble to both myself and to the committee."

On motion of Ald. Saunders, City Engineer Graydon was instructed to prepare amendments to the bylaw, to be submitted at the next meeting of the committee. Mr. Orchard was allowed to go ahead with his houses in the meantime.

Manufacturers' Request.

A deputation composed of Messrs. W. H. Braddon, P. R. Braddon, Harrison and Ingram appeared before the committee on behalf of the Scott Machine Company, asking that they be allowed to extend their building at 290-292 York street to within four feet of the sidewalk, about four feet on the city property. "We have no way to extend our premises except in front," said Mr. W. H. Braddon, "and if the council will allow us to build on city property, we will erect a fine office building. The business is worthy of your attention. It is growing rapidly, employing at the present time twenty experienced men. Our request is a reasonable one, in view of the fact that the Leonard Company have built on city property for a whole block."

Engineer Is Opposed.

Ald. Rose moved that the matter be referred to the city engineer to report on at the next meeting, and in the meantime the committee will look over the ground and see for themselves. "I do not think the city could possibly grant Mr. Braddon's request," said Mr. Graydon. "The residents on each side would immediately take out an injunction, and there would be a great deal of trouble and litigation. We had the same experience when we thought of allowing a man to build on the 'V' on Park avenue."

Repairing Pavements.

The Logan Brick Company, of Logan, Ohio, wrote saying that they would replace the bad bricks in the Talbot street and King street pavements in the spring. It was pointed out that this season was too far advanced to do work satisfactory to the city or the company, but they would make all necessary repairs in the spring.

Mr. Fleider, of Blight & Fleider, reported that the bonds for the Carling street pavement would be ready next week. A delay had been caused by the Asphalt Block Company not having their bonds for the blocks ready. Those present were: Ald. Gerry (chairman), Ald. Rose, Ald. Stewart, Ald. Saunders, Mayor Stevely, City Engineer Graydon and Secretary Kirkpatrick.

People Will Be Asked to Pay Again To Resurface King St. Pavement

'Twill Cost \$1 a Yard to Make
Old Road Look New—Engineer
Makes Recommendation.

The King street "Kentucky rock" asphalt pavement was again before No. 2 committee last evening, when Mr. Fleider, of Blight & Fleider, the contractors, appeared before the aldermen and discussed resurfacing the street.

The opinion of the committee was that the street should have a permanent pavement, and that it would be worse than useless to put any more of the Kentucky asphalt on it. City Engineer Graydon submitted offers from the Barber Asphalt Company to resurface the pavement for \$1.25 per yard, with a ten-year guarantee. The Warren Bitulithic Company offered to do the work for \$2 per square yard.

Macadamize It.

"The best that Blight & Fleider can do with King street is to make it a good macadam road," said City Engineer Graydon. "A roller can be run over it and then a couple of inches of good gravel put on it. It would be worse than folly to put any of this Kentucky asphalt on the street, as it would not last any time. I think, however, that a good asphalt pavement should have been laid."

Mr. Fleider pointed out that his company was prepared to go ahead and macadamize the road as suggested by Mr. Graydon. He did not want to put any of the material used in the

STRAIN ON ENGINEERS ON VERY FAST TRAINS

Flyers Are Hard on the Drivers of
Locomotives.

The Canadian Journal of Medicine and Surgery says:

As the exigencies of modern travel have introduced "flyers" on Canadian railroads, the duties of locomotive engineers have become more severe. As far as is known, duty on fast trains does not cause the same severe strain. On very fast trains, it is said that engine duty cannot be endured for more than a few years. Some of the engineers on the "flyers" are said to develop neurasthenia after working four years, or even less. Nervous breakdown is said to appear in them suddenly, not only from exhaustion, but from the cumulative effect of the millions of little traumas produced in their tissues by the jarring, shaking, jolting engine, driven for many hours at terrific speed. A locomotive engineer affected with neurasthenia would be unfit for duty, especially as nervous breakdown in neurasthenic persons may appear quite suddenly. The results following from a slight error of judgment in such a case may be awful. As the wear and tear of the tissues of the locomotive engineers are increased by the speed of these "flyers," frequent examinations of the engineers as to the accuracy of the nervous and muscular systems are necessary. Railroad surgeons are aware of these truths, and, doubtless, give them the consideration which their importance demands.

