

43RD YEAR NO. 17935

THE ADVERTISER, LONDON, ONTARIO, TUESDAY, SEPTEMBER 18, 1906.—TEN PAGES.

PRICE TWO CENTS.

AGREEMENT WITH GRAND TRUNK REACHED AT A SIX-HOUR SESSION OF CITY COUNCIL

Company Accepts Amended Liability Clause, and Agrees to Make Wharncliffe Road Subway Wider Than Was at First Proposed—Final Vote Was 7 to 3.

The city of London and the Grand Trunk Railway have arrived at an agreement at last as to the improvements to be made to the company's lines from Ridout street west to the city limits.

The agreement was reached at a meeting of the council which, beginning last night at 8 o'clock, did not come to an end until close on 2 o'clock this morning.

The city waived the indemnity clause for personal damages resulting through the placing of pillars or posts in the Wharncliffe subway. For land damages, etc., the company is still liable, however, and is bound down by one of the strongest clauses it was possible for City Solicitor Meredith to frame.

The agreement on all other clauses was the one referring to the Wharncliffe road subway is the same as that reached at the meeting of a week ago.

Big Improvement.

By the agreement reached last night, the Wharncliffe subway is vastly improved, the Grand Trunk showing a disposition to meet the wishes of the citizens and the street railway company to the fullest extent. As a result the roadway is to be made wider than at first proposed, and the sidewalks will be narrowed, though the ample care of pedestrians has been provided for.

There was the usual calling for yeas and nays on the part of Ald. Matthews, and the majority of the council always hastened to put themselves on record, declaring that the agreement, being an honest one, and one which will redound greatly to the benefit of South London, they had no desire to conceal the stand they took on the different clauses.

Called the Aldermen.

Mayor Judd had occasion to call Ald. Matthews to order on two occasions, the aldermen using language which his worship thought reflected on the chair. The votes varied from 5 to 4, to 7 to 2, on the different clauses, showing that the council was not in a hurry to accept the agreement on all points. In one instance, Mr. Bigger, the Grand Trunk solicitor, vigorously protested against the language used in a certain clause, but the council took no notice of his protests and voted to allow the clause to remain as it was framed by Mr. Meredith.

Another meeting will be held on Wednesday night, when the amended liability clause will be submitted, as will also the bylaw, and the whole agreement will be finally ratified.

Array of Talent.

Mayor Judd and all the aldermen save Ald. Armstrong and Forristal were present, as were also City Solicitor Meredith, City Engineer Graydon and Assistant Engineer Kirkpatrick on behalf of the city.

Manager McGowan, Supt. Brownlee, Chief Engineer Mitchell, Engineer Crowley and Solicitors Bigger and Pope, represented the Grand Trunk.

Manager King and Solicitor Ivey looked after the interests of the London Street Railway.

Wharncliffe Subway.

The council first took up the Wharncliffe subway.

City Engineer Graydon submitted a plan to have the roadway 42 feet wide and each walk to be 5 feet wide, which would leave the subway 52 feet in the clear, with a row of pillars on either side on the curbs.

The city solicitor read the clause from the last meeting, which stipulated that the subway was to be composed of two spans of 15 feet each over the walks, and one of 34 feet over the roadway.

Supt. Brownlee then produced an amended plan which provided for a clear roadway of 38 feet and sidewalks on either side of 13 feet each. This plan had met with the approval of the street railway and it gives the city a street of the full width of 64 feet between the abutments. The headway would be 14 feet 6 inches, and to do this the company had agreed to raise its rails 6 inches over the Wharncliffe grade of the approaches to the subway would be 1 foot 18 inches, which was agreeable to the street railway. The sidewalks would be protected by railings, and would be 2 feet 6 inches higher than the roadway.

G. T. R. Plan the Better.

It was pointed out that if the city engineer's plan was adopted it would mean that the city would have to have the agreement ratified by the Legislature, as the subway would only be 32 feet wide instead of 66 feet, as proposed by the Grand Trunk.

Ald. Matthews moved, seconded by Ald. Garratt, that the roadway be 42 feet wide, with sidewalks 5 feet wide, on either side. This was the Graydon plan.

"The plan was prepared with Engineering in mind," continued on Page Two.

WINDSOR PIONEER DEAD.

Windsor, Sept. 18.—Peter Paraday, aged 90, one of the earliest pioneers of Windsor, is dead at the residence of his son. For many years the deceased worked as a blacksmith for the Michigan Central Railroad, only retiring when he became too feeble to wield his hammer. He is survived by a son and a daughter.

