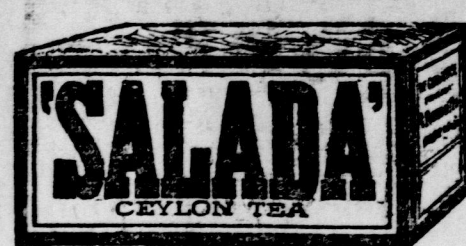


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All Grocers.

NOT LOVED, YET WEDDED

Her Indian shawl had slipped from her ivory shoulders. There was an expression of utter weariness on her features. Dropping into a chair, she threw her bouquet and gloves on the table.

"Maria, I am tired," she said, languidly. "I will go to bed at once."

"Has the party been a dull one, my lady?" inquired the attendant, beginning to remove the jewels.

"Insufferably," she answered, with the same heaviness. "A lot of members there who could talk of nothing but the coming bill. The party afterwards had few people I cared for."

"And you thought there would be so many," said Maria, sympathetically. "The Honorable Misses Lachmere?"

"Oh! they were there."

"And Lord Hampton, you said; also Viscount Combermere?"

"They, too, were there. My dressing-gown, thanks."

"And the Earl of Lethbridge; was he not there?"

Was it the slightest that made the faint glow on Lady Westbrook's cheeks? Certainly she did not meet her companion's eyes as she rejoined, rather pettishly:

"Oh! yes, but might have been anywhere else for what pleasure I derived from his society. He dined there, but we were divided by an enormous egotism—I hate egotisms—when the gentlemen came to the drawing-room any lord had vanished, finding, I suppose, no inducement to stay."

Maria noted the accent of the speaker's voice, and smiled.

Did my lady like Lord Lethbridge? It seemed so, but she did not at his absence. If she did Maria was sure the affection would be reciprocated. Could man be near Lucille and not love?

The Italian had finished combing Lady Westbrook's hair when she remembered the letter. As Lucille took it her fair brow clouded.

"Again?" she murmured. "These people are insupportable. I will not put up with it. Then with a mental cry, she added, sotto voce: 'I must! Such is the terrible penalty of a foolish secret. Oh! why did I not act as honor dictated? Why did I let my father ever persuade me to this deception? Why, rather, did I not persuade him to confess the truth to the marquise, and not let me enter this house—a falsehood? Why? Because he was dying, and I was helpless!'"

Her head dropped forward on her bosom, her eyes full of tears, her lip trembled under the influence of painful thought. Finally, opening the letter, she read:

"My Lady—
"We have been thinking how wot you see, and on second thoughts, will accept your terms. If you give us the undred down we will go to Australia, and you shall never hear of us again, and the credit shall be your own. As I suppose you will be contented with our word, and pray give us your hand—any hour, my lady, only, of course, we shall want some time to get ready for such a trip."

"Yours to command,
"SUSAN SQUELCHER."

Lucille crushed the letter indignantly in her palm.

"For the second time have they promised. Will they keep it any better? I cannot trust them. How will it all end? And I would have been so truthful!"

Languidly she leaned back. Her appearance was that of one exhausted—overcome by a desperate fight.

How would it all end, indeed? As she sat, her eyes wearily closed, there rose up a vision before her of how it might. In discovery and bitter humiliation. She saw the marquise and Cecil's features expressive of the deepest scorn.

Oh! how deeply would their high opinion of her change! Would the marquise call her her daughter then? No; he would banish her from his roof.

"Better so—better poverty than—she stopped.

Would she like to go back to poverty? Oh! no, no, no! and a fate, destined to influence her whole life, rose up before her.

"Why should I thus torment myself?"

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10c per lb. 6lb Cans, 50c.

Complete assortment of Campers' and Picnicers' Supplies.

Canned Beef, Tongue, Ham, Chicken, Turkey and Duck.

SLICED HAM A SPECIALTY.

Sardines, Shrimps, Lobsters, Herring, Mackerel, Salmon, etc.