CONDUCTOR CHARGED.

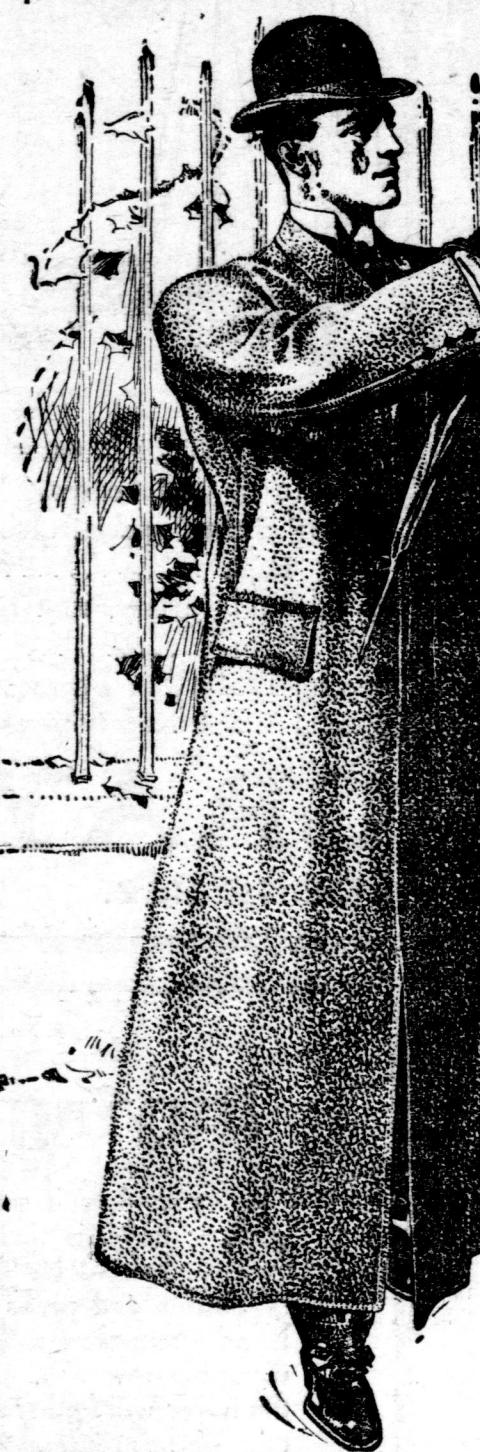
Toronto, Nov. 5.—Harry Plant, of West Toronto, a street car conductor in the employ of the Toronto Railway Company, appeared in the police court this morning charged with theft from the company. The case was adjourned for a week. The company claims that Plant for a long time has been abstracting tickets and 5-cent pieces from the fare box. Plant has a wife and two children.

The United States produced 51,730,419 tons of iron ore, valued at \$131,866,147 at the mines, last year.

The Home of Hart Schaffner & Marx Clothing Ten Distinct Overcoat Styles at \$15.00

We sell hundreds of Overcoats at more than \$15.00. We sell hundreds at less than that figure, but you can judge the liberality of our variety and the unusualness of our values in all other lines by these we show at this price. Picked after long and careful comparison from the collected samples of Canada's six best makers, these Garments not only illustrate the cleverest ideas of the country's leading designers, but also stand for THE BEST INTRINSIC VALUES IN CANADA. Read below, then come and see the Coats. They'll do the convincing better than we can here.