The Agreement

The following is a synopsis of the agreement reached by the City of London and the Grand Trunk Railway:

Company assumes all liability in connection with the improvements save for the placing of pillars in the Wharncliffe subway.

Company elevate tracks from the Wharncliffe road to two feet west of Ridout street.

Work to be completed in ninety days.

Works to be constructed to the satisfaction of the city engineer and the council.

The Wharncliffe subway to be 66 feet in the clear, with a roadway of 38 feet, and spans of 13 feet each over the sidewalks. A row of pillars will support the girders on each side of the street, and will divide the roadway from the walks. The headway will be 14 feet 6 inches. Grade of approaches will be 1 foot 18 inches.

Wortley road to be 66 feet wide, with no piers, and a headway of about 20 feet.

Company must light subways on the Wharncliffe and Wortley roads.

Company to provide for all drainage made necessary by the works.

Embankment to be seeded down and kept trim by the company within one year after the agreement is signed.

Company to fence in its property within one year, between Ridout street and the city limits.

Cove bridge to be of two spans, one of 178 feet, and one of 185 feet, with a center pier. Headway to be two feet greater than at present, and more if possible.

Two piers to be taken out, and cut down to the bed of the river.

Company must not interfere with water pipes, sewer pipes, etc., in the construction of the improvements.

Streets must not be kept open or closed for a longer time than is necessary.

All streets used must be left in proper shape.

Company to construct cement sidewalks on both sides of subways.

Street car and other traffic not to be interrupted any more than is absolutely necessary.

The Grand Trunk Railway to be given a strip of land west of the Wharncliffe road, and which runs parallel to the company's tracks.

Company to put boxes under rails on embankment to allow of fire hose being passed through.

Company to give to city gratis any part of its property abutting on Wortley road which might be required to widen the street to a uniform width of 66 feet.

City is not liable for any damages to the company's embankment which may occur through breaks in water or sewer pipes where they cross the company's embankment.

BRANDISHED GUN GOT LOCKED UP

Young Man With Western Ideas,
Fell Into the Hands of
the Police.

At the police court this morning a young man was fined \$3 or 10 days for being drunk and \$5 and \$2 costs for carrying a revolver. The prisoner became intoxicated in a bar and brandished a revolver. The bartender became alarmed and took the weapon away from him, afterwards sending for the police and having the offender locked up.

Tony Caravilla, the young Italian cigarmaker, who was found guilty of stealing cigars from his employer some time ago, appeared for sentence. The court, in consideration of his previous good conduct, let him go on suspended sentence.

Colon McPhail, who was found guilty of non-payment of livery fee, was fined \$20 and \$3 costs.

McPhail has a charge of stealing a set of harness to answer, and will have to appear before a county magistrate before many days.

Edward Walters was fined \$3 or 10 days for being drunk and disorderly.

Timothy Sullivan, a drunk, was discharged, after spending one week in jail.

TRADES CONGRESS

Asking to Have Tax Put on Hindoos and Senate Abolished.

Victoria, B. C., Sept. 18.—Delegates from all parts of Canada are now in session at the Dominion Trades Congress. They will bring forward resolutions seeking legislation for the imposition of a tax on Hindoos, large numbers of whom have been entering Canada within the last few months. Other legislation sought includes the abolition of the Senate.

SAVED BY SAND HEAP

Carpenter Escaped Serious Injury by Falling In It.

Richard Hill, a carpenter, who resides on Laura street, fell from a scaffold a distance of 24 feet yesterday afternoon, and was badly shaken up.

Hill was working on a house which he is erecting for himself, when he missed his footing, and fell from a pile of sand. Luckily he alighted on a pile of sand.

No bones were broken, but he is suffering from some bad bruises.

ENGINEER GOES TO COSTA RICA

Mr. C. E. Crowley, of Grand
Trunk, Chosen for Re-
sponsible Office.

Mr. C. E. Crowley, of the engineering staff of the Grand Trunk Railway, has resigned. He leaves this week for Costa Rica, where he will assume the duties of chief engineer of the Northern Railway.

Mr. Crowley is known all over the Grand Trunk system as one of the most competent and at the same time one of the most popular engineers in the service. He has been connected with the Grand Trunk for the past seventeen years, and during that time has been employed on some of the largest construction works on the continent.

Mr. Crowley has been the man behind the guns in the tremendous improvements being made to the company's lines west of the city, and it is to his credit that the work is pronounced to be the most thorough, and in every particular to the interests of the company.

It was with the greatest reluctance that the company consented to part with him, but he goes to a place where his chances of promotion are very great, and where the salary attached to the position of chief engineer of the Northern Railway of Costa Rica is a consideration.