FRUITS—CANNED AND IN GLASS.

Best Assorted Fancy Biscuits, Condensed Milk, Coffee, Cocoa.

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Fitzgerald, Scandrett & Co.

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STAMPS

self?" she reflected, striving to throw off these gloomy thoughts. "The fault was not mine. How, at such a time, could I refuse a father's prayer? My word was given to the dying! I dare not break it. Now it is too late. I must see these people—must satisfy their greed; but it's very—very weary."

Yes; beautiful, rich, admired, flattered wherever she went. Lady Westbrook, the belle of the London season, was weary.

It was a heavy head that she laid on the lace pillow, yet, for some time, the past, and that letter last received, held her wakeful. When, however, her lids dropped in slumber, it was Gerard upon whom her mind dwelt.

Why had he not spoken to her? Why had he left so soon—was he ill? He looked harassed and depressed.

So thinking, Lady Westbrook slept.

CHAPTER X.

Gerard did not keep to his wise determination of shutting himself up at the Hall. The next morning, Lucille, influence being a trifle less strong, he took himself to task for his cowardice and lack of self-government. Was it possible that he, an engaged man, had the weakness of a schoolboy? It was absurd. Had he not strength of will sufficient to look destiny in the face, and bend how to it? Surely yes.

He could not possibly leave town at present. There were important debates at the House, in which his voice was needed. Also, there were more than a dozen invitations which he had accepted, consequently must keep. Certainly, a low, still voice whispered him that undoubtedly at some of these gatherings he would encounter Lady Westbrook.

"And so I run the chance of doing as any time," he reasoned, "unless I swear sanity. Now, which is the bravest, wisest thing to do? Fly like a quail, or stand up to an enormous man, my manhood, meet her? Shall I renounce the pleasure of her friendship because I may not seek her love?"

Dangerous reasoning, this, as all who love can tell. Nevertheless, so Gerard—growing proud, finally, of this fight with self-reasoned, and put his fight control to the test at the dinner-party at which Lady Westbrook had met him.

Entering the drawing-room late, he had found it so crowded that to avoid Lucille was not difficult. Dinner almost immediately being announced, the guests had paired off, where, as it had been shown, an enormous silver cierge hid each from the other's view.

When the gentlemen prepared to join the ladies the earl quietly took his departure. He had, by being in his presence, yet refraining from addressing her, bravely, honestly, and manly, through the ordeal; but on this first occasion he would not try himself too far.

Still, though satisfied, his heart was scarcely less heavy than Lucille's when he retired to rest.

The next invitation was to a ball given by the Viscountess Chadleigh. She was an old friend of Gerard's, and to absent himself would have caused deep offense. He must go, though surely he would meet Lady Westbrook.

Well, the course he had commenced he must pursue—avoidance, without rudeness, true, all society was denied by the marquise's adopted daughter; still he need not be. The exception proved the rule.

Nevertheless the earl took scrupulous care with his toilet that evening. Again, purposely, he arrived late, so that the handsome rooms were already well filled with a brilliant company.

Gerard knew nearly everyone, and received winning smiles from eyes as sparkling as the diamonds the owners wore, and hand-shakes from men with diamond stars and orders on their breasts and ribbons in their button-holes.

"If I can make out half a dozen dances I need stay no longer," pondered Gerard. "It will be the best safeguard. Ah! yonder is pretty little Lady Jessica, looking all smiles and sweetness. She values a merriment; let her, if not engaged, be my first partner."

He moved through the crowd until he stood before a pretty girl of about eighteen. Bowing, he preferred his request.

"You should have come sooner, my lord," responded Lady Jessica, with a coquettish pout. "I really believe you have done it on purpose. I am already engaged to Lord Hampton, who, entre nous, dances much after the fashion of one of the Arctic bears of which he is so fond of talking."