\$15 OVERCOATS



Magnificent imported fabrics in pure wool Beavers, Kerseys, Whitneys, Vicunas, Cheviots and Tweeds; rich, lustrous blacks, in plain and self-striped cloths; stylish browns in plain colors and smart stripes and overplaids; new olive shades in overplaids and dark, fancy mixtures; shown in the new novelty double-breasted button-up coats with big collar; the double-breasted 'Varsity box coat with inlaid velvet collar, and 47 to 52-inch length, in the loose back, single-breasted box coats. Every one splendidly trimmed and guaranteed perfect fitting. Values that cost from \$18.00 to \$20.00 elsewhere are here at the price. \$15.00

H. S. & M. Chicago Overcoats

With a smartness of style peculiar to American big city clothing, with a quality goodness assured by the Hart Schaffner & Marx "pure wool" guarantee, with a perfectness of fit seldom equalled and never excelled by the best custom tailors. These Coats are offered to you with a knowledge that they're the best that can be made. The new "Varsity Paddocks" show the very latest ideas in colored coats with their smart pleated patch pockets and plain melton collars. The "Ryton" and "Box" models in fine black Vicunas and silk-finish Kerseys are easily the finest you can find. The prices are just what ordinary coats cost elsewhere. \$20.00, \$22.50, \$25.00

\$12 Black Overcoats on \$8.95 Saturday at :: :: ::

Two weeks ago we offered thirty Black Overcoats at this price, and they were gone by noon. Here's another lot, fifty of them this time, from another maker, who needed room and some ready cash. Get in early on this lot. Fifty splendid Black Overcoats of fine English Beaver, cut in the prevailing 48-inch, loose-back style; made with raised seams and finished with velvet collar; linings of heavy mercurized satin on body and mohair in sleeves; perfect fitting and absolutely correct and new. Sizes 35 to 44, with most coats in medium sizes. Regular and good \$12.00 values, on Saturday \$8.95

R. J. YOUNG & CO.

NEWS ITEMS FROM WESTERN ONTARIO

Ingersoll young men have organized a club.

Alex. McCready, postmaster of Harrison, is dead, aged 75.

Tilbury will likely be included entirely in the riding of West Kent.

Inspector Huff and forty teachers from East Grey visited the Toronto schools yesterday.

St. Thomas council will not lease the St. Thomas Packing Company's plant for a municipal abattoir.

Miss Blanche B. West, of Sarnia, was married to Mr. Charles E. Rise, of Spokane, recently.

If Hamilton will accept the "T" rail instead of the girder rail the street car company will renew its tracks.

John Carter, of Guelph, who was paralyzed by being struck on the head while driving under an archway, is dead.

Robert Thompson, son of ex-Mayor Robert Thompson, of Goderich, died in Winnipeg yesterday of typhoid fever.

Rev. Frank E. Kaiser, of the German Baptist Church, Berlin, will go to Rochester shortly to take charge of a pastorate.

Rev. S. E. Marshall, of Trinity Methodist Church, Berlin, has accepted a call to the Methodist Church at Moosejaw, Sask.

The Brantford Trades and Labor Council will put a number of candidates in the field at the coming municipal elections.

Eugene Soper, of Vienna village, has been committed for trial at St. Thomas on a charge of shooting his wife in the knee.

The Clinton water commission is having splendid success with artesian wells, and the town will now have a fine supply of the best water.

John Mickus, the well-known auctioneer of Berlin, dropped dead yesterday afternoon after walking upstairs. He was 50 years of age.

The barns of John Smith, a farmer living near Chatham, were destroyed by fire Wednesday night. The loss is placed at \$7,500, partly covered by insurance.

The annual banquet of the Stratford board of trade was held last evening. Mr. Justice Mabey, chairman of the

Dominion railway commission, was the honored guest of the board.

Geo. Levy, formerly of Colborne Township and London, who was killed by a cow on a farm near Goderich on Monday, succumbed to his injuries yesterday. The remains were taken to Clinton for burial.

Norman Switzer, of Galt, had a leg broken in a runaway in Galt yesterday. His horse frightened another, with the result that Wm. Bond, of Beverly Township, had four ribs broken in a smashup.

The remains of George Brown, an old resident of Guelph, were found near South River, New Ontario. The old man disappeared from Guelph two years ago, and was never located until his body was found yesterday.

A woman in Kansas recently walked 1,000 miles to get a husband.

