

SURVIVORS OF THE WRECK TELL THRILLING STORIES

Bodies of Miss Clara Mullin and Unknown Man Still Under Debris

Interviews With City Engineer, Architect Murray and Mr. Frank Reid as to Causes of the Accident-- Engineer Says He Gave Warning

WOUNDED ARE ALL DOING WELL

Sketches of the Victims of the Tragedy--Inquest Begun Under Coroner MacLaren--All-Night Work of the Rescuers-- Revised List of the Dead and Injured.

At the time of going to press the workers had all but four feet of Brewster's cellar cleared. Miss Mullin's body is beneath. It is said an unknown man is buried there also, but this cannot be verified.

THE DEAD

W. T. HAMILTON, of Hamilton, Long & Co.
FRANK SMITH, manager of the Brewster Company, formerly of the Canadian Express Company.
JOSEPH LONG, of Hamilton, Long & Co.
WILLIE TAMBLING, 14 years of age, son of Wm. E. Tambling, 351 Oxford street.
TANTUM HOWITT, 505 Maitland street.
MRS. TANTUM HOWITT, 505 Maitland street.
CLARA MULLIN, 430 Hill street.
UNKNOWN MAN, in the ruins.

ESCAPED UNHURT

FROM REID'S

CAPTAIN FRANK REID, son of the proprietor of the store.
MR. JOHN DROMGOLE, Sen., manager.
G. DROMGOLE.
ORMSTON L. DEACON.
MISS HANCE, stenographer.
MISS McMULLEN, stenographer.
H. F. HOUSTON.
GILBERT GLASS.
W. LANAHAN.
H. LANGHAM.
E. FOWLER.
MISS LENA MANN.
A. BENTLEY.
J. LONEY, shipper.
MISS PEARSON.
MISS A. TEALE.

FROM BREWSTER'S

MR. BREWSTER.
CHESTER BURDICK.
FROM McALLUM & WESTLAKE
MISS WESTLAKE.
MISS JOHNSTON.
MR. BOONE.
GEORGE KIPP.
CHARLES RADDICK.

FROM HAMILTON & LONG.

ALFRED GIFFORD, salesman.

THE RESCUED

MRS. POLLOCK.
JOHN GRAY.

FRANK LEWIS.

MISS ELSIE HARDINGHAM.

MR. BOONE.

CHARLES RADDICK.

GEORGE KIPP.

MISS LIBBY SMITH.

JOHN LONEY.

PERCY ROBINSON.

EDWARD PETERS, St. Johns.

MRS. EDWARD PETERS.

JAMES CLUGSTON.

ETHEL EARL.

A GRUESOME INCIDENT.

The head of the unfortunate Mrs. Tantum Howitt was severed from the body.

IN VICTORIA HOSPITAL

The following injured are at Victoria Hospital and are all expected to recover:

MISS ETHEL EARL, Egerton street, bruised, but not seriously hurt. Miss Earl was employed in Brewster's and was buried under the wreck.

MR. JOHN LONEY, of 75 Cartwright street, shipper in Reid's store. He is the most seriously injured, and is suffering from a fracture of the skull, and serious bruises and injuries about the head. His condition was by the latest reports favorable to recovery, but he is still in some danger.

MISS LIBBY SMITH, of 317 Simcoe street, very badly bruised, although the full extent of her injuries cannot be learned. Her condition is not considered serious, and her recovery is looked for. Miss Smith was employed at Brewster's.

MISS ELSIE MAY HARDINGHAM, of 358 Ottawa avenue. Her injuries are, so far as known, bad bruises, and her recovery is confidently expected. She was employed at Brewster's.

PERCY ROBINSON, of 12 Leslie street, who is badly bruised. His injuries are not serious. He worked at Hamilton & Long's.

MR. and MRS. EDWARD PETERS, of St. Johns, are both suffering from broken legs. Mr. Peters has a compound fracture, while Mrs. Peters has a simple fracture of one leg. Mr. and Mrs. Peters were in Brewster's store when the crash came.

BABY HAZEL PETERS, daughter of Mr. and Mrs. Edward Peters, is not seriously injured, being bruised slightly about the head.

JAMES CLUGSTON, of 14 Wyatt avenue, is suffering from a fractured leg. He worked in Hamilton & Long's.

Eight killed and somewhere between twelve and twenty seriously injured is the terrible sequel of the collapse yesterday of the big store and warehouse at 197 Dundas street, immediately east of The Advertiser building.

The stores wiped out were those of the Reid Company, which had been leased to Mr. Peter Smirles, a Greek-American, for a poolroom; the clothing store of Hamilton, Long & Co., which formed part of the Reid building; the store east of the alleyway, which was occupied by Mr. Brewster, as a 5 and 10 cent store, and the photographic gallery of McCallum & Westlake, over the last-named store.

It was from the stores of Hamilton, Long & Co. and Brewster's that death took its terrible toll. The results would have been more tragic had the accident happened later, when Mr. Brewster opened his store.

PARTNERS PERISH.

The firm of Hamilton, Long & Co. was wiped out, both partners being killed in the wreck. They were both caught and crushed to

death between the hundreds of tons of debris and the joists of the lower floor. The safe of the store also added its weight to the mass on the body of Mr. Long.

HUSBAND AND WIFE DIE.

The others killed in the wreck were caught in the same manner. Mr. and Mrs. Howitt, of Maitland street, were in the store of Hamilton, Long & Co., and they died within a couple of feet of each other.

In the 5 and 10 cent store Clara Mullin met her death, her life being crushed out by the weight of broken timbers, stock from the shelves, etc.

TWO BODIES UNRECOVERED.

The bodies of Miss Mullin and of an unknown man are still in the ruins at the rear of what was the Brewster store.

Many heroic rescues from this store were made. The majority of the employees were girls, and when the collapse occurred they were carried down by the debris into the cellar. The rescuers worked like heroes, and after several hours' labor had the satisfaction of removing all who were alive from the basement.

THE CRASH.

The accident occurred at exactly twelve minutes past 4, yesterday afternoon, and inside of fifteen seconds,

according to the estimate of people who were in the wrecked buildings, the collapse was complete.

There was a sudden swaying of the Reid building, followed by the opening of fissures in the east wall, next to Hamilton, Long & Co.; puffs of plaster and brick-dust shot into the stores, and there was an awful crash. The stock had all been removed from the two first and second floors, but the third and fourth stories held large quantities of delfware and other heavy merchandise, packed in barrels, boxes, crates, etc., or stowed away on the shelves.

EAST WALL BUCKLED.

When the collapse occurred the east wall of the Hamilton, Long & Co. store suddenly buckled, allowing all the weight on the upper stories of the Reid warehouse to slide in that direction. In an instant the building and stock shot down on a toboggan slide, and, striking the west wall of Brewster's store, it crushed in the building like an eggshell.

Hamilton's store, underneath, was wiped out at the same time, and the people in the photograph gallery, suddenly found themselves mixed up in a pile of debris at the bottom of the Brewster store, all but one, Miss Westlake, who was left clinging to a window of the photograph gallery, three stories above, and who was afterward assisted down through the mass of debris to safety.

The cause of the accident is not yet clear. The building was owned by W. J. Reid & Co. It was built over a quarter of a century ago by Architect Robinson, who was also the city engineer of London at the time. Broadbent & Overell being the contractors, and the late Nathaniel Reid, father of W. J. Reid, being the owner.

WAS BEING REMODELED.

It was being remodeled by R. G. Wilson, under plans prepared by Architect William Murray, for Peter Smirles, who was intending to run a mammoth pool room and shoe shine parlor there.

Both Mr. Murray and Mr. Wilson are recognized to be amongst the most careful and reliable of London architects and contractors respectively, and they claim that the alterations did not weaken the building sufficiently to cause the collapse of the structure.

WERE THE SUPPORTS STRONG ENOUGH?

Mr. Frank Reid, son of Mr. W. J. Reid, the owner of the building, made the statement to The Advertiser last night that day before yesterday his father looked over the building and came to the conclusion that the supports which had been put in in the place of the partition which had been removed, were not strong enough, and he ordered them replaced by more substantial ones.