"We must not expect perfection in everything," responded Gerard, laughing; "and Hampton has the best heart in the world. Still, I confess, to dance with him must be a hardship to such a valiant as Lady Jessica. Yet, after all, it is who am most to be pitied, the passionate, who must be deprived the value altogether."

[To be Continued.]

Was there ever a woman in the wide world who did not yearn to be the mother of a bright-faced, happy, healthy, laughing, rollicking child? If there ever was such a woman, she was a bad one, and there were very few thoroughly bad women.

It was God's and Nature's intention that every woman should be the mother of healthy children. Tens of thousands of women defeat this beneficent design by their ignorance and neglect. They suffer from weakness and disease in a manly way, and take no measures, or the wrong measures, to remedy it. Dr. Pierce's Weakness Prescription is sure, speedy and permanent cure for all disorders of this description. It acts directly and only on the delicate and important organs that are the threshold of human life. It makes them strong, healthy, vigorous and virile. It heals ulceration, allays inflammation, soothes pain and tones and builds up the nerves. It banishes the trials of the period of impending maternity and makes baby's entry into the world easy and almost painless. It does away with the dangers of motherhood and shortens the period of weakness and lassitude. It increases the little new-comer's health and a beautiful supply of nourishment. It transforms weak, sickly, nervous invalids into happy, healthy wives and mothers. Thousands of women have testified to its marvelous merits. A dealer is not a physician, and has no right to suggest a substitute for the prescription of an eminent specialist like Dr. Pierce.

Dr. Pierce's Medical Adviser sent for at one-cent stamps to cover returns and mailing only. Cloth binding, 25c. Stamps, 1c. Address Dr. R. V. Pierce, Buffalo, N. Y.

Fire Island, L. I., Aug. 25.—The beach here for about ten miles is covered with wrecks, consisting of parts of trunks, boxes, bedding and wire mattresses. There are no marks on them, but it is thought to be the same wreckage the steamship *Algo* reported, and may be from off some of the United States transport vessels. Life-saving stations east of here have no reports of wreckage on shore.

6,437 KILLED, 36,731 INJURED

Railway Record for Year Ending
June 30, 1897.

Matter of C. P. R.'s Differential
Rate To Be Submitted to
Arbitration

Prospects of Still Another Rate War
of Far-Reaching Extent.

A Washington telegram says: From purchases made and placed in the statistical report of the interstate commerce commission, the following advance figures are obtained:

On June 30, 1897, there were 223 roads in the hands of receivers. These roads operated a mileage of 17,801 miles, the mileage owned by them being 14,894 miles. These figures as compared with those of 1896, show that there was a net decrease of 12,613 miles in mileage operated, and 5,622 miles in mileage owned.

During the year ending June 30, 1897, 11 roads were removed from the control of receivers, and 23 roads were placed under their management. The capital stock represented by railways in the hands of receivers on June 30, 1897, was \$456,064,610, compared with \$458,000,000, or current liabilities, \$113,306,348. A comparison of these figures with those corresponding for the preceding year shows a decrease in capital stock represented of over \$25,000,000, and in funded debt of over \$468,000,000.

The total railway mileage in the United States was 154,428 miles, there being an increase of 1,631 miles, or 0.99 per cent during the year.

The number of passengers carried during the year was 483,415,188, a decrease of 22,327,539. The number of tons of freight carried was 741,055,946, which is 21,185,429 less than for 1896.

The gross earnings of the railways of the United States for the year ending June 30, 1897, as reported for an operating year, were \$412,289,000, as compared with the preceding year this amount shows a decrease in gross earnings of \$28,073,000. The average of income comprised in gross earnings from operation of the year was passenger revenue, \$251,135,527, decrease as compared with the preceding year, \$13,754,409; freight revenue, \$137,544,447; express, \$24,901,066, increase, \$2,083; other earnings, passenger service, \$6,623,980; freight service, \$7,775,314; mail, \$13,754,409; other earnings, freight service, \$1,209,657; increase, \$23,757; other earnings from operation, etc., \$28,073,000.