Mrs. Winslow's Soothing Syrup has been used for over THIRTY YEARS by MILLIONS OF MOTHERS for their CHILDREN WHILE TEETHING, with PERFECT SUCCESS. IT SOOTHES THE CHILD, SOFTENS THE GUMS, ALLEVIATES ALL PAIN, CURES WIND COLIC, and is the best remedy for diarrhoea. Sold by druggists in every part of the world. Write for free pamphlet to Mrs. E. Wyatt, 293 Horton street, London, Ont., says: "My son, who is employed on the railroad, has had much annoyance from a bladder and kidney complaint. He was prevailed upon to try Booth's Kidney Pills and procured a treatment at the W. T. Strong drug store. The bladder irritation was eradicated and the kidney action made correct and normal. He could not ask for a better, quicker cure than Booth's Kidney Pills proved to be and gives this great recommendation and endorsement."

Sold by dealers. Price, 50 cents. The R. T. Booth Company, Limited, Fort Erie, Ont., sole Canadian agents.

Mr. George Bernard Shaw has agreed to present the well-known bust of himself by Rodin to the Dublin Municipal Gallery of Modern Art.

GRAND UNION HOTEL
Opposite Grand Central Station
NEW YORK CITY.
Rooms \$1 a Day and Upwards
Bathrooms and from station free. Send 2-cent stamp for New York City Guidebook and Map.

HOTEL ST. DENIS
BROADWAY AND 11TH STREET
NEW YORK CITY.
Within Easy Access of Every Point of Interest. Half Block from Wausan's, the famous restaurant. Excellent Cuisine, Comfortable Apartments, Courteous Service and Homelike Surroundings.
Rooms \$1.00 PER DAY AND UP
EUROPEAN PLAN.
Table d'Hôte Breakfast 50c.
WM. TAYLOR & SON, Inc.
HOTEL MANICQUE, Broadway and 33rd Street.

Keep the Kidneys Well
Health Saving Explained by a London Citizen Who Knows From Experience.
Many London people take their lives in their hands by neglecting the kidneys when they know these organs need help. Sick kidneys are responsible for a great amount of suffering and ill health. The reason so many use Booth's Kidney Pills is their quick relief for all kidney weakness. Here is what a London citizen says: "Mrs. E. Wyatt, 293 Horton street, London, Ont., says: 'My son, who is employed on the railroad, has had much annoyance from a bladder and kidney complaint. He was prevailed upon to try Booth's Kidney Pills and procured a treatment at the W. T. Strong drug store. The bladder irritation was eradicated and the kidney action made correct and normal. He could not ask for a better, quicker cure than Booth's Kidney Pills proved to be and gives this great recommendation and endorsement.'"

Wives and Mothers
SAVE THE LOVED ONES FROM DRINK EVIL BY USING ORRINE—CURE EFFECTED OR MONEY REFUNDED—CAN BE GIVEN SECRETLY.
If your husband or son has fallen a victim to the drink habit, stop pleading, scolding and crying. Use Orrine, which is recommended by thousands of leading physicians throughout the country because they know the good it has accomplished. Hundreds of letters attest to the remarkable cures made by Orrine. Polk Miller Drug Company, of Richmond, Va., writes: "Mother and sisters have told me of husbands and brothers who since they were given Orrine (in most cases without their knowledge) seem to have lost all desire for drink. Thus your preparation has brought much comfort and happiness to once desolate homes."

This successful remedy can be given secretly if desired, using Orrine No. 1, or the patient can take it of his own free will, using Orrine No. 2. Either form destroys the desire for strong drink, making the user strong and well, a man in every sense of the word. Write for free pamphlet on cure of alcoholism to the Orrine Company, Washington, D. C. Sent in plain sealed envelope.
The regular price of Orrine is \$1 a box. There is no risk in buying Orrine, as there is a guarantee in every box which entitles you to a refund of your money if Orrine fails to effect a cure. Orrine is for sale by C. McCallum & Co., corner Dundas and Richmond streets, London.

The age of retirement for British ex-cise officers has been fixed at 61, and in certain cases at 60 years. In the customs department, which is soon to be amalgamated with the excise, the present retiring age is 65. In both cases the new rule will come into force on April 1, 1909.

PERE MARQUETTE RAILWAY COMPANY.