"We have been afraid of the place for a week," Mr. Reid declared. "We didn't like the way it was being torn to pieces."

There is no insurance on the building or stocks of any of the stores which will cover the present accident. The work of rescuing the victims was very slow, owing to the mass of small stuff, bricks, etc., which was piled above them. With the wall four stories high swaying above them the crowd which, for a moment, had



MR. FRANK SMITH, Manager of Brewster's Store, Killed in the Wreck.



Taken While the Rescuers Were at Work by The Advertiser Photographic Artist.

Wreck of the Reid, Hamilton, Long & Co. and Brewster Stores.

stood awe-struck after the crash, pitched in and worked like heroes.

The firemen were on the scene a minute after the crash, and did grand service. They laid their hose, and watched for the slightest sign of a blaze. Chief Clark fully appreciated the horrors a fire would engender in the wrecked building, and he took every precaution to prevent a conflagration.

STREET RAILWAY HELPED.

Manager King, of the street railway, was very prompt in securing assistance. He sent for the gang of men he had at work on the Richmond street pavement, and these, with Engineer Pratt, were soon on the scene and did effective work.

INQUEST ON BODY.

Coroner MacLaren is to investigate the Cause of the Accident.

The jury empaneled to inquire into the death of Willie Tambling, the Oxford street boy who was employed in the store of Hamilton, Long & Co., and who was killed when the Reid building collapsed, met at noon today, and viewed the body at the undertaking-rooms of Smith, Son & Clarke, Dundas street, after which an adjournment for a week was made.

Coroner MacLaren says that the whole matter is to be thoroughly investigated, and the time of the adjournment will be used by the crown to collect evidence.

TOMORROW--VERY WARM.

FORECASTS.
Toronto, July 17--8 a.m.
Today and Thursday--Light, variable winds; mostly fine and very warm; thunderstorms in a few localities.

TEMPERATURES.
Stations. 8 a.m. Min. Weather.
Calgary..... 52 40 Fair
Winnipeg..... 50 40 Fair
Port Arthur..... 50 40 Fair
Parry Sound..... 50 40 Fair
Toronto..... 54 44 Fair
Ottawa..... 70 44 Fair
Montreal..... 78 70 Clear
Quebec..... 74 70 Cloudy
Father Point..... 58 52 Cloudy
The first column records the temperature at 8 o'clock this morning, and the second column records the minimum temperatures during the 24 hours previous.

WEATHER NOTES.
The weather was warmest yesterday in Ontario, where in some localities 90° was recorded. Showers have again occurred pretty generally in the Western Provinces, but the weather now looks more settled, with indications of higher temperature.

YESTERDAY'S TEMPERATURES.
Toronto, July 16--8 p.m.--Showers have occurred today in parts of Ontario, Saskatchewan and Manitoba. Elsewhere the weather has been lower than yesterday in Manitoba and higher further west. Ninety degrees was again recorded in parts of Central Ontario, and 90° was exceeded over a large portion of the Maritime Provinces. Minimum and maximum temperatures: London, 70-85; Dawson, 52-63; Atlin, 44-66; Vancouver, 50-72; Kamloops, 58-72; Calgary, 40-70; Edmonton, 42-66; Prince Albert, 50-65; Winnipeg, 55-72; Parry Sound, 66-75; Toronto, 66-79; Ottawa, 54-82; Montreal, 64-78; Quebec, 62-80; St. John, 52-66; Halifax, 56-70.

Thrilling Tales of Survivors Girls Describe Sensations

As cheerful as it is possible to be with a badly-cut face and a severely bruised body, Miss Ethel Earl, the young lady clerk of Brewster's store, who was taken out about 7 o'clock last evening, today lies in the general ward of Victoria Hospital. On one side of her, and equally cheerful, is Miss Libbie Smith, while on the other side of her cot is Miss Hardingham, another clerk. Beyond numerous bruises the girls do not appear much the worse for their terrible experience. Each of the young ladies tells practically the same story.

MISS EARL'S STORY.
Miss Earl said: "Libbie Smith, Clara Mullin and I were engaged in marking some jewelry in Mr. Brewster's yesterday about 4 o'clock, when we were startled by hearing a crash, and seeing the west wall of the building fall toward us. We had probably gone about two steps, when we were caught by the falling material and borne down. I thought my last moment had come. As we fell I grasped Clara Mullin around the waist, and she took a grip on me. I am sure that she was killed instantly, for she never moved, or spoke after the first shock. I was so pinioned that I could not move even my hand. After what seemed an age, I heard voices above me asking for Ethel Earl. I was so choked with dust and so frightened that I could not talk above a whisper, so I asked Miss Smith—who lay next to me—to tell them that I was all right and still living. I am sorry that poor Clara should have met her death. Beyond a black eye and a few bruises I am almost as good as new."

MISS SMITH'S STORY.
Miss Libbie Smith, who was also employed in Brewster's store, was standing near the front door of the store, sorting jewelry, when the crash came. When interviewed this morning she said: "I heard a rumbling sound, and the next instant, the west wall of the store came crashing in. I was going to run out at the door, but had only time to take about two steps when I felt myself caught on every side, by bricks and all sorts of things, so tightly that I could scarcely move. All was darkness, and the dust almost choked me. I don't know just whether I was much frightened, although I could hardly realize what had happened. Voices could be heard, some crying for help and others moaning, and soon I could hear men climbing above me, and noises as if great piles of bricks were being emptied. Every little while great quantities of dust would come down and nearly choke me."

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ROBINSON'S EXPERIENCE.

Over in another ward lay Percy Robinson, employed in the Hamilton-Long Company, who was taken out last evening, suffering from a badly-bruised head and numerous minor injuries. Two cots away lay little James Clugston, the 12-year-old boy who was rescued late last night. The boy is suffering from a broken leg and other less serious injuries. He stated that he was pinioned by the ceiling in the rear of Hamilton & Long Company's store, and that in falling he struck on his stomach. He could just barely move his head, the remainder of his body being held by a huge beam which pinned him down across his back. The boy was positive that at least five people from the store were carried into the cellar with the crush of timbers and bricks, and he believes that all of them were killed.

Mr. Robinson considers his escape from death remarkable.

"How anybody could go through that awful chaos of flying beams, bricks and what not and come out alive is and what I can pretend to understand. I remember being struck on the head with a piece of timber a moment after Mr. Long was killed by a falling 18-inch beam, which struck him in the back of the head."

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high up near the top of the store, and for some time after the accident, I could hear him groaning terribly, but after a time he was quiet. There was another girl near us—I think it was Clara Mullins. She did not speak and I took her to be dead. We were both caught in a standing position, so that the wreckage had to be removed right down to our feet before we could be taken out.

"The pain which I suffered while in under the wreck was terrible, and the pressure was almost more than I could bear. After being taken out I fainted, and I knew no more until I found myself here in bed."

When questioned about how many people had been in the store when the accident occurred, she could not tell exactly, for she had not taken particular notice.

SAW THE WALL TOPPLING.
Mary Hardingham told a story very similar to that of Miss Earl.

"I saw the wall coming, and started to run, but was crushed to the floor before I had taken three steps. I was not frightened. It all happened so quickly that I barely realized what was taking place. It was the west wall over the candy counter that came in first. Clouds of dust and small pieces of brick nearly choked me at times, but although I could not move my body my left arm was pinioned to my breast in such a manner that my hand protected my face from dust to a large extent. I could hear voices indistinctly about me while lying under the debris."



MISS CLARA MULLIN, Of Hill Street, Killed in the Collapse of Brewster's Five and Ten Cent Store.

NOTICE.
Extra copies of today's Advertiser, ready for mailing, can be procured at the Advertiser office.

Continued on Pages 2, 8, 9

BOWLING SCORES FOR TUESDAY

Results of Contests in Association and Trophy Rounds.

