

The Springs of the Medway.
To the Editor of The Advertiser:

Some of the advantages and reasons for using the water from the "Spring-of-the-Medway" are:

On account of its nearness to the city, being about one-quarter of a mile from the present limits, which will shortly be extended to near its banks, Springbank being about twelve times farther away, and Komoka in comparison being out of the running. Thus the length of the main or piping from Springbank, or the present reservoir to the city is about twelve (12) times as long as would the main from the Springs-of-the-Medway to the city, and Komoka not in it.

The amount of water flowing through the valley of the Medway is many times greater than the amount of water to be had at Springbank and Komoka combined.

The water in the Medway is greater than that of the north branch on account of the velocity and swiftness of its faster current, as a glance at the amount of water at the dams, at both Blackfriars and the North Branch Mills will verify. The water at these two dams being greater than at the dams farther up the river, that is, above the point where the Medway enters the north branch below Brough's Bridge, and as one of the papers points out, the "North branch can be crossed dry shod" at said bridge.

The great damage done to London West at times of heavy rains and flood is attributable and actually due to the freshets that rage in a torrent down the channels and gorges of the Medway. This is related to show the volume of water to be obtained in the Springs-of-the-Medway. Were these waters of the Medway harnessed by reservoirs, high dams, waterways, etc., the floods, damage, deaths, destruction and expense to London West would be a thing of the past provided, of course, that Londoners are consistent water drinkers. Hence the great floods, destruction of life and property do not occur above the confluence of the Medway and the north branch, but always below.

In the flood of 1883 there were several bridges from as many concessions torn from their fastenings and lodged in the woods on the Medway, and below the said confluence of the two rivers the new iron bridge across the Thames at Oxford street was hurled to the bottom of the river. This same did not happen to iron bridges above where the Medway and north branches meet.

This shows the amount of water running to waste on the Medway.

One of the features of the Medway is the height of its banks and its proximity to the city, which altitude is higher than the reservoir at Springbank. These high banks being situated south of the old Turville and Johns' mill and dam, and a little better than a quarter of a mile from the northwest end of the city limits, in third concession, London Township, where there is a dam and mill right.

The water of the Medway springs is used for domestic purposes, and its purity, healthfulness and coolness are demonstrated by the fact that trout live and thrive in its waters, and bathers oftentimes complain of its coldness where the springs come from its sides and bottom; and, also, from its further end there are many remains of old beaver dams all along its source, and especially at the point where it would be most desirable, and practicable to secure its waters, and where the altitude of the land is highest and which was and is called Beaver Meadow to this day.

The Medway's flowing over rocky, stony, gravelly, sandy, bottom, insures its purity.

Water percolating through fifteen inches of sand is clarified and purified. The matter of bridging the north branch at the third concession to connect the city with the township, at the moment I do not know of any bridge that performs the like function that is, joining the city and township but not connecting the two, was brought up in council on three different occasions and very favorably received. I am told on excellent authority, but that was years ago.

The present time is more mature for such a project when such benefits are to be derived by all concerned, viz.: The building of a bridge on the north branch between Oxford street and Brough's bridge, near the third concession. If it were thrown across the Thames to carry the main into the city similar to bridge at King street, the expense to be borne by the city, water commissioners, county, township, and also, by the electric or radial railways for crossing the privileges for their belt and radial lines it would obviate the steep hills at both the Dundas street and Blackfriars bridges, and especially the Oxford street bridge where the C. P. R. bridge almost intersects, the danger of which is apparent. The advent of the above would mean the opening up of a north and market for hay, straw, grain, stock, wood, etc., and relieve the great congestion of the present market, and be a shorter haul to where most of the institutions of the city are.

In this manner the radial railway, which is bound to come, would mean inter-communication with that part of the township and country to the northwest of the city, which is most populated, and enterprising; the benefits of the above are obvious. London's forte is not bridge-building, as the number of bridges on the river between Dundas street, and the Cove will testify. She cannot boast of a single bridge connecting London West with London South.

