

Looking Lakeward.

Large and Lively Meeting of
London Citizens.

The L. and P. S. R. Question Re-
ceives Another Ven-
tilation.

Speakers and Crowd Divide Between
the G. T. R. and the L.
E. and D. R.

A Vote Taken by a Show of
Hands.

The Grand Trunk Declared to Have
the Majority.

A Resolution Passed Approving of Mr.
Seargent's Offer—A Walkerville
Amendment Pronounced
Lost—Speeches by
Prominent Citizens.

There were lively times in the City Hall last night at the public meeting that had been called in response to a resolution from the city fathers asking that such be held to discuss matters pertaining to the London and Port Stanley Railway. The crowd was a big one, a hearty one and a demonstrative one. It was apparently divided into two factions—Grand Trunk and Lake Erie. Applauding and hissing were frequent. But on the whole it was an orderly gathering and the noisy element was thoroughly under control. As an outcome of the speeches a resolution was made to the effect that the offer of the Grand Trunk, as embodied in a letter from Mr. Seargent to Mr. F. A. Fitzgerald, was the best for London. An amendment to the effect that the offer of the Lake Erie was in the better interests of the city was also made, and on a show of hands, was declared lost by the chairman, the motion being declared carried. The result was greeted with cheers.

On the platform were: E. Meredith, Q.C., Mayor Essey, J. W. Little, T. H. Purdon, Q.C., Ald. Geo. F. Leonard, John Campbell, Murray Anderson, John McHenry, Sir John Campbell, Dr. R. Moore, M.P., and F. A. Fitzgerald.

Mayor Essey stated why the meeting had been called and read the resolution. He said that a chairman be appointed.

Mr. E. Meredith.

The name of Mr. Edmund Meredith was suggested as chairman. Mr. Meredith complied and in doing so thanked his fellow citizens for conferring the honor upon him. As advocate of the L. and P. S. R. he could not present any personal views on the question. The question which they were about to discuss was of great importance. It had been alleged that London was backward in its railway policy. He thought they were on the contrary. The course which they were about to adopt was of great importance to the success, welfare and standing of the city. He hoped they would consider it with discretion.

Mr. Thomas Purdon was called upon, but said that though it would be well if the mayor were asked to state how the railway matter stood. He would then be in a position to discuss the question. (Cheers.)

Mayor Essey denied that there had been any secret meetings of the City Council, but there had been of the London and Port Stanley Railway Board. Reporters could not get any information from the board, and therefore much less the City Council. When he started out he intended to work for the G. T. R., because it was bound up with many of the best citizens of London. Mr. F. A. Fitzgerald had said he had a conversation with Mr. Seargent about the London and Port Stanley Railway, and he (Mr. Fitzgerald) stated that the claims of the G. T. R. were done. Mr. Essey here read the communications that passed between the city and Mr. Seargent, with special reference to the conference at Montreal between the mayor and Mr. Fitzgerald, representing the city, and Mr. Seargent, the Grand Trunk. Mr. Seargent, in a letter to the council, proposed that in case of violation of the agreement on the part of the company, a proportionate amount of the bonds be returned to the city. This, he said, would be equitable and be preferable to intolerable conditions and constant fear of litigation. In another letter, Mr. Seargent pointed out the advantages of the London and Port Stanley Railway, and said he would present the claims of London, to which he was sure before the board of directors. At this time Mr. C. R. was running the L. and P. S. R. A delegation went to Detroit to ask the release of the road to the city from President LeMay, of the M. C. R., but Mr. LeMay declined to give it up to the city; he said the M. C. R. were agents of the wealthy syndicate and not of the city. Mr. Essey then read the agreement between the city and Mr. Seargent, and said that the agreement was to be terminated on the day notice was given by either party. That notice had not been given yet. That morning the mayor continued to read correspondence between the city and Mr. Seargent. He told of the visit to London of Sir Henry Tyler and of the reception by Sir Henry in his private car of the city representatives. The report in the papers characterized as disgraceful. He said that the mayor left in his treatment of Mr. Seargent, "I don't know what I would do with him again and that gentleman (Sir Henry) was not acquainted with the ways of the country."

Continuing the mayor read a clause in the agreement was wanted by the city to require the company to employ 500 men the year round. The company objected to this. They did not wish to be bound to employ that number all the year round. But the night was thrown out of work six months and the families left to starve.

Switching back to the London and Port Stanley Railway the mayor explained that London had been asked of several parties, including the railway corporations, the

tenders came. They were from Mr. Brennan, of Toledo; the M. C. R., the G. T. R., and the Detroit and Lake Erie Railway. The speaker explained the terms of each offer, as already published. The D. and L. E. Company offered at first \$10,000 a year rental; would pay the taxes; and required the bridges to be put in repair and would pay 4 per cent. on that outlay.

"As for the Grand Trunk," the mayor said, "there is not an offer from them for the L. and P. S. R. that is binding on that company." The mayor said he asked Mr. Seargent if he would guarantee that the 30 per cent. of the gross receipts offered the city would be equivalent to \$15,000, or even \$12,000; but Mr. Seargent would guarantee nothing. Mr. F. A. Fitzgerald knocked the bottom out of my case," the speaker alleged, "when he said to Mr. Seargent, 'The Grand Trunk has big interests in London. We will stand by you. We will give you the road for twenty years if you will give us the car shops.'"

Mr. Seargent said: "We can't deal with these two questions together; they must be considered apart." He proposed that the city consider a locomotive from the company and run the road themselves for a year or two to see how they liked it."

Mayor Essey repeated his statement that the Grand Trunk had really made no offer for the London and Port Stanley Railway. He, along with Ald. Geo. F. Leonard, Superintendent Tiffin of this order that he (Mr. Tiffin) might communicate with headquarters before the deal was closed. The board then went on to consider the other offers. The M. C. R., the Detroit and Lake Erie, the Walkerville people would and that was what the road was built for. (Applause.) The Walkerville lease was a fair and square one. It was the best one for the city. It was the only one that gave the city the right to run over the L. and P. S. R., and tap the city. It gave the city \$10,000 a year, and 10 per cent. on gross receipts over \$80,000 per annum. It gave the city a train service that would enable outside pupils to reach the Collegiate Institute in proper time and thus build up that institution. The lessees would pay the insurance premiums upon the passenger stations, round houses, and freight sheds in the name of the city of London; they would give low rates on special commodities to include the handling at the wharf between cars and steamers; they would erect a passenger and freight station at St. Thomas and a warehouse at Port Stanley, the cost to be deducted from the rent. If they deemed it necessary to renew the bridges over Mill and Kettle Creeks they would allow the city 4 per cent. per annum on the outlay, and if the lessees arranged to use the London and Port Stanley terminals, thus relieving the city of building sheds, they would ask \$1,000 a year reduction in the rate.

"I will vote to confirm that lease," said the mayor. He added that if the council, as the representatives of the people, voted against it he would obey their commands. He would not work in the city. He had been warned before he came to this meeting to keep his mouth shut, because of a certain vote—the Grand Trunk. But he would not be honest in his duty if he did not declare his convictions.

Mr. Fitzgerald was received with applause. His position in connection with the lease of the road was well known. He had opposed the confirmation of the lease and he had been called a traitor by the people on general principles. He felt that it would be better to work with a large company like the Grand Trunk, that was so largely interested in the welfare of the city. He knew the value of the \$10,000 that the Grand Trunk paid out in wages in the city. ("Hear, hear," and applause.) He asked what the Walkerville people would give in return for the road.

A voice—"Nothing."

Another voice—"The poorhouse."

Mr. Fitzgerald, continuing—it would be a mere bagatelle. They will not employ any great number of men and their expenditure rates were the same as any of the others. His worship said that the Walkerville people were the only ones who would give any other road running powers. The Grand Trunk offered to allow the M. C. R. to continue to run over the road. ("Hear, hear," and applause.) Another thing Mr. Essey stated was that there was no offer from the Grand Trunk excepting that of 30 per cent. I received a letter from Mr. Seargent that Mr. Coo will read to you in which Mr. Seargent agreed on behalf of the Grand Trunk in event of such receipts not reaching \$10,000, to make up that amount. His worship refused to acknowledge the letter, stating that it was improper for him to receive any offer as a member of the board or to hold communication with Mr. Seargent or anybody else without his consent. (Hisses.) Mr. Essey said, however, that he would read the letter. Mr. Essey—I never made that statement. (Hisses and cries of "Shut up.")

Mr. Fitzgerald, continuing—He told me to go on and continue the good work I was doing. (Applause.) And up to that time he was a strong supporter of the Grand Trunk. I am sorry that his recollection has failed him and that he does not recollect that conversation.

Mr. Essey—You run against me next January and you will recollect something. (Mingled applause and hisses.)

Mr. Fitzgerald—I have no axes to grind. I do not stand here to court any man's vote in this town. I am not in it, and the action I have taken in the action I have endeavored to explain. Continuing, Mr. Fitzgerald, amid applause, stated that he would gladly go down into his own pocket in order to see the bridges placed in proper repair. In sitting down he called on Ald. W. C. Coo to read the letter to him from Mr. Seargent.

Ald. W. C. Coo.

Ald. Coo said that it had just taken 21 sittings of the board to reach an agreement. It took a ten 21 days to hatch out anything, and the board, like the hen, had hatched out something, and it remained with the ratepayers either to let the lease live or bring it to naught. Some of the members sat very persistently on one egg. He could say for Ald. Dreaney, for instance, that that gentleman had sat continuously on the Grand Trunk egg. ("And," said the speaker, "I don't blame him.") Ald. Coo then read, as secretary of the Port Stanley Railway Board, the remainder of the correspondence with the Grand Trunk, which had been left unopened by Mayor Essey. The letter from Mr. Seargent to F. A. Fitzgerald is as follows:

line of action in connection with the London and Port Stanley Railway. The representatives of that company have had submitted to them an exact statement for two years of the receipts and expenses, and I have offered to recommend a renewal of the lease upon any commercial basis, paying for the line what it was worth, work it at cost price, proposing that the city should work it themselves with our assistance, or working it on a fixed percentage basis. In handing over the 30 per cent. proposed, as I have already mentioned, that amounts to an absolute guarantee—the city takes the profits and the company comes in for the working expenses. I do not think that anything could be fairer or more liberal. The line has been advertised twice; sundry offers have been made and have ended in disappointment.

"Now, as regards the repair of the bridges, I am advised, as you know, that over \$130,000 will have to be expended in the repair of the bridges. This outlay the company would certainly never consent to incur, and if that be insisted upon it must be understood negotiations are off."

"I am glad to submit for consideration an arrangement on the following basis:

"1. The lease to be renewed for twenty years.

"2. The line to be worked by the Grand Trunk at 70 per cent. of the gross receipts, 30 per cent. being handed to the London and Port Stanley.

"3. The Grand Trunk to pay a minimum of \$10,000 per annum should such 30 per cent. not amount to that sum.

"4. Running powers to be allowed any connecting company under proper arrangements as to compensation and safety.