Yesterday's bowling matches up to 5 o'clock last night resulted as follows:

TROPHY MATCH—PRELIMINARY ROUND

Belleville	Bothwell
W. H. Brown	A. D. Graham
C. S. Carrick	H. H. Middleton
W. H. Leeson	J. Reid
Waterloo	Strathroy
A. F. Snyder	F. P. Hughes
B. B. Bricker	H. H. Middleton
Wm. Hogg	D. C. Ross
E. F. Seagram	H. C. Pope
London	Bothwell
F. N. Allen	W. B. Hickey
James Bell	J. McLean
Fred Belts	J. Puddicombe
Bert Lind	J. Reid
C. E. Monteith	J. H. Collins
J. Ellis	A. McMillan
P. Lawson	J. Ireland
E. A. Caughill	Dr. Bescom
Berlin	Bothwell
J. F. McCallum	George Mahler
W. H. Brown	F. Moore
C. S. Carrick	A. D. Graham
W. H. Leeson	F. Croft

TROPHY MATCH—FIRST ROUND

Fall River, Mass.	London
J. Taylor	H. Ashplant
M. Thompson	J. W. Hyman
J. Kershaw	W. Hanson
R. H. Cook	O. O. Benson
Thamesville	Wingham
Thomas Sims	L. Hanson
D. J. Davis	Ed. Nash
Alex. Nickle	D. Holmes
John Duncan	J. M. Crawford
Aylmer	Berlin
J. Curtis	H. Boehmer
R. G. Moore	Dr. Pirie
G. E. Christie	H. E. Weidauer
G. A. Bingham	M. Sheldahl
Blenheim	London Thistles
W. C. White	E. Maness
W. H. Ferguson	Ray F. E. Makot
J. W. Shillington	Ed. Shea
R. L. Gosnell	J. P. C. C.
London	Leamington
Evans	A. T. Boies
Gilbert	N. D. Cox
Cox	L. Wright
London	Coniston
H. Talbot	J. McPherson
W. Alexander	F. M. Bradley
I. Taylor	W. White
Dr. Alexander	F. McDonald
Waterloo	Elora
E. A. Strasser	E. E. Sone
W. G. Weichel	W. Broley
W. J. Kreiger	Dr. Robertson
Fred Haistead	Dr. Robertson
Wingham	Mount Forest
W. Jones	R. J. Doyle
Duncan	W. McDonald
Brown	B. Galbraith
Mitchell	D. A. McDonald
James Jones	Chatham
J. W. Thompson	James Gonnell
T. S. Ford	Chatham
W. R. Cole	R. G. Fleming
Dunville	Exeter
W. M. Gray	H. H. Likatt
F. J. Ramsey	J. McCallum
A. Boyd	L. H. Dickson
R. F. Mussen	W. J. Heaman
Exeter	Mitchell
E. Christy	W. Elliot
G. Small	F. C. Ford
W. G. Collins	E. Sawyer
W. N. Paman	D. Burritt
Brantford	London Bowling
A. E. Cline	A. Tillmann
H. K. Howie	J. N. Wood
F. L. Wood	J. N. Wood
A. F. Ferguson	Jas. McDougall
Ginton	London Bowling
J. Taylor	W. J. Snelgrove
J. Stevenson	A. McPherson
Dr. Agnew	J. S. Stevenson
F. R. Turner	J. S. Stevenson
Goderich	Tilsonburg
E. J. Reynolds	Joe Aspinall
R. F. Seagr	R. J. Edgar
Guelph	Petrolia
H. C. Steele	J. C. Waddell
London Thistles	Dr. Beacom
McIntosh	Waterloo
G. M. McDougall	F. Haistead
Orangeville	Paris
R. H. Kinison	Aylmer
London Thistles	W. W. White
J. McNe	Caer Howell
Ridgeway	W. G. Cumming
J. Gilbert	Toronto
Ridgeway	Toronto
Dr. D. Marr	W. B. Smith
London R. C.	W. B. Smith
J. S. McDougall	W. B. Smith
London R. C.	Clinton
J. Lochhead	J. B. Hoover
London Thistles	Toronto Rushmore
A. J. Smith	W. Chisholm
James Gray	H. A. McPherson
A. J. McGuffin	J. P. Wilson
Mel Houston	H. H. Chisholm
Houston	1210220401204-23
Chisholm	000220002012010-10
Owen Sound	Petrolia
Dr. Holmes	A. McDermid
Stratford	skip
C. Thorold	skip
London	Paris
H. W. Lind	James Smiley
Hesper	skip
C. M. Schultz	skip
London R. C.	Tor. Canadas
F. H. Phelps	A. S. Wigmore
W. H. Leeson	J. P. Bell
Berlin	Strathroy
E. T. Parker	L. H. Dampier
Guelph	Petrolia
H. C. Steele	J. C. Waddell
London	Paris
E. W. Lind	James Smiley
Brantford	Toronto Thistles
D. C. Ross	C. E. Boyd
Stratford	Waterloo
F. H. McDougall	F. Haistead
Blenheim	London Bowling
L. G. Gosnell	W. T. Cox
London Bowling	Ridgeway
Jas. McDougall	Dr. Del Marr
Mitchell	Seaford
London	J. L. Kilburn
London Bowling	London Bowling
J. Lochhead	H. H. Phelps
ASSOCIATION—FIRST ROUND	
A. McCallum	S. H. Armstrong
Strathroy	Parkdale
Dr. A. Willmott	J. A. Hetherington
E. W. R. C.	George Guthrie
L. H. Dampier	E. Y. Parker
London	Leamington
Joseph Pocock	M. McKeen
Stratford	Copeland
Dr. S. B. Gray	Elora
Ridgeway	Elora
Loring	Dr. Robertson
St. Thomas	London
W. A. Horton	R. D. Swett
Owen Sound	London
R. J. Edgar	W. W. Lind
Wingham	Dunville
George Brown	E. T. Mussen
London	Aylmer
E. Weld	John Richardson
Bothwell	Watford

HILL-TOPPERS LOSE

13 INNING BOUT

Another Sensational Three-Game Between White Sox and Griffiths Nine.

At Baltimore—

Toronto 9

At Providence (first game)—

Rochester 2

At Providence (second game)—

Rochester 3

At Newark—

Newark 4

At Jersey City—

Jersey City 4

At Buffalo—

Buffalo 4

At Detroit (first game)—

Detroit 9

At Detroit (second game)—

Detroit 11

At Cleveland—

Cleveland 9

At Philadelphia—

Philadelphia 7

At St. Louis—

St. Louis 6

At Boston—

Boston 10

At Chicago—

Chicago 10

At New York—

New York 10

At Washington—

Washington 11

At Baltimore—

Baltimore 11

At St. Louis—

St. Louis 11

At Philadelphia—

Philadelphia 11

At Cincinnati—

Cincinnati 11

At Chicago—

Chicago 11

At New York—

New York 11

At Boston—

Boston 11

At Washington—

Washington 11

At Baltimore—

Baltimore 11

At St. Louis—

St. Louis 11

At Philadelphia—

Philadelphia 11

At Cincinnati—

Cincinnati 11

At Chicago—

Chicago 11

At New York—

New York 11

At Boston—

Boston 11

At Washington—

Washington 11

At Baltimore—

Baltimore 11

At St. Louis—

St. Louis 11

At Philadelphia—

Philadelphia 11

At Cincinnati—

Cincinnati 11

TO BE SHORTEST ROUTE TO COAST

New Georgian Bay Canal Will Follow the Natural Waterways.

Ottawa, July 15.—Many thousands of years ago the Great Lakes are supposed to have discharged their waters through the Mattawa, Ottawa and St. Lawrence Rivers into the Atlantic.

This is to be the route of the Georgian Bay Canal, which Canada now proposes to build and which will be by far the shortest waterway between the lakes and the ocean.

It is to be a ship canal, providing a continuous and easily navigable waterway, with a minimum depth of 21 feet, from Georgian Bay to tidewater. The cost is estimated at about \$105,000,000.

The fact is, there is very little canal to build. Some stretches of the rivers must be canalized at large expense and about 30 miles of rocky barrier and a few mud and sawdust banks must be removed, but the whole cost of connecting the lake ports with the ocean will be scarcely exceed the appropriation of the state for the improvement of the Erie Canal.

This will be the nearest approach to an air line water route between the lakes and the Atlantic for which nature has provided facilities. It will make a water channel between the Soo Canal and Montreal 250 miles shorter than by way of the Welland Canal.