From the great height of the banks of the springs of the Medway, and

A MINISTER WHO KNOWS.
Rev. Mr. Blanchard, of Clairmont, knows what he says in stating the only sure cure for Hay Fever is Catarrhosis. "For two months of the year for ten years I suffered. Catarrhosis cured me so perfectly that the disease has not returned. Others in my parish I know have been permanently cured by Catarrhosis, which I strongly recommend for Hay Fever, Asthma and Bronchitis. \$1 at drugists."

their proximity to the city, the water pumped to such an altitude would gravitate with great velocity and force into the city. On account of its closeness the declivity or plane would be steeper than the present water supply, it being about twelve times farther away, the securing of the water from the Medway could be achieved at little expense, when compared with the other expensive propositions put forth.

While the present water supply is obtained from only a few acres, the Medway drains a natural watershed of springs for miles upon miles, and is not contaminated by cities, towns, villages, sewers, cemeteries, hospitals, houses, etc., upon its banks, as is the case of the adjacent rivers, but on the other hand the Medway could be kept free from contamination and infection of every sort, and its source preserved and protected all the way.

The estimate of 2,300,000 gallons, given in connection with the Komoka springs, would be nearly a sufficient allowance for accidents, to mains, breakages, leaks, etc., but would not be a patch on the Medway. The rainfall regulates the amount of water in watersheds, springs, rivers, lakes, etc. Artificial drainage of the land (the soil is all drained naturally) will cause the water to run off faster, or in less time than ordinarily, but the amount of the flow is the same, and for all practical purposes does not vary on account of above. Of course, under such conditions, when it is collected in reservoirs, or by other means, it collects faster, and must be handled more expeditiously, which obviously has its advantages, so it is as long as it is broad. Though the above applies more particularly to surface water.

"Distant pastures look greenest," and when viewed through vari-colored glasses overshadow those which are nearest at hand by the glamor that distance lends to mirages. The above applies just now to the Lake Huron scheme, which will be a good idea, perhaps, when the city limits reach nearer its shores than they do today, and when there will be a better process of treating successfully and purifying the poisonous infection and pestilence discharged from the floating sewers that sweep its surface, not to mention the pollution which exudes from the cemeteries, hospitals, etc., on its shores.

When you get such water, what have you anyway? Would it be a just legacy to bequeath posterity? Any water supply that happens to be near a smallpox hospital or pest house or a "river containing a carcass" must take chances from the microbes, bacilli, bacteria, and cleansing the vermin from their meaty hides, or from a patient taking a bath accidentally therein.

This, for what it is worth, trusting it may suggest a suggestion to others whose pen "is more worthy of its station" has been in abeyance and anticipation, around the matter of the Springs-of-the-Medway, he too, for even consideration by the "powers that be in the seats of the mighty," some other organization, private or otherwise, might take it up (and for doing so many valuable concessions and privileges would be granted) in the manner of London's first radial railway, or perhaps, the Southwestern Traction Company could be induced to do so, and extend their lines to the banks of the Medway, where the proposed water could be secured; and also new parks and recreation grounds for London's children.

Its proximity should decide having there, or nearby the amateur athletic association grounds, which London stands so much in need of. For here the location and scenery of the valley of the Medway eclipses everything for extent, magnificence and beauty and convenience.

The Springs-of-the-Medway are there; their living visible, speaking selves. Buy a street car ticket and see the world. A little expense in connection with either schemes should not be begrudged. Even the ancient rafted and dumped rocks—which we call the pyramids—into the water (when those plains were inundated) for raising it for drinking, as well as irrigation purposes, just as they saw the cartons crowd Brown stones into the water to get a drink. So don't mind dropping a few "rocks" for drinks, it used to be customary.

The Nile is the subsidence of said waters. Delay in not procrastination; but a time-saver re this most momentous water question, and the council and commissioners need have no compunction, for by thorough inquiry into the resources of the Medway, its adoption is assured. The people will bear no resentment, but re-elect them to fulfill above mission, for if, after so much experience, they can't, who can? I. e., if they can stand prosperity.