"5. Extraordinary repairs and alterations of bridges to be from time to time done by the London and Port Stanley, as Government may direct, to insure safe working during the lease.

"6. Ordinary repairs to be assumed by Grand Trunk.

"7. Minor details to be agreed.

"8. General terms of lease as far as applicable to be same as before.

"I will submit that proposition to the home authorities, if it be desired that I should do so. I must thank you personally for the interest you have taken in this matter. Yours faithfully,

"J. L. SEARGENT,
General Manager.
"F. A. Fitzgerald, Esq., London, Ont."

Mr. John Campbell.

Mr. John Campbell explained that the Port Stanley Railway had been built to give the citizens of London access to the lake. Not alone did the city recognize the importance of this step, but the surrounding country had also taken stock. He was proud to think that the city now owned the road. "I am almost ashamed of the argument advanced by Mr. Fitzgerald," (Cheers and hisses.) That gentleman had asked the city to take the road, and he wanted everything and did not wish to confer equivalent benefits in return.

The Grand Trunk had said when the former lease had expired that they had no right to the road. They didn't want it. What the city should do, he asserted, was to secure as much railway communication as possible. The old lease had provided that the Grand Trunk should leave the line open to the city. ("A voice—"So they did.") "Why, then," continued the speaker, "does the line want the expenditure of \$125,000 to place it in such a position?" (Applause.) The assertion that the Grand Trunk would secure the lake from the city if they did not secure the lake was preposterous. The Grand Trunk did not have its men here to compliment the city; they kept them here to do necessary work. No matter how the city was less was disposed of that work would have to be done. (Loud applause.)

Sir John Carling.

Sir John Carling was glad the meeting was called to consider this most important matter. This was the first time the city in cold cash about \$889,000. The city took \$225,000 stock in the road when it was contemplated. We had \$631,742 in first, second and third mortgage bonds, and \$88,250 in bonds were purchased from St. Thomas, making altogether \$889,674. The G. T. R. was an important taxpayer in the city. The two great national highways passed through here. We should encourage them and induce them to concentrate their works here. The G. T. R. employed between 1,100 and 1,200 men in London, the pay roll amounting to about \$600,000 a year. The G. T. R. paid \$8,000 in taxes. The G. T. R. had stores paid \$30,000 a year to the city. The city in lumber, drygoods and other commodities. The amount paid for water by them was \$5,000. In taxes the employees paid out \$14,000. It was estimated that all together the G. T. R. paid out \$600,000 a year in the city. The employees and their families made a considerable portion of the population—a whole village. The mayor said London was a dependent city. So was, but they could not afford to quarrel with the Grand Trunk. The mayor had hardly put the matter fairly before the meeting when he said the Grand Trunk had made a farthing of a bonus. Mr. Fitzgerald, a member of the Railway Board, had a letter in which the G. T. R. assured a guarantee of \$10,000.

The Mayor—You can't find guarantee in it.

Mr. Carling (testily)—Allow me to proceed. The speaker then went on to read Mr. Fitzgerald's letter and claimed it was definite enough and fair. The speaker said the Walkerville offer was equivalent to less than 5 per cent. on the outlay; it would pay the city better to sell the road for \$500,000 and put the money out at interest. The Grand Trunk, though they had paid out so much, had never had a farthing of a bonus. A bonus of \$100,000 was paid to the London, Huron and Bruce, but it was then a part of the Great Western. He thought there was a desire among the people to treat the Grand Trunk fairly and also the C. R., which had made London its divisional point. What would London East be without the car shops? He hoped the Walkerville lease would not be ratified. The Walkerville lease was very respectable people—(laughter)—but they were a limited liability company. They would not bring trade into London, but take it out. The Port Stanley harbor would be a Government harbor and the G. T. R. agreed to take goods from that port. The canal was being deepened and what could be carried from Rat Portage to Montreal for 5 cents while the railroads charged 15 cents.

Mr. John McHenry.

Mr. McHenry was applauded on rising to speak. "We are here on an interest," said he. "If we understand it right, there has been an impression abroad that the business men are not friendly to the Grand Trunk. I, as one of those merchants, can

say that we are friendly. It is the interest of every road to get the largest amount of carrying trade from the merchants. But it is the interest of the Grand Trunk to close the water trade. Are they going to keep the port open and reduce their long haul from 30 cents to 15 cents? ("No, no.")

Continuing, Mr. McHenry stated that the merchants of the city received their freight from their natural ports, New York and Montreal. "In this city we get through bills of lading from New York over the M. C. R. at 15 cents—2 cents per 100 cheaper than Toronto, and at the same time they are paying 22 cents in Montreal. It is in the interest of the Grand Trunk Railway to open the lake port and haul freight 24 miles in this Port Stanley Railway. The rate was not so low on the L. E. and D. R. lease as I feel that they ought to be, but will any man pretend to say that the competition that the M. C. R. makes here is not worth the rent of the road? (Applause.)

Mr. McHenry spoke strongly in favor of letting the road to an independent company and keeping the lake port open.

Thomas H. Purdon.

Mr. T. H. Purdon moved the following resolution:

"That in the matter of the London and Port Stanley lease this meeting is of the opinion that the interests of the city would be best served by giving such lease to the Grand Trunk Railway on the terms proposed by Mr. Seargent in his letter to Mr. Fitzgerald, under date of Oct. 17, 1893, and that, the citizens assembled, believe it is the peoples' desire to work in harmony with the Grand Trunk Railway for the maintenance of their mutual interests and the lasting benefits of the citizens at large."

Mr. Purdon said there was no foundation in the objection to the Grand Trunk letter because it was not addressed to the mayor. There was no man in Western Ontario better able to manage the affair than Mr. Fitzgerald. He believed the mayor's heart was with the Grand Trunk, and he would have favored Mr. Seargent's letter had he not gone so far with the Walkerville people. He believed that the 30 per cent. offered by the Grand Trunk would be nearer \$20,000 than \$10,000. The working by the Grand Trunk of the road had been satisfactorily proved in the last twenty years. (Hear, hear.) "Let us preserve our old friends the Grand Trunk. They grow up with us and our interests are identical." Mr. McHenry said London was a railway center. Why? Because the Grand Trunk had all its lines running in here. Why should they make enemies of one-sixth of the people of London—for one-sixth of the population was composed of Grand Trunk people. Why not get the Lake Erie and Detroit River Railway to run Lake Erie by offering them a bonus, if more roads were desirable? He was surprised to see what small things had broken off negotiations with the Grand Trunk in reference to the car shops. He would like to see at once the offer made in Sir Henry Tyler's ear. Why make the company employ more men than they could find work for? He had faith in the future of London, and its interests would be best served by giving the lease to the Grand Trunk.

Dr. J. H. Gardiner seconded the motion of Mr. Purdon.

Mr. Leonard.

"The Grand Trunk," said Mr. Leonard, have had that Port Stanley road for twenty years and they allowed the harbor to fill up. Mr. Carling and the Government can vote \$50,000 for the improvement of the harbor if they please, but if the Grand Trunk again get hold of the road the harbor will again fill up. The Grand Trunk can bring in as many dollars as you say to the people, but they have taken out every dollar of it in freight and a little more, too. (Applause.)

Mr. Leonard then moved the motion that the city take the lease with the L. E. and D. R. Company. He said that the city had a right to have the road, and the very lowest possible charge for the manufactures going out. We shall by giving them the road place London as near a lake port town as it is possible to put it. We will do all this if these gentlemen get hold of the road.

A voice—Never.

Mr. Leonard—They will open up a country new to us of 128 miles in length—(Mingled hisses and applause)—a country as well settled as that up the L. E. and B., a country which we will reach without paying any bonus for it. Be careful how you vote on this motion. Are we going to have commercial independence or are we going to have commercial slavery? (Hear, hear.)

Dr. J. H. Gardiner.

Dr. Gardiner said he had few words to say. He showed a map of the L. E. and D. R. It ran, he said, from a small place called Ridgeway through a sandy country north of Lake Erie. The Grand Trunk offer was far preferable. The 30 per cent. offered by the Grand Trunk meant what? He was informed that the receipts on the road by the Grand Trunk last year were \$50,000. The city would get 30 per cent. of that, thirty per cent. of \$50,000, meant \$15,000. He believed there would be better relations with the neighboring Republic, and then a lake traffic would spring up in it. Before the twenty years were up, the rental might grow from \$20,000 to \$30,000 or \$40,000. The Grand Trunk should not be antagonized. The offer was the best one in a monetary sense. The city wanted to continue the Grand Trunk interests here.

Mr. Murray Anderson.

Mr. Anderson was introduced by the chairman as the father of the Port Stanley road. On rising he stated that he was not only the father of the L. and P. S. R., but also the father of all the other roads in the city, with the exception of the C. P. R. Did time permit it he would have read them a history of the road for the last 40 years. "But I want to tell you," said Mr. Anderson, "that the best possible thing you can do under the circumstances is to accept the offer of the Grand Trunk. (Applause.) And I want to say this and I speak advisedly, that in the event of the car shops being built, the Grand Trunk would employ 2,000 men instead of 500 employed in those shops."

Mr. J. W. Little.

"There has been a good deal of quiet and secret canvassing going on in this city with regard to the lease," said Mr. Little. Some people had said about him (Mr. Little) anonymously, that he was seeking to bring another road into the city to let himself out of a hole. He denied this strenuously. Referring to the purchase of the L. and P. S. R. bonds he took no credit for that on himself, and mentioned the citizens who were instrumental in bringing about the deal. As a result of that purchase St. Thomas

opposition to the bill was withdrawn, the bill went through and the Miller syndicate put up the \$25,000, which had since become the property of the city. He went into figures, showing in dollars and cents how the lake had been and would be benefited by London controlling all the stock in the road. He had never said that the Grand Trunk ought not to get the road. No corporation owned him directly or indirectly, and he always placed the interests of the city before anything else. What he did do was to then offer a substantial bonus for the road. In the event of an offer from an independent company not being forthcoming, he asked that they give the lease to either the Grand Trunk or the M. C. R., according to which made the best offer. He asked them to consider the position they would be in supposing the Grand Trunk refuse to ratify the clause in Mr. Seargent's letter, where he agreed to come up to the \$10,000 mark. One of the reasons he advanced why the Walkers should get the road was the very fact that they wanted the car shops. They could get the independent road in, and then offer a substantial bonus for the shops. If it paid the Grand Trunk to keep the divisional shops here they would do it, but if it did not pay them the shops will be taken away. Said Mr. Little in subsidizing: "In giving the lease you are doing the very best thing possible. Not only in consolidating the interest of the citizens of London generally, but in consolidating as well, the interests of the Grand Trunk in this town. (Applause.)

Mr. Masuret said he was an importer and exporter of goods, and his interests were the same as those of the mechanics, as citizens of London. "The object of the Grand Trunk is to secure a long haul on our goods; our object is to secure as short a haul as possible. In this our interests are at variance with the Grand Trunk's. I would like to see a bonus for the car shops. Mr. Seargent himself says he does not want the car shops and the railway questions considered together."