Not a dollar will have to be spent on the route from the Soo Canal, the great gateway into Lake Superior, to the mouth of the French River, on the shore of Georgian Bay. The route will hug the Canadian coast, passing through the North channel, landlocked because the long island of Great Manitoulin is a bulwark against the waves of Lake Huron. Thus a deep and protected channel from one to fifteen miles wide is provided from the Soo to the French River, a distance of 150 miles.

This river drains the waters of Lake Nipissing to Georgian Bay, the lake forming the summit level 70 feet above the bay. At low water the French River carries some 10,000 cubic feet of water a second out of Lake Nipissing.

Washington is 45 miles of canalization on this river, with three short rock cuts through the rapids.

East of the lake is the divide, which is only about two miles wide and a few feet above Nipissing. Then the descent begins through small lakes and the Mattawa River, which drops 150 feet into the broad basin of the state of Ontario. This river, obstructed by some stretches of rapids and banks of sawdust, is otherwise broad and deep and will carry the lake fleet to the St. Lawrence, a little above Montreal.

Producers and shippers in states of the union bordering the lakes have taken a great interest in this project because it promises to give them the shortest and cheapest water route to the Atlantic. Not a few western railroad men are also in hearty sympathy with the enterprise.

Only 32 miles of actual canal would have to be dug, and for the remainder of the distance existing water channels could be used, with considerable dredging here and there.

When the Georgian Bay Canal is completed it is predicted by J. J. Hill, of the Great Northern, that grain will be carried between Chicago or Duluth and deep water at Montreal for 24 hours a bushel, and refrigerator ships drawing 10 or 20 feet of water can draw direct from the packing houses at Chicago and sail to any port in the world during the season of open water.

It is thought that the plans proposed by the Canadian commission will enable powerful wharves to be built 280 to 300 feet long, to carry in their holds and in towed barges about 12,000 tons of cargo at an average speed of about twelve miles an hour, and that the time between Chicago and Montreal will be about 100 hours. The time between Chicago and New York by the lakes and improved Erie Canal route is estimated at 133 hours. The distance between Montreal and London is 2,900 miles and between New York and London 3,180 miles.

It is expected that the new canal will have a wonderful influence on the development of the Ottawa River.

Hill prices continue to rule in Dawson City, which is probably the most expensive town in the world. It is a thriving place with a population of over 8,000, with warehouses, churches, banks, electric lights, wholesale and retail stores and two up-to-date newspapers. The newspapers themselves are worthy of consideration in the light of expense, for they cost 25c a copy. At this time of the year three eggs are worth in a restaurant cost \$1.50, while a carbon steak costs \$1.00.

NO ONE NEED FEAR CHOLERA or any summer complaint if they have a bottle of Dr. J. D. Kellogg's Dysentery Remedy ready for use. It cures all looseness of the bowels promptly and causes a healthy natural action. This is a medicine adapted for the young and old, rich and poor, and is rapidly becoming the most popular medicine for cholera, dysentery, and summer complaints.

Samuel Evans, a British soldier, died at Plymouth in 1893, having lived for sixteen days after being shot through the heart.

Connecticut is usually regarded as a safe and pleasant place to live in, and yet it had 43 murders in 1906, while Maine had only two. To be sure, Connecticut has more people than Maine, but not so very many more; it has fewer than 1,000,000, while Maine has 725,000. It is fair to state that it was an unusually bad year for the old Nutmeg State in this respect, as its 43 murders are more than it ever had before in a single year, and seventeen more than the annual average for the last decade.

Feather Beds, Pillows and Mattresses renovated and sterilized at special prices. Feather Beds, Pillows, Cushions and Spring Beds. Brass and Iron Beds, 31. Store, Furniture, Lamp Beds, 31. Feather Bed, Pillow and Mattress Cleaning. F. H. HUNT & SONS, 593 Richmond street. Phone 77.

NEW YORK, July 16.—The body of William D. Wines, an aged and retired merchant of Brooklyn, was found in the woods at Mount Kisco yesterday, after his son had received a "black hand" letter demanding that a ransom of \$3,000 be paid for his father. A searching party found Mr. Wines' body today. It is believed by Mr. Wines' family that the writer of the letter knew nothing about his father's whereabouts, but made use of his absence to try to extort money.

THE TUBE.

New York, July 16.—Winners at Brighton Beach today were: Royal Bear, Balto, Yorkist, Charles Edward, Plene, Berwick, Buffalo, Emma G., Nellie Racine, Elliott Fleming, Gabrielle, Tyrolia.

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ACCEPTS THE CHALLENGE

Charlton Willing To Race Dwyer Any Old Distance.

Mr. Christopher Charlton, of this city, the footrace promoter, and assistant manager of Longboat, returned yesterday from spending Sunday with Mr. William Davis, at Burlington, Mr. Charlton expressed himself as being considerably amused to see the challenge offered by Mr. James D. Dwyer, through the columns of The Advertiser, and has decided to accept Mr. Dwyer's offer, on the conditions that the race be pulled off after the 1st of August, and that Mr. Dwyer comes forward with a \$50 to \$100 side bet. Mr. Charlton would like to have the race pulled off at a side attraction to the Labor Day amusements at Queen's Park. When speaking to The Advertiser today Mr. Charlton said: "I would run Mr. Dwyer before the first of the month, but I have arranged for another race. I would like to run him a five-mile race if he would put up \$50 to my \$100. Mr. Charlton is in the pink of condition, and claims to have turned off a 25-mile run the other morning before breakfast at a very fair speed. The prospects are that Mr. Charlton will make Mr. Dwyer step a few, either on the 100-yard or on the five-mile deal.

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THE TUBE.

New York, July 16.—Win

ALLEGED GHOUL WAS ARRESTED

Was Caught Carrying Articles Away From the Scene of the Wreck.

About 4 o'clock this morning a man who gave his name as Joseph Hyde, and who claims to be an employee of the rolling mills, was arrested at the scene of the disaster on a charge of stealing. He was brought before Magistrate Love at the police court this morning, and remanded for one week for trial. It is alleged that Hyde was caught while busy carrying away salvage, consisting of pictures, shirts and other material from the wreck.

Several of those who went to the rescue and took their coats off last night have not been able to locate them as yet.

One man claims that he left a valuable watch in one of the pockets of his coat.

Several other citizens reported having lost wearing apparel, and in some cases jewelry is reported to have gone with the garments.

Mr. J. H. Cox lost his coat, in the pocket of which were several papers of great value.

WORKMEN ESCAPE.

Contractor George Hammett, stated that he had fourteen men at work on the building, and that all of them had escaped.

"I saw twelve of the men myself," said Mr. Hammett, "and was told on good authority, that the other two got out safe."

Mr. Hammett was not working on the building himself, but was at the scene of the accident a few minutes after it occurred.

It is understood that all of the men employed by Contractor Wilson also escaped serious injury. In their hasty exit from the building, a number of the workmen were struck by falling bricks, and suffered cuts about the head and face, but were soon attended to by physicians, who were on the spot, and these men were able to give able assistance in the work of rescue.



MR. JOSEPH LONG.

The only picture of the late Joseph Long it was possible to secure was the one in the above group. He is standing at the right-hand side.

WOULD GIVE NO STATEMENT.

When approached by an Advertiser reporter, and asked for a statement, contractor R. G. Wilson refused to talk.

"I do not care to say anything," he said.

However, a statement credited to Mr. Wilson last night, was to the effect that he had done nothing to weaken the building so as to cause a cave-in.

SEARCHING IN DEBRIS.

All morning a large crowd of men and boys were on the market square searching in the big pile of debris which had been carted there during the night. The majority of them were of course on the lookout for souvenirs and there was many secured, which will form a remembrance of one of the most terrible calamities that has ever taken place in London.

NO BUILDING INSPECTOR.

Fact Brings Forth Much Criticism at This Time.

The fact that London has no building inspector whose duty it should be to inspect all new buildings being put up, and to watch all alterations to old buildings, furnished food for much criticism today.