LOB.
Feather Beds, Pillows and Mattresses renovated and sterilized; also manufacturers of Mattresses, Feather Pillows, Cushions, Stairs, Furniture, Camp Beds, at the Feather Bed, Pillow and Mattress Cleaning Factory, J. F. HUNT & SONS, 634 Blackwood street. Phone 397.

IF ATTACKED with cholera or summer complaints of any kind, send at once for a bottle of Dr. J. D. Kellogg's Dysentery Cordial, and use it according to directions. It acts with wonderful rapidity in subduing that dreadful disease that weakens the strongest man and that destroys the young and delicate. Those who have used this cholera remedy say it acts promptly, and never fails to effect a thorough cure.

The Monument, London's famous column, which, as Pope wrote, "like a bully lifts its tail head and lies," is a source of profit to the city corporation, says the Pall Mall Gazette. The actual surplus for the current year is placed at about \$600. The tolls charged to visitors appear at \$2,700, and the sale of the booklet is estimated to produce \$70. On the other side of the account, internal painting will cost \$500, and gas and water \$40 and \$250, respectively, while wages and clothing will absorb \$1,300, and the grant to the pension fund is \$225.

Word comes from Paris that the members of the Wellman North Pole expedition are completing the preparation of the balloon America, and will shortly leave for Spitzbergen. The airship has been entirely reconstructed, has new motors and possesses a lifting power of 12,500 pounds.

When "sweets" lose their sweetness—and "substantials," their charm—there are always MOONEY'S PERFECTION CREAM SODAS to coax back the appetite.

Do YOU know how good they are?



ESTIMATING LOSS OF WHEAT RAISERS

Some Places Suffered Severely—The Average Placed at 15 Per Cent.

The Toronto Globe's staff correspondent, under date of Regina, Sept. 20, says: The wheat fields have been receiving a liberal allowance of warmth and sunshine during the past week, and the harvesting operations are now well advanced. The weather is wet and cold today, and a heavy frost is expected tomorrow or Sunday. It is now too late to hope for a further general improvement in the condition of the growing grain, although the season has furnished so many surprises that grain ripening in frosty weather would not create a sensation. Any fields which have not yet been visited by the harvesters need not be expected to improve in condition, and the great task now is to bring down the waving grain before it thrashes itself. The work of cutting is by no means finished, but the farmers have made better progress than was thought possible a few days ago. A shortage of help in some parts of the province has prevented the grain-growers from taking full advantage of the recent fine weather, but they have made great strides in their harvesting operations, and only a small percentage now remains uncut. This portion of the crop is in fairly good condition, in spite of a series of frosts, and when it is garnered it should give a satisfactory return. It is still too early to make accurate forecasts regarding the total yield of wheat in Saskatchewan, and even the officials who are in close touch with prevailing conditions hesitate to commit themselves to an opinion involving figures.

The current season has been the most erratic and unreasonable in the history of the Canadian West, and its eccentricities are reflected in the fact that statisticians find themselves unable to see through the maze of actualities and possibilities which constitute agricultural history of the prairie provinces for 1907. When they approach the question with the idea of calculating the net result in bushels they discover that the ordinary methods of estimating production do not answer, because the abnormal conditions which have prevailed have been of greater importance than the ordinary circumstances.

For instance, it would be reasonable to expect heavy rains in June and warm, dry weather in July and August. A cooler tendency, with perhaps a touch of frost, in September would not be open to comment. But this programme has been honored principally in the breach. In some districts there was no rain at all in June, while in others there was too much. In July there was plenty of rain all over the country, but in some portions it was not needed. August, instead of being warm and pleasant, was cold and raw, especially in the latter half, and the grain never had a fair show. September has been chiefly remarkable for its unnecessarily severe frosts, and it has not done penance in the matter of furnishing sunshine. The whole crop has come to maturity, in its way, in spite of rather than with the aid of weather, and the farmers owe little to the atmospheric conditions for this season's account, at any rate.