Mr. Masuret then moved the following amendment: "That the lease, as submitted by the London and Port Stanley Railway Board, be given to the Detroit, River and Lake Erie Railway Company, believing it to be best in the interests of the city."

Mr. Wm. Yates.

Mr. Yates had great pleasure in seconding the amendment. Before the amalgamation of the Great Western with the Grand Trunk, their freight rates were 11 cents to Toronto and 17 cents to Montreal; after amalgamation the rates were doubled—22 cents on good authority that by the lake route a saving of 25 cents a ton on coal could be effected. In London 60,000 tons and 47 cents, respectively. He had tons a year were used. This meant an annual saving of \$15,000 a year. (Cheers.) It had been said by previous speakers that the car shops were employed by the Grand Trunk in the city. He had searched the rolls and found 624 were so employed. Of these 226 worked about the freight house and yards. Who were they employed by? The merchants and manufacturers of the city. It would have been unmanly in the board if they had received tenders after the time for receiving them had closed. (Cheers.)

Mr. Wm. Yates.

The chairman then put both the motion and amendment, the vote being by a show of hands. He declared the Grand Trunk motion carried. The G. T. R. people accordingly shouted enthusiastically and Mr. F. A. Fitzgerald stood up and gave cheers for that company, which were given.

A CARLOAD OF TROUT.

Confined to the London Gun Club Fishing Recent—Valuable SHIPMENT.

The biggest shipment of trout ever made in Canada will arrive in this city at 2 o'clock to-day from Credit Forks, Ont. It is consigned by Charles Wilmut, the noted fishery expert, to the London Gun Club. The shipment will be made in a special car, containing 27,000 young trout, valued at over \$1,000. The car will be attached to the 2:20 p.m. train for Dorchester, whence the trout will be taken to the Gun Club's superb fishing resort and deposited in the lake of the club. The fish are from 4 1/2 to 7 inches in length, and will be ready for angling next fall. Every stockholder has been notified to be on hand and count over his share of the trout. The trout have also been placed in the celebrated nurseries at Credit Forks, and the stocked the London Gun Club's resort ought to be a paradise for the disciples of Walton when the season opens.

PARTLY SOUND, ANYHOW.

[From the Berlin News.]

The London Advertiser prints a Saturday edition in the interest of the plebiscite which is soon to be taken on prohibition. There is much in it of interest, especially to those whose hearts are in the direction of prohibition. The Advertiser is generally right on moral and social questions. We are sorry to say its politics are far from what they ought to be.

"With Ruth and Esther," says the Jewish Messenger, "as the names of the United States President's daughters, there is there for Hebrew families to reject old-fashioned names, and, by the strange contrasting of given and family names, bring the smile of derision to the lips of the observer? Ruth, the pious and loving, Esther, the heroine, the queen—may they realize their parents' aspirations."

Dr. Bremner, 39 Bloor street east, Toronto, proposes to visit London at regular intervals for the treatment of deformities such as club feet, bow legs, knock knees and all kinds of joint and spinal diseases. Before the doctor settled in Toronto he was surgeon to the largest orthopedic hospital in New York, where thousands of cases were treated annually with the most modern and scientific appliances and methods. He also spent many years in Europe, where he did a large amount of surgical work in the line. We feel sure as he becomes known that he will meet with cordial support both from the profession and the public generally.

bd & w

"No, Johnny, I can't buy any candy for you. It's too bad for the teeth." (After some moments of profound thought)—"Mamma, what would the dentist do for a livin' if every family was run like ours is?"

Worms cause feverishness, moaning and restlessness during sleep. Mother Graves' Worm Exterminator is pleasant, sure and effectual. If your druggist has none in stock, get him to procure it for you.

Why Suffer

with a cough or cold when one bottle of Tolu, Tar and Tamarack will cure you? This remedy is a sure and speedy cure for Colds, Bronchitis, Asthma, Whooping Cough, etc., and all affections of the throat and lungs. Price 25c, at all druggists.

Wholesale by GAINCROSS & LAWRENCE Chemists, London, Ont.

DASTARDLY DEED.

Anarchists Explode a Bomb in a Theater.

Fifteen Killed and One Hundred Women Wounded.

A Terrible Panic—People Fight Like Wild Beasts to Escape—Fashionable Victims.

BARCELONA, Nov. 8.—Anarchists exploded a bomb in the Lyceum Opera House last evening while the opera "William Tell" was being given before a crowded audience of the elite of the city's society. A frightful panic followed. Fifteen persons were killed and many injured. One hundred women were hurt, a number of them being badly mangled.

FULLER DETAILS.

LONDON, Nov. 1.—A dispatch received here this morning from Barcelona gives additional details of the anarchist outrage at the Lyceum Opera House there last night. The dispatch says that after the explosion occurred there was a terrible scene in the house, all those who were not injured or were only slightly injured.

TO ESCAPE. They expected every moment that other bombs would be thrown and in their haste they respected no age or sex. Shrieks and curses were heard on all sides and pandemonium reigned. Some of the bravest of men sought to protect the women, but they were swept away like chaff before the fear-driven mob that filled the aisles. Men were trampled, being in the way, and women, seeing it was useless to attempt to force their way through the fighting and howling mob, climbed over the backs of seats and sought to reach the doors in this manner. A great number of people were more or less seriously hurt in the struggle, but it was considered wonderful that many of them were not killed outright. Notwithstanding the frightful confusion the lower part of the building was emptied in a few minutes of all but the officials and the wounded and dead. Stalls were completely wrecked by the explosion. There were many ladies occupying these stalls, and a great many of them were injured, some reports placing the number at as high as 100. They presented a most pitiable sight. They were attired in full dress and as they were carried out many of them were in a dead faint. Their dresses were torn into shreds and their faces, shoulders and arms were

disfigured by blood.

They looked as though they had been through a desperately fought battle.

It is said that several of those killed were members of one family that occupied stalls close to where the bomb fell. Many persons who had seat a considerable distance away from the spot were injured by flying splinters. Doctors were speedily summoned, and were assiduous in their attentions to the injured. Three persons were found dead on the stairways, while several others who had been badly crushed were found lying on the floor near the exits. The passages of the theater were turned into hospitals. Priests were summoned and administered the

LAST RITES OF THE CHURCH to those whom the doctors said could not recover from the effects of their injuries. They also acted as assistants to physicians, helping them to wash the blood from the victims and to bandage the horrible gaping wounds. While not thus engaged they tried to console the relatives of those killed or hurt, who flocked to the theater as soon as they learned of the disaster. The crowd that gathered outside the building when the first intelligence of the outrage spread swelled throughout the night. It seemed to embrace about half the population of the city. A strong detachment of the Civil Guard was promptly on the scene. They had great difficulty in preventing the crowd from

A man's wife should always be the same especially to her husband; but if she is weak and nervous, and uses Carter's Iron Pills, she cannot be, for they will make her feel like a different person. At least to try all day, and her husband say so too.

The cat is a nautical animal. She loves a yawl.

WON

THE BEST SUIT

I EVER HAD IN

Quality, Fit and Price

BY ORDERING OF

N. WILSON & CO

136 Dundas Street,

OPPOSITE MAHMET LANE.

The Advertiser

Founded by John Cameron in 1863.

THE DAILY ADVERTISER.

Daily, by mail, per year (8 to 12 pages) — \$4 00
 Daily, by mail, for three months — 1 00
 All subscriptions payable in advance.
 IN LONDON:
 Morning Edition, 86 per annum; Evening Edition, 100 per week, delivered.

THE WESTERN ADVERTISER.

(OUR WEEKLY EDITION.)

By mail, per annum — \$1 00

JOHN CAMERON, President and Manager.

ADVERTISING RATES

Made known on application at office. Address all communications to

ADVERTISER PRINTING CO., LONDON, CANADA.

God's in his heaven,
 All's right with the world.
 —(BROWNING.)

If you trust in God and yourself
 you can surmount every obstacle. Do
 not yield to restless anxiety. One
 must not always be asking what may
 happen to one in life, but one must
 advance fearlessly and bravely.
 —(PRINCE BISMARCK.)

London, Thursday Nov. 9.

—Only those communications to which the
 editors are willing to have their names
 appended in print will be published in these
 columns.

SEAT-STEALING UNPROFITABLE
IN THE UNITED STATES.

This is an old-year in national politics in the United States, and the interest in the November elections, which took place Tuesday, is therefore minimized. Nevertheless, in several of the leading States of the North the Republican victories are so marked as to call for comment. While Gov. McKinley's re-election in Ohio was looked for, there were some who hoped that his majority of two years ago would be greatly reduced. The marked reduction has not been effected, and the natural result is the announcement by the Governor's friends that they hold the McKinley "idea" of an extremely high "protective" policy must be the Republican programme for 1896 and that McKinley must be the next Republican candidate for the Presidency. In Illinois, the judge who sentenced the Anarchists has been re-elected, and there is doubtless much truth in the statement that he owes his success to the revolt against the conduct of Governor Altgeld, who, for reasons far from satisfactory to the public, pardoned these transgressors. No doubt, the attitude of the Democratic leaders in regard to the silver question lost them many votes in those silver-producing States where the belief exists that it is the duty of the Government to buy and hold silver, no matter what the cost to the people as a whole. But the depression caused by the unsettledness of business through the long-continued struggle over the silver question, and by the over-taxation of the people, laid to the charge of the Democrats, though they really as a governing body had nothing to do with bringing about these results, also operated against the dominant party over the border. In New York State, however, the sweeping Republican victory was really secured because of a vigorous revolt against wrong methods adopted by the local Democratic party managers. In Brooklyn the Democrats lost thousands of votes because they had to carry a grievous burden of transgressions of the machine municipal politicians. And in New York and Brooklyn, as well as throughout the State, large numbers of Democrats voted Republican or failed to go to the polls, because the party bosses had put up Judge Maynard, who during his last term had proved a partisan and a seat stealer, for election as judge in the Court of Appeal.

The result is a vindication of the principle of the elective judge system, and shows in what abhorrence the misconduct of a man who uses his position as a judge to advance party interests is held. Judge Maynard's seat steal resulted in short-lived advantage to his political friends, just as judicial seat steals in Canada in recent years have temporarily aided the Conservative party. But there, unfortunately for the public good, the analogy ends. The Canadian judge who has stolen a seat for his partisan friends is defended by them with a vehemence as great as if he had been the doer of a deed of patriotism. And he is retained in his seat no matter how flagrantly unjust his conduct may have been, or how severely condemned by his superiors on the bench. In New York, thanks to the elective system, the unjust judge is driven in disgrace into private life. His former political friends have aided in administering the punishment. In the press, the Democratic New York Times and New York World were as vigorous in their condemnation of this Democratic nominee as were the thousands of independent Democrats who preferred the honest Republican nominee for the bench to the partisan and dishonest representative of the party whose general policy they endorse. Such a rebuke was deserved. When will the Canadian seat stealer and his apologists have meted out to them equally deserved punishment?