"It is futile to expect City Engineer Graydon, Fire Chief Clark or any other official, whose hands are now full, to look after such matters," said a well-known citizen to The Advertiser today. "There should be a well-paid official in London, whose business it would be to protect the lives and property of the people. There may or there may not have been anything wrong in the work which was being done to the Reid warehouse, but the fact remains that a number of people have been killed, many others have been injured, and thousands of dollars have been lost through the accident. It cannot be denied that the building was all right, would not have fallen, unless it was so heavily loaded with merchandise that it was a pity the matter was not taken up sooner, but late as it is, the city should lose no time in appointing a competent and reliable man to the position of building inspector of London."

LATE MR. SMITH'S CAREER.

Had Occupied Several Responsible Mercantile Positions Here.

Charles Franklin Smith, of 21 Askin street, was one of the first known victims of the accident. He had accepted a position with Mr. Brewster on Saturday last. Mr. Smith has been in the city for a number of years, having held the position of cashier with the Canadian and American Express Company since 1892, having come here from the offices in Brantford. He resigned his position there last September, taking up the work of a traveler for the Hobbs Hardware Co.

During the past two months he was with Messrs. H. & T. Reason, but left them for a more lucrative position with Mr. Brewster.

The deceased was about 32 years of age, was married, and leaves a wife and 4-year-old girl.

Mr. Smith, of Brantford, father of the dead man, is in the city making arrangements for the funeral. The mother, however, is in Ottawa, and nothing will be done until she arrives. A brother also resides in Brantford.

STRONG'S Selected Spices

ABSOLUTELY PURE
HIGHEST QUALITY.
GREATEST STRENGTH.

PEPPERS—White, black, cayenne, cinnamon, Saigon cloves, Penang ginger, Jamaica, nutmeg, allspice, curry, turmeric, mixed spices for pickling. Price, per package, 10c.

W. T. Strong
DRUGGIST AND CHEMIST
184 DUNDAS STREET.

FREE—On application, one of our new Cook Books, 17th edition.

o'clock Tuesday afternoon, continued their work all night long, and were at it at noon today.

Daniel Walks assisted in taking out the body of Mr. Hamilton. He had a saw and used it in cutting some of the heavy timbers that had pinned down the unfortunate man.

LOSS WELL OVER \$100,000.

Reid's \$75,000; Smerlies \$10,000 and Brewster's \$20,000.

It is very difficult to get at the financial loss caused by the wreck.

Mr. Frank Reid thinks his firm's loss will be on building and stock in the neighborhood of \$75,000. The building he estimates at about \$40,000, and there was about \$35,000 worth of stock in it when the crash occurred.

Contractor Wilson and Mr. Smerlies will lose probably \$10,000 through the accident.

No one is living who is able to speak correctly of the loss of Hamilton, Long & Co., for both partners are dead. It is said, however, that there will be a loss of about \$15,000 on the stock there.

Mr. Brewster carried a tremendous stock for the class of store he is running, and it looks as though he is in for a loss anywhere between \$10,000 and \$20,000.

McCallum & Westlake are unable to say just what their losses will be, but they will be somewhere between \$3,000 and \$5,000. The firm had just placed about \$300 on the premises in remodeling, and a NEAR THING.

Unable To Enter Brewster's Store, Turned and Crossed Street.

Mr. H. J. Peto, of Chicago, and who is a brother-in-law of Mr. J. H. K. Peto, of the McClary Manufacturing Company, and also of Ald. J. H. A. Beattie, was walking with his wife and boy along Dundas street a minute or so before the accident.

The party looked in the window of Brewster's store for a second, and then Mrs. Peto attempted to walk in. She found the door locked, whereupon they walked across the street and into another store. As they were in the doorway they heard a crash, and turning, they saw the cloud of dust arising from the collapsed Reid building and the Brewster store.

"Had the door been open, we would likely all have perished," Mr. Peto said to The Advertiser today.

CITY ENGINEER'S VIEW.

Thinks Cutting Out of Windows Weakened the Wall.

City Engineer Graydon prophesied the disaster. Only a few days ago he had occasion to visit the building, as a frame elevator was being put in. He ordered this to be bricked over, and was returning through the lane when he noticed that six windows had been cut out of the wall on the east side. "I told the brick contractor," he said this morning, "that the wall would collapse if he didn't put steel girders in those windows. He said he would speak to someone about it. I have no doubt that this wall went first and smashed through into Brewster's."

William G. Murray, the architect, who planned the alterations, declares that they should not have materially weakened the building. "We removed a 30-foot wall," he said, "but we replaced it with five iron pillars five inches in diameter, and three-quarters of an inch thick. We used 16-inch eye beams. Neither this nor the cutting out of the windows should have caused a collapse. The disaster is a mystery to me."

JUST LEFT IN TIME.

Archie McCallum, the well-known photographer, says that he left his place of business just four minutes before the accident occurred. He had arranged to spend the afternoon fishing down the river, and left to catch a Springbank car at the corner of Dundas and Richmond streets.

Mr. McCallum was much affected by the terrible catastrophe, in fact so much so, that he did not care to talk about his own business. All that he could think about was of the poor unfortunate who had met such an untimely death, and of the scores who had been injured.

WAS MAKING PURCHASE.

Tantum Howitt, the Pere Marquette operator, who, with his wife, perished in the disaster, had come to the store of Hamilton, Long & Co., to purchase a suit of clothes, and was, no doubt, looking over the goods when the terrible crash came.

Mr. Howitt was at the store a few minutes before the accident, and was looking down town and make his purchase. He noticed some cloth in Mr. Hamilton's store that he took a fancy to, and he went to go down with my wife and have a look at it, and if she thinks that it is all right, I will have a suit made," Mr. Howitt said in the afternoon he and his wife were in the store when the disaster occurred.

NOTES.

Wilfrid Cuttill, of the School of Science, Toronto, a visitor in the city, did some noble work in one of the rescuing parties.

Two of the girl clerks were pinned in amongst the debris and Mr. Cut-

R. J. Young & Co. | R. J. Young & Co.

Great Clearance Sale of Lusters

25c---Two Prices---39c

You Can Buy Priestley's Lusters at This Sale For a Quarter

Worth up to 40c per yard. Colors of pink, sky, fawn, cardinal, navy, myrtle; also a range of fancy lusters in brown, navy and greens; many of these sold at 50c. Take first choice from these at 9 o'clock in the morning, at per yard.....25c

Elegant Fancy Mohairs Light, cool and stylish; in navies, browns, greens and grays; all neat, desirable patterns, in a fine quality silk-finished luster. These sold at 50c with a sprinkling of 75c quantities. All at one price for quick clearance. Per yard.....39c

Plain Lusters and Sicilians Three colors only; brown, green, and navy; in Priestley's Lusters and Sicilians, ranging in widths from 44 to 54 inches. Clearing sale price, per yard.....39c

Final Clearance of All Fancy Parasols in Stock

3 Dozen Parasols, Regular \$1.00, for...69c Navy and white and black and white.

Child's 25c Parasols, clearing at.....19c

Child's 50c Parasols, clearing at.....35c

Mid-Summer Clearing Sale of White Muslin Dresses

4 only White Muslin Dresses. Made of extra fine sheer Muslins, trimmed with val. lace insertions and medallions. Regular \$7.50. Clearing sale price.....\$5.50

2 only White Muslin Dresses. Deep all-over embroidery flounce, waist and skirt trimmed with Swiss insertion. Regular \$10.00. Clearing sale price.....\$7.50

2 only White Muslin Dress es. All-over embroidery, flounce on skirt with waist to match. Regular \$15.00. Clearing sale price.....\$10.00

R. J. Young & Co. | R. J. Young & Co.

Our shops will be closed all day today, July 17th, for the grocers' and confectioners' picnic.

PETERS 519 Richmond St 210 Dundas St.

A TELEPHONE MESSAGE Will bring our representative to your door if you are interested in

GOOD PRINTING

We can make anything in the way of advertising literature—and make it well. Manufacturers' catalogues our specialty. We would like to estimate on yours.

The ADVERTISER JOB Telephone 175.

CHICAGO EXCHANGE. Reported by C. N. Spencer, Stockbroker. Market Lane, for The Advertiser.

Chicago, July 17.