The outcome of the year's work will demonstrate most forcibly the extent to which farming, more especially the raising of grain, has spread over the whole territory from Winnipeg to the foothills of the Rockies. The time when a single frost could damage or even ruin the whole western crop was not many years ago. The areas under cultivation are now so large that only a blizzard in September could do general damage, and even that would miss some of the most important sections where winter wheat is grown. Frost is, of course, the greatest enemy of the growing grain, and it is the most fearful of the unwelcome visitors. Hail is also a factor in keeping down the aggregate yield. Hot winds and insects do more than enough damage in some years.

All of these influences have been at work in one section or another of the vast west during the present season, and they have had the best opportunities ever known. But they have not ruined or even seriously damaged the growing crop. They have lopped off ten or twenty million bushels from the total yield of wheat. Ten years ago such a loss would have left a balance of nothing. Now it is scarcely felt. There is plenty of wheat to show for the season's operations, and the



GRAFTON & CO., LIMITED IS A UNIQUE CLOTHING STORE

Unique in more ways than one. Its personnel is quite different from that of others. Its system of selling is different, and the clothing it sponsors is differently better than will be found elsewhere.

Have You Not Often Heard It Said "There's a Certain Something About That Fellow That Appeals to Me"?

The same with this house. There is a certain something about it that differentiates it from all others—that makes it stand out as a unique establishment. In the matter of our goods we distinctly show our individuality. There is something about GRAFTON & CO.'S CLOTHING that gives it an air of refinement—a character that appeals to the man who seeks smart styles and distinctiveness in his apparel.

GOODWOOD OVERCOATS GOODWOOD SUITS FOR MEN

In all the latest fabrics from the best mills in the world. Overcoats that are superior in workmanship to any made in Canada. Every garment is hand-tailored throughout. Every inch of the fabrics is guaranteed shrunk, and every garment has our high-grade trade mark on them. Goodwoods are made in lengths varying from 46 to 52 inches.

\$7.50, \$10, \$12, \$14 TO \$25

The greatest showing of suits for men we've ever had. Made in the Goodwood model style. The fabrics are Cheviots, English Worsteds, Vicunas and Homespun, in plain Oxford grays, fancy browns, black and blue colorings. The same workmanship that we put into our overcoats. The lengths are 31 and 32 inches with and without vent. Some are made with raised seams, others plain. Prices

\$8.50, \$10, \$12, \$15 TO \$25

KARLTON HATS FOR MEN

Men's Karlton Hats for early fall wear, in all the nobby small shapes. The highest grade \$2 hat in Canada. Made expressly for us and sold in our seven stores at..... \$2.00

CHRISTY'S HATS . . . \$2.50 to \$3.50
KENMORE HATS . . . 2.00 to 2.50
BATTERSBY HATS . . . 2.00 to 2.50

Dundas and Carling Streets
Grafton & Co. Ltd.
J. M. HICKEY Mgr.

only regret is that a few communities should have suffered loss.

Where Real Hardship Is.

The damage from frost and hail is confined to small areas, and while it is serious in those particular localities, it does not weigh heavily in the whole result. A loss of 125,000 bushels of wheat through frost is reported from one district in the eastern portion of the Province, some distance north of the main line of the Canadian Pacific Railway. The farmers there have little or nothing left, and they must die over the winter on the accumulations of past years. Luckily the majority are in good shape to stand a bump of this kind. They have had good crops for several seasons past, and they look up on the present reverse as part of the fortune of farming. The same may be said of other portions of the province. The farmers may have suffered heavy loss through circumstances over which they have had no control, and the damage will be severe in relation to the district affected. But in comparison with the whole area under cultivation in Saskatchewan these unfortunate sections, singly or as a group, are not important. The total loss to the wheat crop through all causes in Saskatchewan this year should not be more than 15 per cent so far as quantity is concerned. It may be more when the final calculations are made. But if it be only 15 per cent there will be no room for dissatisfaction. A good country and good crops are needed to withstand the adverse influences which have been the feature of the summer, and the general opinion will be one of gratitude, coupled with a certain amount of surprise, because the aggregate damage is not more serious.