SIR HENRY TYLER ON THE GRAND TRUNK CAR SHOPS.

In his address to the shareholders of the G. T. R., at their recent meeting in London, Sir Henry Tyler fully vindicated the position held by the ADVERTISER. The Grand Trunk president said:

"The next place I will take you to is Stratford. There we have the principal locomotive shops for the western end of the Grand Trunk system. The municipality gave us \$20,000 to build them with, and they are very satisfied with the result, because we have a large number of good class men there, who make good citizens of the town. They do their share in providing that, only so small a number of engines is under repair at the present time. They are so well pleased with having got our engine works there that they want our car works there. We can economically concentrate our car works at some point; it is very advantageous in works of that description not to have, as we now have, passenger car works at East London, and freight works at Brantford, and other repairs at that place. It will save us some thousands a year to concentrate the car works on the western end. There are four different cities applying for the privilege of having our car works concentrated at each of those places, and we have been for a year or two negotiating with them. The proposition we make is that they shall give us something like \$100,000 in order to put up such works for the privilege of having them in those places; but they have been, from time to time, trying to impose conditions of such a nature as we do not think it right to submit to, such as the residence of our men, the number employed, etc. We shall be obliged to go to one of those cities and put our car works there, but it would not be right to allow obligations, all of an onerous nature, to be imposed upon us. The matter is not yet settled, but the car works will probably be concentrated ultimately either at London, Stratford or Sarnia. There are advantages and disadvantages at each of those places. They have been thoroughly discussed, and the whole thing looked into most carefully. I do not think it right to say more at present than that probably we shall concentrate at one of those three places."

This is the condition of affairs on which the ADVERTISER commented a few days ago, when it restated its position that no matter what the terms offered by the Grand Trunk might finally be, they should not be rejected by the council until such time as the taxpayers had an opportunity to pronounce upon them. A cautious contemporary objected to this attitude; nevertheless, it is the position generally accepted by citizens as the more reasonable course to pursue.

The fact is that if we want the shops concentrated here we must be prepared to compete with the other points now offering inducements to the Grand Trunk managers. All that we contend for is that, having made the agreement as favorable to the city as is possible under the circumstances, it shall finally be submitted to the taxpayers for consideration and for ratification or rejection, as its terms may warrant. Now that the L. and P. S. Railway lease is about disposed of, there should be little difficulty in advancing the car shops question to a stage where decisive action can be taken. What is required at the hands of the contracting parties is an agreement sufficiently reasonable under all the circumstances to command public support. We do not disguise from ourselves the fact that the feeling against granting bonuses has increased in strength in recent years, but in this instance it is advisable, if at all possible, to make a united endeavor to advance the interests of the city and of the G. T. R. and its employees at the same time.

—There will be a contest for Hugh John Macdonald's seat in Winnipeg. Ex-Archbishop-General Martin, of Manitoba, has entered the list against the Government nominee. If the capital of the Prairie Province desires emancipation from the trade restriction policy, let it defeat the Government nominee. His indorsement will be heralded by the "protectionists" as a victory for the high tax system that has done so much to retard the Northwest.

CAUSE OF TRAIN ROBBERIES.

In an article on the recent epidemic of train robberies, Pinkerton, the famous detective expert, explains to the readers of the North American Review the chief reasons for the increase of this class of crime. One reason is the business depression. But Mr. Pinkerton believes it to be largely due to the reading of yellow-covered novels—those cheap and trashy books that are as corrupting in their influence as police gazettes. Country lads get their minds inflamed with this description of literature, and professional thieves or designing men find among this class many who are willing to go into their schemes. The majority of these robbers are recruited from among the grown boys or young men of small country towns. They start in as amateurs under an experienced leader. They become infatuated with the work and never give it up until arrested or killed. To boys meditating such foolhardy exploits, Mr. Pinkerton supplies very little encouragement. He points out that train robbery is not a profitable pursuit. In nearly every case capture and punishment are almost certain, and death is very frequently the righteous penalty. The chances of escape are not 1 in 100, and the stealings as a rule are very small, in spite of the popular belief that train robbers succeed in getting large sums of money without being caught. A train robber is a thief of a very vulgar stamp, and he almost invariably discovers the truth of the declaration that the way of the transgressor is hard. The stupid and pernicious story books—why are they not placed under censorship?—may teach a different lesson, but if they do, the stern facts combat their bad logic.

LONDON WEST COUNCIL.

Postpone Approval of the Electric Rail Way Until They Inspect It.—Court of Revision.

At the London West Council meeting Tuesday night Messrs. Hellmuth and Break asked that the new electric railway be approved. Councillor W. Smith moved accordingly, but Councillors Scarrow and Collins objected until they had had time to walk over and inspect the roadbed. Councillor Smith, who takes great pride in the system, thought this unnecessary, but the council voted to postpone approval until the inspection is over.

Applications from Mrs. Wilkins for a sidewalk on Grace street and from R. A. Jones for another on Center street were referred to the Board of Works.

The council had previously met as a court of revision. Decisions on the complaints by Wm. Dutton and James Spry of over-assessment were reserved. The assessment on Charles N. Williams' three lots was reduced from \$450 to \$425 on each. Assessment confirmed on Wm. Peters' 20 acres and judgment reserved on the four-acre parcel. The poll tax on Edward N. Osmar was exempted, as he is a member of the Seventh Battalion. Decision reserved on A. R. Mordock's request for exemption on his Wharfedale property.

LEGLESS BUT NOT LOVELESS.

John Solinsky, Who Has Spent Eighteen Years in Hospitals, Captures a Widow.

NEW YORK, Nov. 7.—A romantic courtship, which began in a most pathetic acquaintance, terminated on Sunday morning with a marriage solemnized in the little chapel at Bellevue Hospital. The bridegroom is a legless patient, the bride a healthy woman of 40. The officiating clergyman was the Rev. Henry St. George Young, the hospital chaplain. The names of the contracting parties are John Solinsky and Pauline Lenser. The bridegroom is a Russian. His bride was born in this country of American parents. The couple first met in ward 2 of Bellevue three years ago. At that time Solinsky had been a patient there three years. His bride was a widow and had a 5-year-old son, who was receiving treatment in an adjoining ward. When the boy's mother first visited him she was grief-stricken at his condition, and her acquaintance with Solinsky was formed through his latter's efforts to console her. After her boy had been discharged she still continued to call on him to do so, and Solinsky, who by that time had won her heart, and being a tailor by trade opened a small shop downtown. Mrs. Lenser used to perform his household work for him each day, and in his leisure moments she and the tailor used to discuss their future prospects. It finally became necessary to perform another operation upon him, and he once more returned to Bellevue, where he now occupies a cot in ward 4.

Mrs. Lenser and Mr. Solinsky were to have been married about three months ago, but at the tailor's request it was postponed. The bridegroom is heir to property in Russia valued at \$30,000, and it was his wish to come into possession of it before he claimed the widow as his bride. He also has a lawsuit pending against the Delaware and Lackawanna Railroad for the loss of his limbs, the amount of damage claimed being \$50,000. It was eighteen years ago that his legs were amputated, and he has been kept confined in hospitals nearly all of that time.

THE OPEN FORUM.
A Strong Disclaimer.
 To the Editor of the ADVERTISER:
 In reply to the statement of Mr. Alfred Bagge, the young Englishman who stayed eight days at my place, I wish to inform the public that his story is disgracefully false. I emphatically deny that he had to work hard or had to sleep in a barn. He occupied one of the best rooms in the house, and never bestirred himself in the morning until called to breakfast. He did not do a day's work, and as such, as the heaviest of the season's work was past, nor was he ill-treated in any respect. His stories differ regarding the amount of money he paid to the agent for securing him a situation on a farm. He informed me that it cost him \$75, and I find that in one paper he states it cost him \$400, in another \$600. It seems to me his object in circulating this report is with the expectation of arousing the sympathy of some official, who, perhaps, will cut out an easy situation for him. It is very evident his work can never agree. If Mr. Bagge does not recall his untrue statement with which my name is connected, I will have him arrested at once for libel.
 GEO. MICKLE.
 Wallaceburg, Nov. 6, 1895.

Cottolene

A SHORTENING.

Down the street through the busy way
 A lady passed on marketing day
 Who, pausing at a grocery store,
 Stepped quickly in at the open door.
 With bated breath and anxious mien
 She queried: "have you COTTOLENE?"

The grocer, leaving off his work,
 Interrogated every clerk;
 But none up to that time had seen
 An article called "COTTOLENE."
 "What is it?" said he to the dame,
 "That answers to this curious name.
 What is it made of? What's its use?
 My ignorance you'll please excuse."
 "You're not the merchant for my dimes,
 I see you're quite behind the times.
 For COTTOLENE, I'd have you know,
 Is now the thing that's all the go,
 An article of high regard;
 A healthful substitute for lard.
 Its composition pure and clean;
 For cooking give me COTTOLENE."

As from his store the lady fled,
 The grocer gently scratched his head—
 On his next order, first was seen,
 "One dozen cases COTTOLENE."

Ask Your Grocer for it.

Made only by
N. K. FAIRBANK & CO.,
 Wellington and Ann Streets,
 MONTREAL.

R. R. R.
RADWAY'S
READY RELIEF.

The most certain and safe Pain Remedy in the world that instantly stops the most excruciating pains. It is truly the great

CONQUEROR OF PAIN,

and has done more good than any known remedy.
 FOR SPRAINS, BRUISES, BACKACHE, PAIN IN THE CHEST OR SIDES, HEADACHE, TOOTHACHE, OR ANY OTHER EXTERNAL PAIN, a few applications rubbed on by the hand act like magic-causing the pain to instantly stop.

CURES AND PREVENTS

Colds, Coughs, Sore Throat Inflammation, Bronchitis, Pneumonia, Asthma, Difficult Breathing, Influenza,
 Rheumatism, Neuralgia, Sciatica, Lumbago, Swelling of the Joints, Pains in Back, Chest or Limbs.

The application of the READY RELIEF to the part or parts where the difficulty or pain exists will afford ease and comfort.
ALL INTERNAL PAINS, PAINS IN BOWELS OR STOMACH, CRAMPS, SPASMS, SOUR STOMACH, NAUSEA, VOMITING, HEARTBURN, NERVOUSNESS, SLEEPLESSNESS, SICK HEADACHE, DIARRHEA, COLIC, FLATULENCE, FAINTING SPELLS are relieved instantly and quickly cured by taking internally a half to a teaspoonful of Ready Relief in half a tumbler of water.

MALARIA,
Chills and Fever, Fever and Ague Conquered.

There is not a remedial agent in the world that will cure Fever and Ague and all other Malarious, Bilious, and other Fevers, aided by Radway's Pills, so quickly as Radway's Ready Relief.

Price 25c per bottle. Sold by Druggists.

RADWAY'S
PILLS.