Wheat—Open. High. Low. Close. July 92 1/2 93 1/2 92 1/2 92 1/2

September 92 1/2 93 1/2 92 1/2 92 1/2

December 92 1/2 93 1/2 92 1/2 92 1/2

July 92 1/2 93 1/2 92 1/2 92 1/2

September 92 1/2 93 1/2 92 1/2 92 1/2

December 92 1/2 93 1/2 92 1/2 92 1/2

July 92 1/2 93 1/2 92 1/2 92 1/2

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December 92 1/2 93 1/2 92 1/2 92 1/2

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September 92 1/2 93 1/2 92 1/2 92 1/2

December 92 1/2 93 1/2 92 1/2 92 1/2

July 92 1/2 93 1/2 92 1/2 92 1/2

Let us furnish estimates for any INTERIOR DECORATING you desire executed. We invite inspection of our Wall Papers.

O. B. GRAVES, Limited
REMOVED TO
203 Dundas St.

Men's Fine Shoes, \$1.98
On sale this week only.
W.M. PAXMAN, 290 Dundas, opp. McCormick's

R. K. COWAN
BARRISTER SOLICITOR, ETC.
County Bldg., next Court House, London.

Shorthand
We teach the Sir Isaac Pitman Short Course and give individual instruction. Our teachers are experienced and practical.

SUMMER SCHOOL
Our rooms are cool and well ventilated. Join now and qualify for a situation in the fall.

Western Business & Shorthand College
110 DUNDAS STREET,
W. C. COO, C. S. R., Principal.

WALL PAPER
No better time than at present for papering your rooms. New Goods recently arrived.

COLERICK BROS.
212 DUNDAS STREET.

Highest Grades of
**BURNING OIL,
LUBRICATING OIL**
AND ALL OTHER
PETROLEUM PRODUCTS.
THE QUEEN CITY OIL CO.
LIMITED,
Head Office—Toronto.
London Branch, York St., East.



A GOOD PIE
Will help you out on the lunch question. We make them in a pleasing variety.

Fawkes
5 Stores. Phones 1015 and 1063

**BOTH NEAR
AND FAR**

People flock to us as the optical center of Ontario. One may need glasses badly, without knowing it. Call and let us show you what you cannot find out for yourself. We have the glasses remedy for every defect in sight. Abnormal vision is not a weakness, but neglect may make it so.

The Tait-Brown Optical Co.
Eyeglass Specialists 237 DUNDAS STREET

HEARST WINS AGAIN

McClellan Gets Another Set-Back on Mayoral Recount.

New York, July 16.—Efforts of City Comptroller Metz and other officials, acting in behalf of Mayor McClellan to prevent a recount of the votes cast for mayor in the last city election, suffered a check today when the appellate division of the supreme court denied their application for a writ of prohibition.

Late today counsel for Mayor McClellan, Comptroller Metz and the election board, applied to Justice Jenks, of the appellate division, for an order for the opposing counsel to show cause why he should not be heard by the appellate division on July 23, on an appeal to the court of appeals. Counsel also asked for a stay of the order of the appellate division to proceed with the recount. Justice Jenks refused to grant the stay, but granted the order to show cause why an appeal should not be taken.

CARGO OF FINE SHEEP.

New York, July 16.—The S.S. "Donalson" line, from Glasgow passed inward at 2:25 a.m. She has on board 317 pure bred sheep, nearly all Shropshires bred in the Midlands of England, and among them first and second prize winners at the English royal and other leading shows, with some Southdowns purchased from his majesty the King. Altogether this is the largest flock of pure bred sheep imported to North America, by one person or firm in the last fifteen years. They are the property of Chandler Brothers, of Charlton, Iowa, U. S. A., and part of the importation will remain in Canada and part goes to the States.

YOU

—Who by reason of ill-health, old age or any reason—are not able to give the care and attention you desire to the collection of your rents, the investment of your funds, the management of your mortgages and bonds, or the management of your estate generally, should appoint this Company to look after them and be relieved of all anxiety you at present experience.

THE CANADA TRUST CO'Y
HURON & ERIE BUILDING
LONDON, ONT.

Scranton Coal

You have been getting poor coal all winter. Why not try some good Scranton Coal now? You will be surprised at the difference. We guarantee satisfaction.

HEAMAN & SON
Office and Yard, Burwell St.-G. T. R.
Phone 312.
CEMENT AND SEWER PIPE.

QUALITY STORE

CLOSED ALL DAY TODAY
GROCERS' PICNIC
TO TORONTO

HARRY RANAHAAN

Mantel Clocks

Diamond Hall Mantel Clocks are noted for these features: Accurate timekeeping, artistic design, and durability. Price

\$4.50 to \$50

W. G. YOUNG
DIAMOND HALL
214 Dundas Street. 674 Dundas Street.

LONDON AND DISTRICT

—Miss Lodie Benenati, of this city, is visiting in New York City.

—Miss Josephine Benenati, who spent her holidays in Port Huron, has returned home.

—Mrs. J. B. Graziader, of Port Huron, is visiting at her mother's home, Mrs. Benenati, of Albert street.

—Miss Violet Griffiths, of 223 Waterloo street, has returned after a week's visit with friends in St. Marys.

—Miss Lena Mann, 400 King street, left yesterday on an extended trip to Montreal, Quebec and Ottawa.

—Fred R. Green, of Los Angeles, Cal., arrived in London last evening, after an absence of fourteen years, and is visiting his mother, Mrs. Thos. Green, 43 Cartwright street.

St. Luke's Picnic.

The first annual picnic of St. Luke's Anglican Church will be held at Springbank on Thursday. All the people of the village of Broughdale, where St. Luke's Church is situated, have been invited to attend and with an excellent programme of sports, games, etc., the church management look forward to making the event a memorable one. Special cars will convey the picnickers to Springbank.

DEATH OF MR. FRED MARSALIS

Word was received in this city this morning of the death at Mitchell of Mr. Fred Marsalis, who for about a year or more was a clerk in the drug store of Cairncross & Lawrence.

Two weeks ago Mr. Marsalis was given his holidays, and went to his home in Mitchell to spend the vacation. While he was there he contracted typhoid fever, the result of his neglect of last night.

The late Mr. Marsalis, while in London, boarded with Mrs. Grant, of 194 Albert street, and during his stay in this city made very many friends, all of whom will be very sorry to hear of his untimely death. Mr. Cairncross speaks in the highest terms of the young man, who this week was to have resumed his position in the store.

The funeral will be held at Mitchell on Friday, at 2 o'clock.

Recently there was exhibited in Liverpool an enormous egg, that of a tall, flightless bird, the Aepyornis maximus, which formerly made its home on the island of Madagascar. Only 20 of these mammoth eggs are known to be in existence, and they bring prices ranging from \$175 to \$300. Each egg is about a foot long and nearly a yard in circumference, and the shells will hold about two gallons of water.

The Belgium Sanatorium for Consumption at Borgoumont claims nearly 85 per cent of successful results.

PILES
Dr. Chase's Ointment is a certain and guaranteed cure for hemorrhoids 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. 50c. at all Dealers or Write to Dr. Chase & Co., Toronto.

Beef, Wine and Iron (C. & L.)

Is the best tonic for run-down people. It restores vitality and flesh lost by the enervating influence of the weather. It's nourishing and is also a fine appetizer.

Beef, wine and iron (C. & L.) is a blood builder and an ideal tonic. Large bottles, only 50 cents.

Cairncross & Lawrence
Chemists and Druggists.
216 Dundas Street, London, Ont.

Panamas

75c

BELTZ
HATS AND FURS.