In 1906 Japan produced 13,000,000 tons of coal, an increase of 1,500,000 tons. The petroleum output rose from 57,000,000 to 60,400,000 gallons. The iron ore output was 141,100,000 pounds, and sulphur reached 60,000,000 pounds, both showing some increase. Exports of refined copper were of the value of \$10,725,000, an increase of nearly \$3,000,000.

ONLY ONE "BROMO QUININE." That is LAXATIVE BROMO QUININE. Similarly named remedies sometimes deceive. The first and original Cold Table is a WHITE PACKAGE, with black and red lettering, and bears the signature of E. W. GROVE, 25c.

WE ALL HAVE MISSIONS IN THE WORLD.—There is a work to do for every man on earth, there is a function to perform for every man on earth, and the mission of Dr. Thomas' Electric Oil is to heal burns and wounds of every description, and cure coughs, colds, croup and all affections of the respiratory organs.

OCEAN STEAMSHIP TICKETS
WHITE STAR LINE
New York—Quebec—Liverpool
New York—Quebec—Southampton
New York—Quebec—London
New York—Quebec—Belfast
New York—Quebec—Glasgow
New York—Quebec—Edinburgh
New York—Quebec—Dublin
New York—Quebec—Bristol
New York—Quebec—Cardiff
New York—Quebec—Plymouth
New York—Quebec—London
New York—Quebec—Belfast
New York—Quebec—Glasgow
New York—Quebec—Edinburgh
New York—Quebec—Dublin
New York—Quebec—Bristol
New York—Quebec—Cardiff
New York—Quebec—Plymouth

While some excavations were going on at San Patrizio, a suburb of the town of Pavia, Italy, 70 skeletons were found placed in a straight line, also some fragments of weapons. It appears that the bones are those of soldiers killed at the famous battle of Pavia, fought on February 24, 1525, between King Francis I. of France and Emperor Charles V. when the former was taken prisoner while writing the historic sentence: "All is lost but honor."

GRAND TRUNK RAILWAY SYSTEM

Hunters' Excursions at Single Fare

Going Tuesday, Oct. 8 to Tuesday Nov. 5
To points in Temagami, points Mattawa to Port Arthur, to Saint Ste. Marie and Coburn, Lindsay to Haliburton, and points Madawaska to Depot Harbor, all points on Muskoka Lakes, Lake of Bays, and Magnetawan River.
All tickets good returning on or before Dec. 7, 1907, or until close of navigation, if earlier, to points reached by steamer lines.
Going Oct. 24 to Nov. 5.
To Feneston, Midland, Lakefield, all points Severn to North Bay, Argyll to Coburn, Lindsay to Haliburton, and points Madawaska to Depot Harbor, all points on Muskoka Lakes, Lake of Bays, and Magnetawan River.
All tickets good returning on or before Dec. 7, 1907, or until close of navigation, if earlier, to points reached by steamer lines.

HOMESEEKERS' EXCURSIONS

To Manitoba and Canadian Northwest, Sept. 24, Oct. 8, Oct. 22. Tickets good for 30 days.
Tickets and full information may be obtained from E. DE LA HOOKE, city passenger and ticket agent; E. DEER, depot agent; or write J. D. McDONALD, D.F.A., Toronto, Ont.

TRAVELERS' GUIDE.

GRAND TRUNK RAILWAY.

BARNA TUNNEL TO SUSPENSION BRIDGE AND TORONTO.