For the cure of all disorders of the STOMACH, LIVER, BOWELS, KIDNEYS, BLADDER, NERVOUS DISEASES, HEADACHE, CONSTIPATION, COSTIVENESS, INDIGESTION, DYSPEPSIA, BILIOUSNESS, FEVER, INFLAMMATION OF THE BOWELS, PILES, and all derangements of the Internal Viscera. Purely Vegetable, containing no mercury, minerals or DELETERIOUS DRUGS.

Price 25c per box. Sold by all druggists.
 RADWAY & CO., 419 St. James Street, Montreal.
 To the Public—Be sure and ask for Radway's and see that the name "Radway" is on what you buy.

FANCY BREAD.

Vienna Rolls, Home-made Bread, and Fancy Bread of all descriptions.

JOHNSTON BROS.,

Clever Bakery, Wellington Street

TRY

BALA

LICORICE

FOR THE VOICE.

New Secret Remedy Absolutely Unknown to the Profession. Permanent Cures in 10 to 25 Days Guaranteed. MONEY REFUND. You can be treated at home for the same price and the same guarantee with those who prefer to come here. Make no mistake. The name is BLOOD PURIFIER. It has cured many cases of skin diseases, and has cured many cases of skin diseases, and has cured many cases of skin diseases.

BLOOD

Purifier

It has cured many cases of skin diseases, and has cured many cases of skin diseases, and has cured many cases of skin diseases.

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FRIDAY
BARGAIN DAY.

CHAPMAN'S

NOVEMBER 10.

Busy every day. Doubly busy on Bargain Days. The best bargains we have shown for many a day will be displayed this Friday. We know how to do it and do it well. Money will be refunded to any customer whose purchase is not satisfactory. Shop this Friday, and shop early.

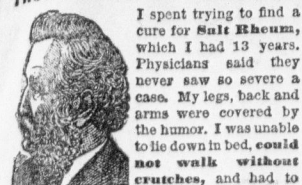
BARGAIN LIST.

- 1st—A table full of Choice German Wrapper Flannels, for wrappers and tea gowns; beautiful, fine goods; worth 50c and 60c yard; we will sell only one cut from each piece; your choice 25c yard.
- 2nd—A table full of Serge and Amazon Wool Dress Goods, 42 inches wide, worth 50c, 60c and 70c yard; only one cut off each; your choice 25c yard Bargain Day.
- 3rd—One table of Fine French Dress Goods, wide width, regular price 75c and 85c, new goods, only one cut off each, your choice 45c on Friday.
- 4th—Two pieces 40-inch Cloth Suiting, only 20c yard.
- 5th—Twenty pieces All-Wool Serge Dress Goods, worth 25c and 35c, Bargain Day your choice 15c yard.
- 6th—Six pieces Navy Blue Serge Dress Goods, heavy, wide; sale price 35c.
- 7th—Five pieces Plaid Dress Goods, double fold, worth 40c, Bargain Day only 30c.
- 8th—Lace Curtains—Just received 424 pairs of Heavy Scotch Curtains in cream and white. We bought them cheap for this Bargain Sale; \$1 50 Curtains for 99c; worth \$2 for \$1 19; worth \$2 25 for \$1 24; worth \$2 50 for \$1 39. Every pair a great bargain; see them.
- 9th—Ladies' White Hem-Stitched Handkerchiefs, ten for 25c.
- 10th—Ladies' Colored and Black Kid Gloves, worth 75c, for 62c.
- 11th—Ladies' All-Wool Ribbed Cashmere Hose, worth 35c, Bargain Day 21c.
- 12th—Ladies' Shoulder Shawls, fancy and plain, worth \$1, for 69c.
- 13th—25 dozen Ladies' Black Cashmere Gloves, worth 25c, for 19c.
- 14th—10 dozen Ladies' Lace Handkerchiefs, worth 20c, for 10c.
- 15th—Tam O'Shanter Caps worth 60c and 65c, to-day 45c.
- 16th—Ladies' Windsor Ties, regular price 25c, to-day 17c.
- 17th—Ladies' Merino Vests, worth 50c, Bargain Day 33c.
- 18th—Ladies' Fur Capes, 16 inches long, worth \$4 50, for \$3 50.
- 19th—Ladies' Fur Collars, worth \$2 50, for \$1 50.
- 20th—Ladies' Fur Muffs, worth \$2 50, for \$1 50.
- 21st—Floor Mats—We purchased a manufacturer's set of samples; no two alike; all prices from 20c to \$4 50; maker's price on Bargain Day.
- 22nd—Two dozen Red and White Table Covers, with and without fringe, worth \$1 50, Bargain Day only \$1 15.
- 23rd—25 dozen Crash Towels, large size, all linen, to-day 10c.
- 24th—18 All-Wool Embroidered Table Covers, two yards square, worth \$2; Bargain Day \$1 39.
- 25th—Three Dozen Honeycomb Quilts, very large size, worth \$2; Bargain Day for \$1 59.
- 26th—Four pieces All-Wool Gray Flannel, worth 25c, for 20c.
- 27th—One piece Wide Scarlet Flannel, heavy and twilled, worth 40c, to-day only 29c; a bargain.
- 28th—Six pieces Heavy Twilled Oxford Shirting, worth 15c, for 10c.
- 29th—Four pieces Fine Flannelettes, light shades, worth 12 1-2c, for 6 1-2c.
- 30th—Three dozen Very Fine Linen Table Cloths, your choice \$1 15; worth double.
- 31st—Three pieces Twilled Sheet, two yards wide, worth 25c, to-day 20c.
- 32nd—Five pieces 36-inch Flannel Sheet, worth 35c, to-day 25c.
- 33rd—Six only Heavy Chenille Table Covers, large size, with fringe worth \$5, Bargain Day \$4.
- 34th—Three pieces Best Quality Feather Ticking, worth 30c, to-day 19c.
- 35th—Five pieces Unbleached Table Linen, worth 60c, to-day 34c.
- 36th—Ladies' Cloth Mantles, worth \$5, to-day \$2.
- 37th—Ladies' Cloth Mantles, astrachan trimmed, worth \$6 50 and \$7 50, to-day only \$5.
- 38th—Ladies' Fur-trimmed Mantles, new and stylish garments, worth \$7 50, \$8 and \$9, your choice Bargain Day \$6 50.
- 39th—One piece Lister's Silk Sealette, worth \$5, Bargain Day only \$3 85.
- 40th—Children's Ulsters—Good Heavy Coats, with capes, all sizes, many colors, worth \$5 and \$6, to-day \$3.
- 41st—Ladies' Sealette Coats, worth \$20, to-day \$15.
- 42nd—Children's Turkish Caps, red and blue, only 24c.
- 43rd—Men's Sealette Caps, worth \$1 and \$1 25, to-day 75c.
- 44th—Men's Fine White Shirts, perfect fit, all sizes; the best dollar shirt in the trade; to-day 60c.
- 45th—Men's Gray Flannel Top Shirts, worth \$1, for 65c.

Only a few of the bargains to be offered on Bargain Day. Come early. We have a house full of bargains for our customers. Terms cash.

CHAPMAN'S,
 126 and 128 Dundas Street, London.

Thousands of Dollars



I spent trying to find a cure for **Malt Rheum**, which I had 13 years. Physicians said they never saw so severe a case. My legs, back and arms were covered by the humor. I was unable to lie down in bed, could not walk without crutches, and had to be bandaged twice a day. I began to take Hood's Sarsaparilla and soon I could see a change. The flesh became more healthy, the scales fell off, I was able to give up bandages and crutches, and a happy man I was. I had been taking

Hood's Sarsaparilla for seven months; and since that time, 2 years, I have worn no bandages whatever and my legs and arms are sound and well. S. G. Barry, 45 Bradford St., Providence, R. I.

HOOD'S PILLS cure liver ills, constipation, biliousness, jaundice, and sick headache. Try them.

THE DOG DERBY.

Result of the Field Trials at Chatham.

A Wisconsin Cynosist Who Uses a Sail.

THE KENNEL.

FIELD TRIALS AT CHATHAM. CHATHAM, Nov. 8.—The second day's sport in the international field trials was comparatively uneventful and in many respects a repetition of yesterday's unfruitful labors. The Derby was completed, the winners being:

1, Warwick Nelly, setter bitch, owned by Warren Totten, of Forest.
2, Fingal, red Irish setter, owned by Guy D. Weston, Detroit.
3, Mary, setter dog, owned by W. B. Wells, Chatham.

4, Doc, setter dog, owned by R. Bangham, Windsor.

THE WHEEL.

A. V. Linton lowered the 100-mile record on Oct. 21, on the Herne Hill track, to 4 hours, 20 minutes, 39.15 seconds. The previous time was 4 hours, 34 minutes, 13.25 seconds.

MR. BERRI'S SAILING BICYCLE. A solitary bicyclist who passed through the city yesterday attracted some attention. It was F. J. Berri, of Baraboo, Wis. The iron is about 40 miles north of Madison. Berri has made the trip from that town to Sioux City since the first of the month. He is on the way to Silver City, Idaho, making the tour for his health.

From Sioux City he will follow the line of the Union Pacific to Cheyenne. He carries with him a contrivance of his own invention which equips his wheel with a sail, when the wind is favorable, and under the pressure of which he travels with remarkable speed. In talking of his trip he said there was one incident worthy of remembrance to him, at least. It was near Spirit Lake, when he had his sail spread. He was making at least ten miles an hour on a smooth road, when he was compelled to cross a bridge over a gulch. Just as he had reached the bridge, one rail of which was gone, his sail was twisted by a whirl of the wind, and he narrowly escaped being dashed to pieces in the ravine. [Sioux City Journal.]

JOHN KEEPS UP HIS GAIT.

INDEPENDENCE, Ia., Nov. 8.—John S. Johnson again broke the world's bicycle record over the kite-shaped track to-day, going his mile, flying, start in 1:55.3-5, and lowering his own record one second and winning record over the tape in 1:55.3-5. A running horse paced him to the one-third mile post in 39.2-5 seconds, to the half in 1:55.3-5 seconds, where the triathlete made the pace to the two-thirds mile post. Then the quadruped picked him up and hurried him in over the tape in 1:55.3-5. Johnson now holds all records up to and including the mile.

FOOTBALL.

The disputed match between the Britannia and McGill football teams was played off Wednesday afternoon at Montreal, and resulted in a victory for the Britannia by 21 points to 14.

Trinity defeated Trinity University on Wednesday, by 22 points to 5 in the annual Bayside football.

Slightly Mixed.

Teacher—"Parse the sentence 'Yucatan is a peninsula.'"
Pupil (who never could understand grammar, anyhow)—"Yucatan is a proper noun, nominative case, second person, singular."

"How do you mean a proper noun?"
"First person, I mean; second person, Yucatan; third person, Yucatan; plural, first person, Yucatans; second person—"

"Go to your seat."

Well Named.

"So," said Jaxon, "our Chicago friend Bower has a new boy at his house?"
"Yes, and he has named him Hamlet."

"That's a queer name. Bower isn't at all literary or dramatic, is he?"
"No, let's be a pork packer!"

My Toothache!