Thanksgiving Day
NOV. 9.

SINGLE FARE
For round trip between all stations in Canada. Good going Nov. 6, 7, and 9, returning Nov. 10.

H. F. MOELLER, G. P. A. Detroit, Mich.

J. W. KEARNS, T. P. A., London, Ont.

MICHIGAN CENTRAL
"The Niagara Falls Route."

Thanksgiving Day
November 9, 1908

SINGLE FARE FOR ROUND TRIP
Between all stations in Canada, Detroit, Buffalo and Niagara Falls. Tickets good going Nov. 6, 7, 8 and 9, returning until Nov. 10, 1908, inclusive.

Full information at city office, 418 Richmond street. Thos. Evans, C. P. A.; S. H. Palmer, D. P. A.; St. Thomas; O. W. Ruggles, G. P. A., Chicago.

OCEAN STEAMSHIP TICKETS
WHITE STAR LINE.
New York—Queenstown—Liverpool.
N. Y.—Plymouth—Cherbourg—Shamilton.
New York and Boston—Mediterranean.

LEYLAND LINE.
Boston—Liverpool Direct.
E. DE LA HOOKE, SOLE AGENT.

AMERICAN LINE.
N. Y.—Plymouth—Cherbourg—Shamilton.
Philadelphia—Queenstown—Liverpool.

ATLANTIC TRANSPORT LINE.
New York—London Direct.

RED STAR LINE.
New York—Antwerp—Paris.

WHITE STAR-DOMINION LINE.
Royal Mail Steamers.
Montreal—Quebec—Liverpool (Summer).
Portland—Liverpool Direct (Winter).
E. DE LA HOOKE or W. FULTON, Agts.

TRAVELLERS' GUIDE

GRAND TRUNK RAILWAY.

SARNIA TUNNEL TO SUSPENSION BRIDGE AND TORONTO.

Arrive from the east—*3:40 a.m., 10:56 a.m., *11:12 a.m., *11:23 a.m., *6:30 p.m., *8:00 p.m., 10:10 p.m.

Arrive from the west—*12:09 a.m., *3:35 a.m., *11:23 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 the west.

Depart for the west—*3:50 a.m., 7:40 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., *6:50 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—*3:25 a.m., 11:15 a.m., 1:33 p.m., 8:45 a.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 only 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 Waukegan 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., *8:20 a.m., *5:20 p.m.

Depart—For the east—*4:40 a.m., 8:25 a.m., *5:28 p.m. For the west—*11:38 a.m., *8:10 p.m., *11:00 p.m.

Trains marked thus * run daily. Those not so marked run only 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.

CANADIAN PACIFIC

GOING AWAY THANKSGIVING?

RETURN TICKETS Between All Stations at

SINGLE FARE
Going Friday, Saturday, Sunday, Monday,

NOV. 6, 7, 8, 9

Return limit Tuesday, Nov. 10.

Tickets and

Full information at London offices, W. Fulton, 16 Dundas street.

John Shaw, 6 P. S. Station, or write C. B. Foster, D.P.A., C.P.R., Toronto.

MOOSE

OPEN SEASON

New Brunswick
September 15 — November 30

Nova Scotia
October 1 — November 30

Quebec
September 1 — December 31

Write General Passenger Department.

INTERCOLONIAL RAILWAY

MONCTON, N. B.

Or Toronto ticket office, 51 King street east, for free copies of

"MOOSE IN THE MICMAC COUNTRY."

"FISHING AND HUNTING."

GRAND TRUNK RAILWAY SYSTEM

Thanksgiving Day
Return Tickets at

SINGLE FARE
between all stations in Canada, good

going Nov. 6, 7, 8 and 9; returning

Nov. 10, 1908.

To Western Canada

The attractive route is

St. Paul, Minneapolis or

Depot of time table entitled

to Winnipeg and Western

Chicago," from Grand Trunk

address J. D. McDONALD,

senior agent, Toronto.

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 tick-

ets, time tables and other information, or

address J. A. RICHARDSON, district

passenger agent, No. 61 Yonge street

(Traders' Bank building), Toronto, and

St. Thomas, Ont.