VESSEL PASSAGES

Detroit, July 16.—**Up:** Crescent City, 10:30 Monday night; Langdon, 12: Queen City, 2:40 Tuesday morning; Panal, 3; Bangor, North Star, 3:30; Bunsen, 5:30; Sachem and barge, Victory, Constitution, 6:20; Hopkins, 7; Super and barge, 7:40; Sellwood, 8; Britannic, Genoa, Magnetic, 8:30; Chisholm, Jun, barge, Gilchrist, 10; Watson, Nicholas, 10:30; Chemung, 1 p.m.; Roumania, Crete, 1:15; Schuck, 2:30; Cole, 4; Robt. Mills, 4:40; Muncy, 6:20; Sahara, Snyder, 7:15. **Down:** Pollock, 9:40 Monday night; Parent, Tioke, 10:30; Maricopa, Fritz, 1 Tuesday morning; Hecker, 1:30; Ishpeming, 2:20; Thew, 5; Heffelfinger, Castle Rhodes, 5:30; Cope, Thalia, Lackawanna, 6:30; Yuma, 7; Pontiac, Lambert, 10; Syracuse, Coulby, 10:30; Cadillac, 11; Stackhouse, Pueblo, Shaughnessy, 11:15; Hoover & Mason, Sicken and barge, 11:40; Centurion, 12:15 p.m.; Crear, 12:40; Kirby, Hartnell, Beatty, 1:15; Morse, Maida, 2; George Peavey, 2:30; Seneca, 3; Rome, Jos. Gilchrist, 4; Squill, 4:30; Oweko, 5; Jones, Yale, 5:30; Wilkesboro, Robt. Wallace, 6; Rand and barge Onoko, 6:30; Niagara, 7. **Sault Ste. Marie, July 16.—Up:** Kerr (small), 9:20 Monday night; Junatia, 9:30; Lyman C. Smith, 10:20; Australia, Polynesia, 12:40 Tuesday morning; Sheadie, 4; Wolvin (big), Gill, 5:40; Eldenborn, 6; Sparks, Carnegie, Sierra, Cambria, wholehearted, 6:30; Turret Court, 7:20; David Whitney, 8; Empire City, Marcia, 8:20; H. Rogers, 9; Mills (new), Pryor, Naples, 10:20; Simla, Berma, 11:40; Sonoma, Coralia, Krupp, George Stone, oil barge, 12:40 p.m.; Fulton, 1:40; Holly, Paine, 2; Utica, William H. Mack, Starmount, 2:30; Saronic, 3; Rappahannock, Montezuma, 6:30; Elwood, 7:40. **Down:** Phipps, 11:10 Monday night; Ream, 1:30 Tuesday morning; Myron, Page, Pestigo, Gates, 2:30; Bransford, 3:20; Murphy, Linn, 4:40; Zent, 5:30; William Mather, 6:30; Townsend, 7:30; Shaughnessy, 8:30; 9:30; Watt, Nasmyth, Alva, 9:30; Pontiac, Magna, Tower, 11:30; Buffalo 2 p.m.; Houghton, Smeaton, Northern Light, 3; Vail, Connolly Bros., Bulgaria, 3:40; Cort, Roebing, 5:40; Frontenac, 7; Rockefeller, Marsala, 7:40; Frick, 8:30. **Mackinac City, July 16.—Up:** Saranac, 9:20 Monday night; Fleetwood and consort, 12:30 Tuesday a.m.; Anchor Line steamer, 12:40; Tacoma, 1; Hart, 2:15; Pratt and consort, 3:30; Annie Laurie, 8:20; St. Paul, Farwell, 8:40; Fletcher, noon; Phillips, Rean, 12:30 p.m.; Manitow, 1; Major Egan, 3:40; Albia, 8. **Down:** T. H. Rogers, 10 Monday night; Griffin, 12:30 Tuesday a.m.; Flower, 4:10; Republic, 5:40; Wright, 6:30; Prentice and consort, 8:20; Wolvin (small), 9:20; Neshoto, 11:10; Bielman and consort, 1 p.m.; E. C. Whitney, 2:15; Berlin and consort, 2:40; Sylph, 2:50; Manchester, 8. **Port Huron, July 16.—Down:** Heffelfinger, 11:40 Monday night; Cowie, 12:20 Tuesday morning; Yuma, 12:40; Manola, 1; Cadillac, 2:20; Pontiac, 2:30; Pueblo, 2:30; Shaughnessy, 3:20; Lambert, 4:50; Colby, 5; Stackhouse, 5:10; Kirby, Hartnell, 5:30; Rand and consort, 5:50; Hoover, 6; Centurion, 6:30; Crear, 6:40; Morse, 7; Beatty, 7:50; George Peavey, 8:40; Jos. Gilchrist, 10:30; Squill, 11; Jones, 11:30; Yale, 11:50; Robert Wallace, 12:10 p.m.; Niagara, Onoko, 1; Stephenson, Manda, 1:50; Italia, Amazon, Langham, 4:30; Malietoa, 4:40; Colonel, 6:40; Gilbert, Magna, Tonia, 7:50. **Port Colborne, Ont., July 16.—Up:** Arabian, Port William. **Down:** Westmont and consort; Howe, Iroquois, Prince.

LEARNING TO SWIM.

Never waste time at first in attempting to learn to swim by means of the "breast stroke," the "side stroke," or any other stroke. Simply wade out to where the water comes to your shoulders, lean forward, with arms extended, and with one toe on the bottom; then suddenly throwing back both feet, splash and kick as wildly as you like, hand over hand and foot over foot—"dog fashion," as the boys call it. By repeating this vigorous performance a few times you will feel momentary sense of buoyancy beneath you; and as your efforts are continued, making no attempt to propel yourself forward, but simply to keep your nose above water, you will gradually come to the perception that Old Neptune will hold you up with surprisingly little effort on your part. And once that confidence gained, it is a simple matter to learn the more intricate and showy strokes.—The Outcrier's Book.

We meet all competition. Do not be misled by false reports. F. E. Smythe, grocer, corner Richmond and Myan streets. Phone 121.

TITLED FOLKS TURN GYPSY

LADY ARTHUR GROSVENOR A LICENSED HAWKER.

With Her Husband, a Brother of the Duke of Westminster, She is Touring Rural Roads and Camping at Night Wherever the Fancy May Strike Them.

The gypsy wagons stand in the quiet English field. And when you have noticed the sign displayed, "Seyra Lee, Licensed Hawker," you are astonished to find that the lady of the caravan is really a titled Englishwoman and wife of Lord Arthur Grosvenor, brother to England's richest peer, the Duke of Westminster. Your astonishment is not apt to lessen when you learn that the Grosvenors go gypsying through green rural England in a manner to delight George Borrow, making a particular point of hanging baskets and clothespins among the astonished natives and stopping short at trading horses their determination to squeeze all the local color possible out of the occupation. Already the Grosvenors have been accepted as models by not a few English people and continentals, and in going gypsying the English love of wagons or motor cars the English love for the open air is being indulged as never before.

It began in London. At least the real Romney fever sprang up there, naturally enough, among the women of the most aristocratic class. But it was not altogether in a freakish spirit that the Grosvenors started the vogue for gypsying. They are both fine shots, both young and full of the English love of the blue sky, and motor trips and camping tours had become rather old stories. The idea of combining the advantages of both without the duckings and breakdowns of either occurred to Lady Arthur when she was driving through the lanes near her husband's place in one of the southern counties recently. As she rounded a turn she saw a gypsy encampment. Several picturesque brigands were sniffing the odor from pots and pans sizzling on the fire. A gypsy sat in the shade of one of the wagons shuffling her fortune-telling cards. That Lady Arthur stopped gypsying without saying, and when she reached home there was such a making of plans as had not occurred for a long time.

You had only to jump over the fence of Farmer Pludden's field near Appleford, Berkshire, as did several Englishmen a few weeks ago, to see the Argonauts' place of a well-known American diplomat, who has caught the fever for the open air and for the wanderer's life from his English friends. He has a car containing six beds. Turned down in the daytime they occupy little room and help to support the table, which can easily be thrown up in the center of the car, which in turn is liberally covered with steaming and appetizing dishes concocted over electric cookers by the proprietor and his chauffeur, who both take pride in a reputation for being excellent cooks. The diplomat and his parties do not always depend upon the car for food and shelter, but in little tours around Paris they find nothing so delightful as to spend the night in the car after dinner at one of the inns, and after breakfast the next morning on a road in the heart of a wood go on their way rejoicing down through the Loire country or back to Paris or on to the Vosges in the east of France.