An examination heard every hour in the day. Toothache is the most common ailment of young and old, and in the aggregate inflicts more suffering than perhaps any other single complaint. A one-minute cure is just what every person desires, almost instantly in relieving the agony, and a simple bottle affords a quantity sufficient for 100 applications. Ten cents the bottle. Polson's Nervine is the only positive remedy for toothache and all nerve pain. Sold by all dealers in medicine.

No matter how beautifully the armless man may write with his toes, he can scarcely be said to be handy with the pen.

Why will you allow a cough to increase your throat lacerations and run the risk of filling a consumptive's grave, when by the timely use of Eick's Anti-Consumptive Cough Syrup the pain can be delayed and the cure avoided? This Syrup is pleasant to the taste, and unsurpassed for relieving, soothing, and curing all affections of the throat and lungs, coughs, colds, bronchitis, etc.

New Goods!

New Goods

HARRY LENOX

Richmond and Carling.

Very Choice.

Come and See Them

Beaten Back!

Attack of Matabeles on a British Force Repulsed.

The Natives Mowed Down by Maxim Guns.

Gladstone's Government Will Stand by Home Rule.

Disastrous Railway Accident in Russia—Eight Deaths and Fifty Persons Badly Injured—Thirty Deaths Result from the Barcelona Bomb Explosion.

Cholera in Tunis.

TUNIS, Nov. 8.—There were 22 cases of cholera reported in this city on Monday and Tuesday.

A Famous College Burned.

BRUSSELS, Nov. 8.—The famous Jesuit college in Mons was destroyed by fire today. The Roman chapel and facade were saved. Three firemen were badly injured. The fire was incendiary.

British Trade Returns.

LONDON, Nov. 8.—The returns issued by the Board of Trade show that during the month of October the imports increased £630,000 and the exports decreased £550,000 as compared with the imports and exports of the corresponding month of last year.

Railway Catastrophe in Russia.

ST. PETERSBURG, Nov. 8.—A passenger train jumped the track near Mikhailov, Government of Riazan. Twenty-four carriages and the locomotive rolled down the embankment and were wrecked. The debris caught fire. Six passengers were burned to death and 50 more were injured severely. The engineer and fireman were scalded to death.

Arabian Nights at a Premium.

LONDON, Nov. 8.—Only about seven years have elapsed since the publication of Burton's edition of the "Arabian Nights," which then cost 10 guineas. Probably no work has ever risen so rapidly in value, and the other day at one of Puttick & Simpson's sales a copy brought \$150. Of course the supply of this edition is limited, as only 1,000 copies were printed.

The Prussian Landtag.

BERLIN, Nov. 8.—A final revision of the returns of the elections for members of the Lower House of the Prussian Landtag shows that the composition of the new House will be as follows: Conservatives, 149; Free Conservatives, 69; National Liberals, 90; Centerists, 91; Rightists, 14; Rightists, 6; Danes, 2; Poles, 18; Agrarians, 2; Guelphs, 1, and Independent, 1.

Parliamentary Action in the Strike.

LONDON, Nov. 8.—Mr. Samuel Woods, M. P. for the Ince division of Lancashire, will on Friday next move an adjournment of the House for the purpose of calling attention to the cause of the striking colliers. Mr. Woods, who is a miner, is vice-president of the Miners' Federation. He will be supported in his motion by Messrs. Burns, Hardie and Pickard, all of whom are labor representatives in the House, and others.

Fifteen Were Killed.

BARCELONA, Nov. 8.—Fifteen persons were killed by the disaster in the Liceum Opera House last evening. The number of injured will be large, for it is certain that many besides those wounded by the exploding bomb were hurt by being trampled upon by the panic-stricken crowd fleeing to the street. Several persons were removed from the building with nearly every shred of clothing torn from their bodies. It is feared the miscreants who committed the crime escaped.

Fifteen persons were killed instantly by the explosion. Fifteen others who were injured died to-day. Eighty persons are seriously ill from wounds or shock.

Train Thrown into a River.

ROME, Nov. 8.—A train running from Naples to Rome was derailed to-day near Cassine and thrown into a river. The train was being drawn by two engines, both of which, together with four cattle wagons, were wrecked. The engine men and cattle-men were killed. There were no passengers on the train. The train was derailed just as it was going on the bridge, which had been weakened by a storm, and the shock caused the structure to collapse.

Appeal Dismissed.

LONDON, Nov. 8.—In August last the Allan Line Steamship Company secured in Liverpool a verdict of £200 damages against Joseph Havelock Wilson, M. P. for Middlesbrough, and secretary of the National Seamen's Union, for issuing a pamphlet in Liverpool reflecting on the management of the company and the safety of its steamers. Mr. Wilson appealed from the decision. To-day the appeal was dismissed with costs against appellant.

No Surrender!

LONDON, Nov. 8.—John Morley, Chief Secretary for Ireland, spoke at the Free Trade Hall in Manchester this evening. He made a general defense of the Government's policy. The Ministers, he said, did not intend to send out a cast-iron plan for dealing with the Matabeles until they should receive proper information on which to base their policy. The Government would not whittle from home rule or any other bill one iota, but would stand shoulder to shoulder to resist to the uttermost the irresponsible vote of the no-representative chamber. Undoubtedly a great strain would be placed upon the Irish members by the pressure of British legislation, but the Irish might rest assured that it was the governing intention of the Liberal party to meet their demands. If there should be any playing fast and loose with the home rule question the Liberal party would suffer a greater split than that of 1880.

Matabeles Beaten Back.

CAPE TOWN, Nov. 8.—The Matabeles attacked the British Tuli column under Maj. Gould Adams on Nov. 1. This column has a number of Maxim guns that were turned on the enemy. The natives could not withstand the shower of bullets poured into their ranks, and they broke and fled in great disorder. Maj. Adams' column numbers 800 men. A number of black allies under Chief Khama are attached to the column. F. C. Selous, the explorer, for whose head King Lobengula has offered a reward, was wounded in the fight. The enemy consisted of two large regiments, who attacked Major Adams' column, which was strung out in a long line. The Matabeles swooped down on the rear wagons, hoping to take

the British by surprise and overcome them before they would have time to rally. The British, however, were prepared for just such a move, Khama's scouts having warned Major Adams of the approach of the enemy. The rear guard dashed to the defense of the wagons almost the moment the advance guard turned back to aid their comrades. The fire of the Matabeles was wild, but the British fire told severely on them. Khama's men suffered most, but reinforced by the troopers they drove the Matabeles off. The latter lost more than 60 killed. The number of their wounded is very large. Four of Khama's men were killed. Gamba, a son-in-law of King Lobengula, commanded the Matabeles. Major Adams says that Lobengula is now between the Fort Charter column commanded by Major Forbes and the Fort Tuli column. The Fort Charter column consists of 250 mounted men with two Maxim guns, which are supplied with galloping carriage, and one seven-pounder Armstrong mountain gun. Commander Raaf shares in the command of the Fort Tuli column. The Matabeles retreated toward Bulawayo.

A special dispatch to the Pall Mall Gazette from Johannesburg says: Capt. Kirby, telegraphing the news of the fight between the Tuli column and the Matabeles, says that Major Adams and Commander Raaf are surrounded and that reinforcements are required quickly. Capt. Kirby also reports that disagreements have sprung up among the commanders.

Catastrophe in Chicago!

Awful Results of a Rear End Collision.

Five Persons Killed and a Number Badly Injured.

Two of the Wounded Lost Both Arms and Another Both Legs—Signal Lights Obscured by Fog.

CHICAGO, Nov. 8.—By a rear end collision on the Chicago, Rock Island and Pacific Railroad this evening at Seventy-first street, five persons were killed and seven were injured. Passenger train No. 11, known as the "limited vestibule express," crashed into the rear of a Blue Island accommodation, badly wrecking two coaches and the engine.

THE DEAD.

W. C. Carpenter, Washington Heights.

Mrs. Aubrey, Blue Island.

Minnie Shafer, Beverly Hill.

Carrie Barnes, Washington Heights.

Wm. Bowman, Auburn Park.

CRUISED.

D. M. Snow, Longwood, will die.

James W. Grady, South Englewood, left hand cut off and badly scalded.

W. F. Stoll, Blue Island, internal injury.

James Kinner, Washington Heights, badly scalded.

W. E. Jamison, South Englewood, body and face burned.

N. Hinz, Walden, Ill., both legs cut off.

Lottie Brigham, Chicago, head and body scalded.

Louis Scharp, Morgan Park, both arms cut off.

J. W. Templeton, Morgan Park, both arms cut off, body burned.

THE TRAINS LEFT ON TIME THIS EVENING.

The accommodation stopped at Seventy-first street to receive and let off passengers. Close behind it was the limited express miles an hour. A heavy fog prevailed and it was almost impossible for the trainmen to see the signal lights. The engine of the express train plowed its way into the rear coach of the accommodation, being forced between the two sides like a wedge. The car was picked up and carried forward, so great was the momentum, and was driven with terrible force into the end of the second coach from the rear. The explosion of a lamp ignited the woodwork in a debris, but it was extinguished by the fire department.

BURNED OUT.

The T. McDonald Manufacturing Com-

pany, of Market Lane \$18,000.

MONTREAL, Nov. 8.—The warehouse of the T. McDonald Manufacturing Com-

pany, tin and stamping works, on Inspe-

ctor street, was badly damaged by fire to-

night. Estimated loss is over \$28,000; insurance \$27,000.

Victims of the Steamboat Collision.

EAST TAWAS, Mich., Nov. 8.—The following victims of the Philadelphia-Albany collision have been identified: D. Reidmaster, Toledo, O.; James Malloy, Buffalo; R. Reynolds or Petty, Elmira, N. Y.; Charles Labelle, Buffalo; Goodrich Vines, Buffalo; John Priddison, Detroit or Bay City.

Struck an Open Switch.

COLUMBIA, Mo., Nov. 8.—The Chicago

cannon ball train on the Wabash, which

left Kansas City last evening, struck an

open switch in the yards here and the en-

gine turned on its side. Fireman Malone

was badly, but not fatally, injured. Several

passengers were slightly injured.

Ten Years for a Defaulter.

NEW YORK, Nov. 8.—Lawyer Francis H.

Weeks, who was brought back from Costa

Rica, was arraigned this morning before

Recorder Smythe. He pleaded guilty to the

indictments which accused him of

having stolen \$75,000 from the estate of

Mrs. Nicholas Fish. Thereupon Recorder

Smythe sentenced him to ten years impris-

onment with hard labor at Sing Sing.

Fate of the Fair Buildings.

CHICAGO, Nov. 8.—At a meeting of the

Board of South Park Commissioners to-day

it was decided that all the State and other

buildings in Jackson Park north of Fifty-

ninth street must be removed by May 1

next and the buildings in the other portion

of the park and the Midway Plaisance by

Jan. 1, 1894. The officers of the States of

Pennsylvania, Indiana and Maine as well

as other States to present their State

buildings to the commissioners were de-

clined.