The gross earnings of the railways for the fiscal year covered by the report were \$52,524,764. This amount is \$20,464,250 smaller than the corresponding amount for the year 1896, the reported mileage for that year being 981,892 miles. Gross earnings per mile of line operated averaged \$6,122, and for the year 1896, \$6,122.

The total number of casualties to persons on railway accidents for the year ending June 30, 1897, was 42,168. Of these casualties 6,437 resulted in death, and 35,731 in injuries.

The carrying capacity of railway employees, 1,693 were killed and 27,667 were injured during the year. From summaries showing the ratio of casualties, it appears that one out of every 489 employees was killed, and one out of every 30 persons was injured during the year. One passenger was killed and 128 injured.

The income for operation, that is, the amount of gross earnings remaining after the deduction of operating expenses, commonly termed net earnings, was \$369,565,000. This amount is \$7,055,233 less than the corresponding amount for the preceding year. The total amount of dividends declared was \$57,377,989, the result being a deficit from the operations of the year of \$6,129,000.

The total number of locomotives in service was 35,956, an increase of 36 for the year. The number of freight cars in service was 33,239, and of freight cars, 1,221,730. The number of men employed by the railways of the United States on June 30, 1897, was 483,415, as compared with 483,415 for the year 1896.

Regarding the year ending June 30, 1897, it appears that the net earnings of the railways were \$369,565,000, or 68.1 per cent of the total operating expenses of railways. The total compensation for the year was \$3,200,000,000, or 76.9 per cent of the total operating expenses of railways.

On June 30, 1897, the amount of railway capital outstanding was \$10,635,008,074. The amount of capital stock was \$3,041,255,000. The amount of funded debt was \$5,270,355,819. The total amount of dividends was \$57,377,989. The amount of current liabilities outstanding on June 30, 1897, was \$478,501,625, or \$3,156 per mile of line.

NOTES.

A Montreal dispatch says: The question of whether the Canadian Pacific will continue to be permitted to charge 10 per cent less for the transportation of freight across the continent is the subject of the meeting of the representatives of the transcontinental lines, which has been in session for the past few days in Denver.

G. M. Bosworth, freight traffic manager of the C. P. R., stated to a reporter that the outcome of the conference was satisfactory to the C. P. R., as arbitration had been proposed by it. Mr. Robert Kerr, traffic manager at Winnipeg, represented the C. P. R. at the meeting.

There is every indication that the entire American and Canadian railroad will be upset in the near future by a passenger rate war of big proportions between Chicago and all eastern cities right up to the Atlantic seaboard. The rates seem bound to be cut as they have never been known before. The decks are now to all appearances being cleared for action, and it is believed that Mr. E. Davis' presence at the present time in Chicago has much to do with the preliminaries to the war, or in connection with conferences which may possibly bring about a more settled condition of things, though perhaps not nearly so acceptable to the great traveling public. The tension between the standard and differential lines has been so great that it is now thought that nothing but an all-round rate war can clear the atmosphere and restore things to their normal conditions.

LOTS OF WRECKAGE.

Fire Island, L. I., Aug. 25.—The beach here for about ten miles is covered with wrecks, consisting of parts of trunks, boxes, bedding and wire mattresses. There are no marks on them, but it is thought to be the same wreckage the steamship *Algo* reported, and may be from off some of the United States transport vessels. Life-saving stations east of here have no reports of wreckage on shore.

FALL FAIRS

WESTERN, LONDON, SEPT. 8-17. Industrial at Toronto, Aug. 26-Sept. 10. Sarnia Horticultural Society, Sept. 1. Bra'tford Southern, Brantford, Sept. 17-22.

Northern, Walkerton, Sept. 14-15. West Middlesex, Strathroy, Sept. 19-21. Watford, Sept. 20-21.