With these more palatial automobiles, containing in many cases two compartments, so that women can be entertained, Europe will be overrun, according to many predictions, this summer. Tours in which no roof will be trusted, but the roof of the whizzing car will be made by many Americans who would never think of going gypsying in their own country. Perhaps they may bring the fever back with them.

The gentle gypsy and the motor car gypsy do not exist here as yet except in isolated instances, although the habit of going on camping trips and canoe trips and cruises on salt and fresh water is well enough known. Yet there are people in some parts of the country who do go gypsying even now. A young man who has a lot of fun running a big stock farm in the central part of New York State spent his honeymoon in a novel way a few years ago. His bride was fond of the out of doors like himself. So they packed the requisite equipment into a light covered farm wagon and spent their honeymoon driving through the hills and valleys of New York, cooking for themselves, sleeping in the woods under the stars or in the wagon under the canvas canopy according to wind and weather and having no end of good fun and a delightful honeymoon in so doing.

Even a partial sketch of what American gypsying there is would be incomplete without some reference to a white bearded old fellow who a year ago started on a preaching tour through the middle West from New York. He and his old wife blessed their children, packed up their farm wagon, took a good cargo of Bibles, tracts and potato peelers and started. The old fellow preached the Gospel in every small town they went through, selling the potato peelers to make a living for it did not seem right to him to collect money from the people who listened to his discourses. He used to say he didn't know which he loved best, his children, his wife, his Bible or the open road. It needed no assurance from him to believe that he did love the last. And lucky are the people somewhere out in the West who are listening to his itinerant preaching of the Gospel and to his genial philosophy of life and of the wide blue sky.

Cool and Refreshing. — An evening drive in one of Paeston's Victorias.

We are the introducers of the famous White House Coffee. Sold in 1 or 2 pound tins. 40c per pound. F. E. Smythe, grocer. Phone 121.

OUR DELICIOUS COFFEE

Is used by the most particular people in every part of London. A trial is all we ask to prove its quality. To be had at both our stores, South London, Cor. Wortley and Craig; Phone 963, 324 Dundas street; Phone 1866 and 817.

T. A. ROWAT & CO.

sypies. We do still, as much as we can. "Yes, indeed, we do. We sell the baskets and clothespins. That's part of the best fun of it. You get awfully close to the people when you do that. It's better than books. We were careful to find out the right prices to ask for everything and we lose very little on things. It takes such a long time to sell anything if you hold out for the real price and the people are so obstinate and yet so nice that we have not the heart to hold out against them. You can't imagine how novel and pleasant and interesting it all is. "The country is so beautiful, and in the twilight there is such a delicious loneliness that seems to arise from the fields and ascend from the declining sun. Several other people have taken example from us and are traveling around England just like ourselves. I expect more will do so. There is no other way of seeing the real beauty of the country and still live simply and have no servants with you. It would do all our own cooking. My husband is an excellent cook and seems really to like it. It is not much trouble, of course, for we live so simply. He has the smaller cart, I and a young woman friend have the larger one. We have no servants with us. It would spoil half the fun. But we do everything together. I go camping in the fields every night about sunset, get up and am on the road again jogging along the beautiful lanes by sunrise again. There really couldn't be anything more enjoyable than being a "Romany queen."

So much with the gypsying in wagons and with the accompanying details of the picturesque wanderer's life. It is confined as yet to England almost wholly, although was it not R. L. Stevenson who went gypsying in France ever so many years ago with a patient donkey and its pack, sleeping under the stars and amid the pines of the Cevennes? But when you come to gypsying in motor cars that is another matter.

The motor cars most in favor are those equipped for the accommodation of people all of the 24-hours. There is in particular the car of a well-known American diplomat, who has caught the fever for the open air and for the wanderer's life from his English friends. He has a car containing six beds. Turned down in the daytime they occupy little room and help to support the table, which can easily be thrown up in the center of the car, which in turn is liberally covered with steaming and appetizing dishes concocted over electric cookers by the proprietor and his chauffeur, who both take pride in a reputation for being excellent cooks. The diplomat and his parties do not always depend upon the car for food and shelter, but in little tours around Paris they find nothing so delightful as to spend the night in the car after dinner at one of the inns, and after breakfast the next morning on a road in the heart of a wood go on their way rejoicing down through the Loire country or back to Paris or on to the Vosges in the east of France.

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Remnant Sale Of English OILCLOTHS

Lengths of from 4 to 22 yards, in floral, block and tile patterns. About 500 yards in all. Regular values 25c to 30c per yard, at

19c Per Yard to Clear

A. SCREATION & CO.

MARA'S Linen Values Extraordinary!

ALL LINEN TOWELS; size 18x36; fringed or hemmed. Special, each.....12c Or, per dozen.....\$1.37 1/2 TURKISH BATH TOWELS, fringed, A1 quality, each.....12c ROLLER TOWELING, best values in the city, at per yard.....5c, 7c, 8c, 10c and 12 1/2c TURKISH BATH TOWELS; extra large size, at, each.....20c and 25c ALL-LINEN TURKISH BATH TOWELS, each.....47c KING EDWARD LINEN TOWELS. Special, each.....24c TABLE LINEN; best in the city; double damask, 72 inches wide, for, per yard.....37 1/2c Our special Bleached TABLE LINEN, wide width, per yard.....50c TABLE CLOTHS, endless variety, from 35c up to.....\$4.50 All-Linen TABLE NAPKIN 22 1/2-22 1/2, double damask, per dozen.....\$1.00 COLORED TABLE CLOTHS, fringed, extra large size, fast colors.....\$1.00

MARA'S FOR LINEN VALUES
Opposite Market Lane

JAPS DISCREDIT ARREST OF SPY

Are Confident Agitators Cannot Break Friendly Relations With U. S.

Tokio, July 16.—The news of the arrest in America of a Japanese officer in the act of sketching a fort, which is totally discredited here and ordinarily would have invited angry comment against the source of information, is quietly left without editorial comments in the leading Japanese papers. The explanation of this attitude may be sought in the fact that despite the war talk which is being transmitted here from America, the impression continues to prevail that the friendly relations existing between the United States and Japan is too deep-rooted to be destroyed by any anti-Japanese sentiment, which, however loudly voiced, is known to be limited to a small section. The presence in America of Admiral Yamamoto at this time is considered to be most opportune and the cordial reception accorded him by President Roosevelt is profoundly appreciated as forecasting a satisfactory solution of the labor question. Moreover, the Korean question is now claiming attention, almost to the exclusion of all other topics. The press, however, is refraining from any suggestions in definite form, and even the opposition papers are withholding concrete expressions and opinions: It may be safely said the whole nation is confidently trusting Hayashi to deal with Korea in such a manner as to exterminate the last element of hostile intrigues against Japan, with the full support of the powers. In this connection, the fact is recalled with appreciation that when the protectorate over Korea was signed the United States was the first

to notify Tokio of the withdrawal of its legation from Seoul.

HOW HE MISSED.

Dr. Seward Webb, at a dinner at Shelburne Farms, his great Vermont estate, said of a certain poor marksman: "Visiting his English brother-in-law, he shot the head keeper in the leg the first morning he tried pheasant shooting. The man limped away, cursing horribly. "Next day he had wretched luck, though the head keeper, without malice had assigned him to a fairly good place. Bang, bang, bang went his gun every few seconds, but not a bird fell before it. He was much embarrassed. It seemed, too, that at each one of the misses the underkeeper smiled at one another oddly. "Finally his cartridges gave out. He hurried to the nearest keeper and demanded more. "There ain't no more, sir," the man answered. "No more? Nonsense. Why, you've got at least a thousand in that box. "The keeper flushed and stammered. "Ah, but them ain't for you, sir. They're for another gent. They've got shot in 'em, sir."—Buffalo News.

This store closes every night at 6 o'clock, including Saturdays.

This is the time to think of buying your

Summer Supplies

Lawn Mowers from \$2.75 to \$18. Screen Doors, complete, \$1 to \$2. Screen Windows, 15c to 75c. Rubber Hose, 9c to 16c per foot. Garden Rakes, 25c to 60c. Watering Cans, 30c to \$1.50. We solicit your inspection.

The Purdom-Gillespie Hardware Company.

to notify Tokio of the withdrawal of its legation from Seoul.