Steamship Arrivals.

Nov. 8. At From

Tremont, Father Point, Shields

Lake Nepean, Father Point, Liverpool

Brazilian, Heath Point, London

State of Nebraska, New York, Glasgow

Alber, Southampton, New York

New York, Southampton, New York

Quebec Legislature opens its session to-

day (Thursday).

Raymond Walker, a prominent weekly

payment clothing store keeper on Queen

street, Toronto, has assigned. Liabilities

about \$25,000, assets somewhat over that

figure.

The Patrons of Industry met in Welland

on Wednesday and appointed a committee

to feel the pulse of their members and re-

port to another meeting in reference to

selecting a candidate.

S. & J.

Now that we think of it, we would like to have a word or two with the purchasing public about Skirts and Skirting. In a big, bustling, busy store like ours, where everyone is on the go from morn till eve, there is so much to engross one's attention that it is hard to think of everything and the requirements of everyone at the same time. But we have it to-day. We are able to touch a button this morning that will ring a bell in every house where there is a lady, and a building without a woman is not a house. This statement may be disputed by some—a man, probably—but no one who sees our stock of Skirts will dispute that we have not just the thing required, and at the right price. And if we haven't, there is no such thing as a good Skirt at reasonable price in London. Memorize these:

SKIRTS.

A nice range at 75c. A special line, knitted, selling at \$1. These were sold last week at \$1.25. They are 22 inches long, and beautiful goods—twice as comfortable as usual. Nice Colored Cotton Skirts at 25c; formerly 30c.

SKIRTINGS.

Skirtings by the yard at 25c. A large variety of Striped Skirting. Many patterns to choose from. All have handsome borders. Splendid value.

Now, it would not be hard for us to go on quoting prices, because our stock is so large; but, surely, the above will suffice. We simply need to tell the public what we are doing, and they respond. That is the kind of reputation we enjoy. Don't lose sight of our Dressmaking Department. It is the best in London.

SMALLMAN

& INGRAM,

147 & 149 Dundas St.

CONCISE CULLINGS.

Signor Francesco Genala, Italian Minister of Public Works, died Wednesday afternoon. His death resulted from a stroke of apoplexy.

This year a large part of the crop of Florida oranges has been ruined by the severe storms. The California crop is larger than ever before, but fords not more than enough for home consumption.

At Kiel on Wednesday afternoon a steamer rammed the steam pinnace belonging to the Imperial yacht Hohenzollern. The pinnace, which was almost cut in halves, sank immediately. The crew were saved.

WAYS THAT ARE DARK.

Inquest in the Andrews Murder Case Begun.

TORONTO, Nov. 8.—An inquest was begun to-night on the body of the girl Lucy Denning, who died from the effects of an operation at the hands, as alleged, of "Doc" Andrews, now held for her murder.

The principal witness examined was Mrs. Lewis, sister of the deceased. Her evidence agreed in its main features with the story first made public, Mrs. Lewis herself weeping with the deceased to Andrews' house and inquired about the expense. Andrews said that the lowest fee he charged was \$10, the highest \$500.

Mrs. Lewis went back next day with her sister. Andrews told Mrs. Lewis when she called that her sister was very ill and might die. He begged her to let the family doctor was, but on a name being given was anxious he should not come. He proposed, finally, that the girl should be left in his house and if she died he would bury her himself and no one who knew anything of it. He suggested that the family could then advertise for the missing girl to create impression that she had gone away. Mrs. Lewis was frightened at the proposal, and, insisted on her sister being allowed to leave the house. She took her to her home and the girl died a day or two later.

Nothing impure or injurious contaminates the popular and to pain, throat and lung remedy and general corrective, Dr. Thomas' Electric Oil. It may be used without the slightest apprehension of any other than salutary consequences. Coughs, rheumatism, carache, bruises, cuts and sores succumb to its action.

CLAM BAKE

SMOKE

VIRGINIA

CIGAR.

MADE BY

H. McKAY & CO

50c

50c

FOR SALE BY

H. MCKENNA

22 DUNDAS STREET.

CALENDARS

FOR 1894.

SAMPLES NOW READY

NEW AND EXQUISITE DESIGNS IN IMPORTED AND DOMESTIC

Chromo Lithographs.

BANNERS,

SHAPES,

PANELS, ETC.

Come and see them, or drop us a card and one of our travelers will call on you.

Advertiser Printing Company

SOLE AGENTS IN CANADA FOR

THE CALVERT LITHOGRAPHING COMPANY

DETROIT, MICH.

Men's Underwear, 50c Suit,

Men's All-Wool Underwear, 90c Suit,

Men's Heavy Underwear, \$1 Suit,

Men's Heavy Wool Socks, 2 pairs for 25c

MARRIAGE LICENSES.

MARRIAGE LICENSES ISSUED TIL 9 p.m. at 61 Stanley street, W. H. WATSON.

MARRIAGE LICENSES ISSUED AT CHAS. F. COLWELL'S Popular Music House, 189 Dundas street, and 459 Princess avenue.

LICENSES ISSUED BY THOS. GILLEAN, jeweler, 412 Richmond street.

MARRIAGE LICENSES—NO WITNESSES required at Shaul's Drug Store, 599 Dundas street east. Residence Dundas street, corner William. Take Dundas street car.

Births, Marriages and Deaths

BORN.

YARKER—At Elmhurst, South London, on 3rd inst., Nov. 6, the wife of J. C. Yarker, of a daughter.

DIED.

MARA—On Tuesday, Nov. 7, 1893, Thomas A. Mara, aged 49 years. Funeral will leave his late residence, No. 484 Waterloo street, on Thursday, Nov. 9, at 3:30 p.m.; services 3 p.m.

JOLLY—On Nov. 7, at 18 John street, London West, Mary Ann, wife of T. V. Jolly, aged 41 years. Funeral on Nov. 9, at 3 o'clock (private), 199.

M'LELLAN—On Tuesday, Nov. 7, 1893, John M'LeLan, aged 70 years. Funeral will leave the residence of his son-in-law, Mr. Wm. Hooper, 176 Horton street, on Thursday, Nov. 9, at 2:30 p.m.; services at 2 p.m. Friends and acquaintances will kindly accept this intimation. 199.

White Pine Syrup

The wonderful cure for Coughs, Colds, Bronchitis and Asthma is made and sold only by J. G. SHUFF, Chemist, 660 Dundas St. East. It will pay you to take the car and get a bottle. ywt

SPRUDEL!

Has no equal as a table water, a curative and for bar use. It is the king of mineral waters. A table water it is the most palatable of all carbonated waters.

ANOTHER LARGE CONSIGNMENT JUST RECEIVED.

FOR SALE BY—**J. W. SCANDRETT,** Wine Merchant, 177 Dundas Street.



R.K. Cowan
Barrister, etc., over Bank of Commerce, London.

Smith Bros.

Leading Plumbers in London.
Call and see their goods in working operation in their showrooms, and then you will know how good plumbing is done.

376 RICHMOND ST.,
Opposite Masonic Temple.
Phone 333. ywt

GET YOUR FALL SUITS AND OVERCOATS FROM
WM. SLATER,
suits and practical tailor, new store, opposite Park on the V. Large assortment of fine goods in stock to select from. Gentlemen's own cloth made up and trimmed. Ordered clothing and repairing done neatly. Try me; cheapest in the city; good fit guaranteed; pants a specialty; prices low; open evenings; telephone 376. ywt

W. FAIRBAIRN
THE TAILOR.
Has removed to 183 Bloor street (on stairs).

OUR AIM
is to give you the best made and neatest cut garments in the city.

Our Fall Stock!
Is now complete, comprising OVERCOATS, SUITINGS, TROUSERINGS and FANCY VESTINGS. Give us a call and be convinced!

SLATER BROS.
339 Richmond street.
TELEPHONE 381. ywt

Snow Flake & Vienna Breads
CANT BE BEAT.

Parnell & Brighton

Seymour's Shears
Every house should have a pair. Best goods made in the world. To be had at

Cowan's Hardware.

SALE OF

DRESS GOODS

5c.

6c.

9c.

11c.

See our lines and compare prices. The best value ever offered.

Priddis Bros.,

158 Dundas St.

Guns and Rifles.

Shot guns, single barrel from \$5 up. Shot guns, double barrel from \$8 up. Breech-loading shot guns from \$7 up. No. 22 breech-loading rifles from \$2 up. Call and examine our large stock, all selling at WHOLESALE PRICES, by W.M. GUILD & CO., 185 Dundas street, London, Ont. ywt

Southcott's

FINE TAILORS

361 Richmond St

J.A. NELLES

AGENT FOR THE
Lancashire Insurance Co.
Sun Insurance Office.
Fire Insurance Association.
Dominion Plate Glass Insurance Co.
Germania Life Insurance Co.
Canada Accident Assurance Co.
Reliance Marine Insurance Co.

Office, 422 Richmond Street
TELEPHONE 348.

FAIR AND MILD.

TORONTO, Nov. 8—11 p.m.—To-night the pressure falls but little from the average in any part of the Dominion. There is a severe storm near the coast of North Carolina, which will probably move towards the Maritime Provinces. Fair, mild weather prevails throughout Canada.

Minimum and maximum temperatures:
Esquimaux, 40°-50°; Calgary, 30°-40°; Edmonton, 30°-40°; Prince Albert, 12°-34°; Qu'Appelle, 30°-54°; Winnipeg, 32°-36°; Toronto, 34°-52°; Montreal, 30°-48°; Quebec, 20°-48°; Halifax, 28°-50°.

TO DAY'S PROBABILITIES.
TORONTO, Nov. 9—1 a.m.—Probabilities for the next 24 hours for the lower lakes region (covering the peninsula and as far east as Belleville) are: Generally fair and mild with a few local showers.

REMOVED!

J. M. DENTON

Has removed a few doors north of his old stand.

384 Richmond Street

Where he has opened out the finest line of

SUITINGS

In the city. See his window. His styles and prices are right. yw

FALL IN LINE

With the crowds and buy your clothing at

Gillespie's Star Hall

See our \$5 Pants made to order. Our close prices on Underclothing are sending it out with a rush.

We are Always Selling Out at as small a profit as it is possible to do business on.

Look here! Crotchet, 1 pound 14 shillings 2 pence 27 cents, 3-pound pairs 50 cents at D. J. Langdon's grocery, corner York and Thames streets. ywt

London Advertiser.

Telephone Numbers.

107.....BUSINESS OFFICE
134.....EDITORIAL ROOMS
175.....JOB DEPARTMENT

LONDON AND ENVIRONS.

—A typhoid fever card has been put up on Richmond street north.

—W. R. Callaway, C. P. R. district passenger agent, Toronto, is in the city.

—Albert Howey, Talbot street, has taken out a permit to enlarge his house.

—Mr. John Elliott, C. P. R. station agent, Montreal, is visiting his old friend Inspector Wm. Bell, city.

—Mr. J. McCarthy, traveling passenger agent of the New York Central and West Shore Railway, is in the city on business.