Owen Sound, Owen Sound, Sept. 20-22. To my, Brantford, Sept. 20-22. Center Wellington, Fergus, Sept. 22-23. North Perth, Stratford, Sept. 22-23. Northern, Alden, Sept. 22-23.

Glencoe, Sept. 27-28. West Williams, Parkhill, Sept. 27-28. South Grey, Durham, Sept. 27-28. Center Brant, Paisley, Sept. 27-28. Peninsular, Chatham, Sept. 27-29. Northwestern, Goderich, Sept. 27-29.

Plympton and Wyoming, Sept. 30. London Township, Ilderton, Sept. 30. East Nissouri, Thamesford, Sept. 30. North Riding of Oxford, Woodstock, Oct. 5-5.

Dereham and South Oxford, Tillamook, Oct. 4-5. Moore Township, Brantford, Oct. 4. North Brant, Paris, Oct. 4-5.

Forest Union, Forest, Oct. 4-5. South Perth, St. Marys, Oct. 4-5. West Lambton, Oct. 5-7. Oxford and Norwich, Ottaville, Oct. 7-8.

"World's Fair," Rockton, Oct. 11-12. Norfolk Union, Simcoe, Oct. 11-13.

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The majority of the ills from which we suffer are due in most cases to deranged kidneys.

Rheumatic and Sciatic Pains. Backache and Neuralgia. Dropsy and Urinary Difficulties. Bright's Disease and Diabetes. All these and a thousand other ailments result, and make life full of suffering.

Mr. George Frowse, of 24 Chatham street, Brantford, Ont., experienced the beneficial action of Doan's Kidney Pills in a severe case of Sciatica. Here is what he says:

"For the past six years I have suffered with kidney disease and sciatica. The pains were so intense that frequently I had to have hypodermic injections of morphine to relieve it. I had constant pain in my back and all the dancers and distressing symptoms of kidney disease as well. I have taken three boxes of Doan's Kidney Pills, and am now, much to my joy, cured of all kidney trouble."

Doan's Kidney Pills are sold by all druggists at 50 cents a box or three for \$1.25, or sent by mail on receipt of price. The Doan Kidney Pill Company, Toronto, Ont.

Are Kidneys Fit to Eat?

Many people eat stewed kidneys. Did they know that it is the kidney that abstracts all the soluble impurities from the blood they would not eat them. Merrill's System Tonic reconstructs kidney tissue, tones the kidney, and by also acting on the bowels, makes a complete cure of all kidney complaints. 50c. Pleasant-to-take doses for 50c. Sold at W. T. Stevens' pharmacy. Descriptive pamphlet free.

Many a girl gets married too young because her mother is afraid she may not do so well the next year.

Look out for the Fly. 34tf

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S.S. TEUTONIC, Aug. 31
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S.S. MAJESTIC, Sept. 14
S.S. GERMANIC, Sept. 21
S.S. TEUTONIC, Sept. 28
S.S. BRITANNIC, Oct. 5

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Sole Agent for London "Clock" Corner.

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Harvest Excursions will be run on Aug. 30, returning until Oct. 29, and Sept. 13, Nov. 12, 1898.

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"The Niagara Falls Route."

LABOR DAY
Sept. 5, 1898.

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EXCURSIONS

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For further information apply at city ticket office, 363 Richmond street.

JOHN PAUL, City Passenger Agent.

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"NUMIDIAN" Sept. 1
"PARISIAN" Sept. 8
"LAURENTIAN" Sept. 15
"CALIFORNIAN" Sept. 22
"NORFOLK" Sept. 29

"Do not call at Rimouski or Noville."

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First cabin, Derry and Liverpool, \$32 50 and upwards; return, \$60 and upwards. Second cabin, \$25; return, \$42 12; steerage, \$23 50.

AGENTS—E. De La Hooke, "Clock" corner Richmond and Dundas, Thomas R. Parker, southwest corner of Richmond and Dundas streets, and F. R. Clarke, 410 Richmond street.

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