Arrive from the east—11:30 a.m., 10:45 a.m., 11 a.m., 11:15 a.m., 11:30 p.m., 7:30 p.m., 7:45 p.m., 10 p.m.
Arrive from the west—12:05 a.m., 9:15 a.m., 11:30 a.m., 1:25 p.m., 4:11 p.m., 6:25 p.m.
Depart for the east—12:05 a.m., 9:30 a.m., 7:30 a.m., 9:30 a.m., 11:30 a.m., 2:05 p.m., 4:25 p.m., 6:55 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—8:35 a.m., 8:55 a.m., 7:40 a.m., 11:10 a.m., 11:31 a.m., 1:55 p.m., 8:05 p.m.
The 7:40 a.m. and the 1:55 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., 11:25 a.m., 2:30 p.m., 7:55 p.m. (International Limited).
STRATFORD BRANCH.
Arrive—3:15 a.m., 11:15 a.m., 1:30 p.m., 6:55 p.m., 10:55 p.m.
Depart—6:10 a.m., 11:00 a.m., 2:50 p.m., 5 p.m.
LONDON, HURON AND BRUCE.
Arrive—9:45 a.m., 6:10 p.m.
Depart—8:15 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—4:35 a.m., 8:28 a.m., 5:28 p.m. For the west—11:35 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.

MICHIGAN CENTRAL RAILWAY.

Arrive—6:55 a.m., 11:10 a.m., 5:10 p.m., 9:35 p.m.
Depart—7:15 a.m., 2:20 p.m., 5:30 p.m., 10:25 p.m.
*Runs through to Waterford.
PERE MARQUETTE RAILWAY.
Depart—5:40 a.m., 9:55 a.m., 9:45 a.m., 2:30 p.m., 7:40 p.m., 7:35 p.m.
Arrive—8:45 a.m., 12:15 p.m., 1:50 p.m., 4:40 p.m., 9:20 p.m., 11:30 p.m.
*To and from Walkerville, without change. Trains not "starred" to Port Stanley. **Between London and St. Thomas only.

SOUTHWESTERN TRACTION CO.

RELIABLE HOURLY ELECTRIC SERVICE BETWEEN LONDON AND ST. THOMAS.

HANDSOME, NEW, CLEAN, COMFORTABLE CARS leave the Horton street station, London, every hour from 7 a.m. until 11 p.m., and leave the waiting-room opposite the city hall in St. Thomas at the same hours. Last car waits for the theater.

Special attention and rates to parties chartering cars.

WABASH

Special Low-Rate One-Way Colonist Tickets

Tickets on sale daily, Sept. 1 to Oct. 31, from all Wabash stations to

CALIFORNIA, OREGON, IDAHO, MONTANA, WASHINGTON, BRITISH COLUMBIA, UTAH, MEXICO, and other Pacific Coast points.

Tickets good going via all direct routes, and should read "over the Wabash," the short and true route to all western points.

For full particulars see Wabash agent, or J. A. RICHARDSON, district passenger agent, Toronto and St. Thomas.

CANADIAN PACIFIC SPECIAL RATES

TO THE

COAST

VANCOUVER VICTORIA SEATTLE TACOMA PORTLAND

\$41.95 NELSON ROSSLAND SPOKANE

\$39.45 FROM LONDON

Second class one-way, on sale only until Oct. 31. Proportionately low rates to other points. Tickets and full information at London offices: W. Walton, 161 Dundas St. E.; J. Houston, C.P.R. Station; or write C. B. Foster, D.F.A., C.P.R., Toronto.

BIG GAME

SEASON OPENS

NEW BRUNSWICK, September 15th

QUEBEC, September 1st

NOVA SCOTIA (Moose only) October 1st

Moose. Caribou. Deer. Bear.

WRITE FOR

INTERCOLONIAL RAILWAY

Publications:

Fishing and Hunting. Week in the Canadian Woods. Hunting Grounds of the Micmacs. Big Game of the Southwest Miramichi.

Containing Latest Information about DISTRICTS. GUIDES. ROUTES TO

Montreal Office, 141 St. James St. Toronto Office, 51 King St. East

General Passenger Dept., Moncton, N.B.