—The Chancery Court yesterday has been chiefly occupied with the case of Smith and others vs. the school trustees of No. 1 district of Lobo township.

—James and George Johnston were tried before Judge Elliot yesterday morning on a charge of stealing turkeys from William Kiddie of Westminster. The case was dismissed.

—The charge of unprofessional conduct against Dr. J. R. McCullough, Enniskillen, Lambton, will be investigated in this city on Dec. 5 by the discipline committee of the Ontario Medical Association.

—The will of the late Henry Childs has been filed for probate. By it the property of deceased, consisting of two cottages on Quebec street valued at \$3,000, and his money, amounting to about \$1,000, are left to his widow.

—Mr. New and Mr. Wilson are to respond to the toast of "Final" and "Freshman" class respectively at the coming medical students' banquet. Their names were accidentally omitted from the report of the late meeting.

—At the recent meeting of the heirs to the Robert Edwards estate in New York city considerable advancement was made, but the developments have been kept private. It is believed that a settlement will soon be arrived at satisfactory to all parties concerned.

—The meeting called for this afternoon at 4 o'clock in Victoria Hall to discuss the formation of a children's aid society, under the new act, promises to be well attended. All who are interested in the protection of children from neglect and ill-treatment are invited to be present.

—Mr. D. N. McKellar, of Lakeside, Oxford county, was in the city yesterday. Mr. McKellar is a prominent dairyman, and at the World's Fair his white Cheddar cheese, of 1893 manufacture, took 994 out of a possible 1000 points, which is as near perfection, perhaps, as anything of human make can be. There were very few exhibitors—only ten, it is understood—who took such high honors.

—Village Constable Ward has made another arrest in connection with the alleged abduction of Tillie Doucette, of this city, on Sept. 26. Philip Smith, in whose home Tillie was found, was arrested on a warrant in the township of Dorchester, but was bailed to appear on Saturday, Nov. 11, before Judge Lacey, giving bond for \$100 in his own and Robert Neely giving bond for \$100.

—Messrs. H. O'Hara & Co., stock and debenture brokers, members Toronto Stock Exchange, 24 Toronto street, have just completed the purchase of \$155,000 of the county of Oxford bonds, payable in twenty equal annual installments, bearing 4 per cent. yearly. These bonds were issued for paying for the erection of the handsome county building in Woodstock. Messrs. H. O'Hara & Co. have disposed of these bonds to clients in Great Britain to yield them 4 1/2 per cent. yearly.

—A successful social under the auspices of the Young Ladies' Mission Circle of the Dundas Street Central Methodist Church was held Tuesday evening at the residence of Mrs. A. Kennedy, on Midland street. The attendance was large, and an excellent programme furnished enjoyment for those present. The numbers were as follows: Recitation, Miss L. Percival; instrumental solo, Miss Black; vocal solo, Miss Emma Case; reading, W. Crawford; vocal solo, Dr. Ziegler; reading, Dr. Fick. The programme concluded by the propounding of about 40 conundrums, which those in the audience were expected to answer. A silver collection, amounting to \$27.50 was secured.

He Hit Him Hard.
John Collins, whose face looked as though he had passed through a sanguinary campaign, it was so bruised and battered, was charged with assaulting James Treiman, an Adelaide street butcher, in the Police Court yesterday. Mr. Treiman's evidence went to show that Collins, in company with several companions, had been raising a disturbance about his premises. He went out and caught Collins. "What did you do then?" asked Magistrate Parke. "Oh, I hit him, sir," said the witness modestly. "I was provoked, and I knocked him six feet." Collins was fined \$5 with the option of one month in jail. The man and Michael Sullivan, who were in the same predicament, were each fined \$2 or ten days for being drunk and disorderly.

A Fine Programme.
The brilliant elocutionist, Effie Elaine Hext, was the central figure in a fine entertainment in Victoria Hall Tuesday. Miss Hext more than consumed the favorable impression made on her visit last year. In selections of light humor or heavy tragedy she seems equally at home; she unites rare dramatic insight with the art of a finished actor, to which are added a pleasing presence and a rich, flexible voice. Her comedy numbers were delicious, and her versatility was shown by contrast in Newman's "Told in a Madhouse," which called forth her utmost powers. Her rendition of this trying piece was splendid. Recitals were numerous. Miss Hext's posing in Greek costume with a dark background was a dream of grace. Her 40 different attitudes represented as many emotions. Miss Hext was ably assisted by Miss Rietta Murch, vocalist, Miss Lotta Fetherston, violinist, and Miss Jean Phillips, pianist. They all shared in the generous applause of the audience.

Entertainment.
The school room of the King Street Presbyterian Church was the scene of a pleasant gathering Tuesday night. It was the annual "At Home" of the Christian Endeavor Society in connection therewith. The room was neatly decorated for the occasion, the windows being draped with curtains, while a large mantle placed to the rear of the platform added greatly to the appearance of the room. Rev. James Ballantyne, of Knox Church, South London, fulfilled the duties of chairman and in a short address expressed his satisfaction at seeing a society celebrate its anniversary in such a pleasant manner. Rev. W. J. Clark, of this city, and Mr. Courtney, of St. Thomas, also made short and pleasant remarks. The programme was somewhat lengthy and consisted of a chorus by the choir, recitation, Miss Calver; solos, Miss Mutch; recitation, Misses Brennan and Calver, solo, Mr. Wilson; diet, Misses Carson. During the intermission refreshments were served by the ladies.

An Old Settler Dead.
Another of Westminster's oldest settlers passed away Monday—Mrs. Ann Bowrin, wife of the late Thos. Bowrin, in the 87th year of her age. She immigrated from Yorkshire, England, many years ago, endured all the hardships of early pioneer life and often walked to London when it was then a mere village, carrying her baskets of produce through the thick forest for provisions. She was a regular attendant on the market and will be remembered by many citizens of this city. She raised a family of eight children, six of whom survive her. She had a paralytic stroke about a year ago and a general decline of physical faculties which left her entirely helpless. She lived with her youngest son, Jacob, on the old homestead. Mrs. Bowrin was very industrious and had a cheerful and lively disposition which made her many friends, and she was greatly respected by all who knew her. She was for many years a member of the Methodist Church and a regular attendant until the past few years. The funeral on Wednesday was largely attended. The remains were interred in the Lambeth cemetery.

The General's Visit.
City Engineer Graydon had a conference with Major-General Herbert and Mr. White, engineer and architect of the Militia Department, at the barracks Tuesday night with reference to the sewer from the school that empties in Carling's creek. The general wanted to know if the matter could not be remedied by connecting the sewer with the city system. Mr. Graydon said that it was not possible to do this and pointed out to the militia commandant the manner in which sewerage and garbage was disposed of at the asylum by means of irrigation. The militarymen agreed that the adoption of a similar system was the only remedy in their power unless Carling's Creek was turned into a trunk sewer. Yesterday the general inspected the troops from 9 until 10. The inspection took place in the barracks yard, and the men wore the usual parade dress. An officer was placed under arrest and his sword taken from him for being late for the parade. It is said that ten men who wanted their discharge have been denied that privilege by the general owing to the school being under strength.

Masonic.
Rt. Wor. Bro. P. W. D. Broderick, D.D. G.M., of London district, A. F. and A. M., is now busy paying official visits to the lodges within his jurisdiction. On Monday night he visited Tuscan Lodge, No. 195, and had most fraternal welcome from Wor. Bro. Vanston and his efficient staff of officers as well as from the members generally. The sublime degree was twice exemplified, and at the close those in attendance were entertained. Among the B. M.s in the east were R. W. Bros. Porter, Dewart and Barker; V. W. Bros. Ed. Burke and J. D. Clarke; W. Bros. James Priddis, Ed. Paul, W. T. Duff, John M. Lord, J. A. Nelles, G. Francis, A. G. McWhinney, C. E. Fisher, Wm. Thompson and others.

At Corinthian Lodge, in East London, Tuesday, Wor. Bro. Kennedy presided, and gave the D. D. G. M. a warm welcome on behalf of the brethren. The third degree was exemplified in a creditable manner by the master and his officers. Among the visitors present were Wor. Bros. A. G. McWhinney, C. C. Reid, W. Thornton and J. Lord, also Bros. James Kerr, Kineardine; W. Thompson, Bramford; R. Dewart, Victoria, B. C.; Geo. M. McKay, Embro, and several visiting brothers from the vicinity lodges. After the lodge work a pleasant hour was spent in singing and speech-making.

The Tuscan whist party on Friday evening next promises to be the most successful yet.

An Electric Possibility.
Ald. Moule, chairman of the finance committee, had an interview yesterday with Manager Break and Solicitor Holmuth with reference to the electrifying of the city street railway system. The street railway people expressed their willingness to reopen negotiations with a view to that end and without any material change from their previous offers, and it is likely that another effort will be put in.

"Ole Olson" at the Grand.
A very fair audience witnessed the performance of "Ole Olson" at the Grand last evening. The Swedish character, assumed by Ed. Cogley, created plenty of amusement. His dialect is something out of the usual run heard on the stage, and his Tyrolean warbling was heartily enjoyed. Several specialties were introduced. The company is not a very competent one. The upper half of the house seemed to enjoy the play by the numerous cheers that greeted the efforts of the several members.

Music and Elocution.
Somerset Hall yesterday afternoon was the scene of a musical and elocutionary recital. Prof. W. C. Barron performed several selections on the piano with his usual perfection of technique. His sympathetic and intelligent rendering was also greatly admired. Miss Jessie Terwilliger, formerly of Boston, is a comparative stranger in the city. She teaches elocution and physical culture in the Conservatory of Music. Her mastery of the former art she exemplified by two clever selections. Her mode of expression is almost faultless. Miss Terwilliger delivered a short address on the Emerson system of physical culture. She showed herself to be entirely conversant with the subject. The large audience, composed of the city's leading ladies, was delighted with her lucid delivery.

You would smile more than you do if your stomach was right. Take Duncombe's Dark Pills, No. 2.

Ives Is on the Mend.
If your china gets broken by thunder, lightning, fire, or any of the elements which are going round breaking things up in general, take it along to Ives', the old curiosity shop. You all know him; if you don't, you ought to. A. Ives, general repairer, 308 Dundas street. ywt

The Senate isn't up to the Chicago high-pressure standard of life if it makes so much fuss over making a single "night of it."

Among the pains and aches cured with marvelous rapidity with Dr. Thomas' Electric Oil is eczema. The young are especially subject to it, and the desirability of this Oil as a family remedy is enhanced by the fact that it is admirably adapted not only to the above ailment, but also to the burns, disorders of the bowels, and affections of the throat, to which the young are especially subject.

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Dear Sir,—I have been a sufferer for a long time with general debility and weakness in my back. The doctors could do me no good. I tried your Royal Crown Remedy, and after taking four bottles it has made me better than I have been for years. I would highly recommend it to all suffering from those diseases.
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For Burns, Scalds and Ulceration and Contraction from Burns. The relief is instant—the healing wonderful and unequalled.

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