Mr. Crowley has many friends in London who will be glad to hear of his advancement, though sorry to hear of his leaving Canada.

BUILDING COLLAPSED

Two Laborers Killed and Nine More or Less Injured.

Lawrence, Mass., Sept. 18.—Two laborers were killed and nine injured, two seriously, by the collapse of a steel superstructure at the new coal pocket at the Wood worsted mills today. It happened just before a gang of bricklayers went to work, thus preventing a worse disaster. The dead are Howard Dyer, Dorchester, foreman of masons; Michael Delvar, Lawrence, laborer; The fatally injured are: An Italian, and Daniel Murphy. The injuries to the other seven laborers vary in severity, but it is believed that all will recover.

EXPLOSION IN HAVANA.

Havana, Sept. 18.—A violent explosion occurred here this morning, and wrecked two brick buildings. Six persons were killed, and many were wounded. No details of the cause are yet at hand. An investigation is being made.

CAMPAIGN OPENED IN EAST ELGIN

Messrs. Hyman, Aylesworth
Speak at Port Burwell

IN BEHALF OF MR. HEPBURN

Minister of Public Works Says Nothing
Political in Harbor Work
Now in Progress.

[Special to The Advertiser.]

Port Burwell, Sept. 17.—The first public meeting of the campaign in the interests of Mr. W. F. Hepburn, the Liberal candidate in East Elgin, was held in the town hall here tonight, and the interest being taken in the by-election was evidenced by the large attendance of electors. Among the speakers were Hon. A. B. Aylesworth, minister of justice; Hon. C. S. Hyman, minister of public works; Mr. Hepburn, the candidate; Mr. John H. Teal, and Mr. H. J. Dowler, who ran in South Oxford at the provincial contest. The chair was taken by Mr. D. F. Williams, of Port Burwell.

Mr. Teal was the first speaker, and he said he was interested in the prospective railway from Port Burwell to London. He was glad to see such an enthusiastic audience and trusted that the voters of East Elgin did the right thing at election time.

The Candidate.

Mr. Hepburn, followed. He said in part that the expenditure on harbor improvements is without doubt a paying investment. The cost was great, but the benefits derived far outweighed the outlay. He pointed out the fact that Canada had never thrived on any administration as she had under the Laurier Government. He was proud to be the Liberal candidate for Parliament from East Elgin, and left it to the judgment of the people whether he was the man for the place or not. (Cries of "You are," from the audience.)

Hyman Indorses Hepburn.

Hon. C. S. Hyman was next introduced. He said: "I am pleased to introduce a man like Mr. Hepburn. Speaking of Mr. Ingram, I would say that he is a personal friend of mine, and although we are on opposite sides of the political fence, I have always considered him to be a good man. The harbor improvement question has called forth much useful criticism on the part of the Opposition, but they speak only of the expenditures. Let us look at the other side of the question. A few years ago fourteen feet depth in harbors was all that was required. Increased commerce has necessitated larger boats, and they in turn require a greater depth. Many of our lake ports, such as Port Burwell, Port Stanley and Rondeau, offered but seven feet depth. When a harbor was unsafe because of uncertain or shallow depth, many companies refused to send their boats to that port; consequently, the grain, coal, or whatever the cargo might be, was taken into ports possibly hundreds of miles away, and then sent on by railroad. Mileage means money, and this increased cost of shipping naturally meant higher prices on coal and wheat.

Saves Money for the People.

"Every dollar that the Laurier administration has spent on harbor improvements was a dollar or more saved (Continued on Page Nine.)

BYLAW WAS DEFEATED

It Was Declared Carried, But Has
Been Counted Out.

Woodstock, Sept. 18.—At yesterday's meeting of the city council the city clerk reported that he had made a mistake in estimating the total available vote in connection with the voting on the bylaw to grant a loan of \$25,000 to the Canadian Bearings Company of Hamilton. The bylaw was officially declared carried, there being one vote to the good. It may yet be possible to get it through on an appeal to the county judge, who may reduce the total number of votes by striking off the deaths or removals, but in the meantime the bylaw has been defeated instead of carried.

CHATHAM GAS.

Chatham, Sept. 17.—The Hallday gas well, reported the other day to be flowing 1,500,000 feet per diem, is now said to be giving off from five to eight million feet in the same time. The men interested are jubilant, as the well is relatively close to the city.

THE WEATHER

TOMORROW—FINE AND WARM.

The weather remains fine in nearly all portions of the Dominion. Warm conditions prevailed generally, especially in Ontario.

FORECASTS.

Tuesday, Sept. 18—S. a.m. Light to moderate variable winds; fine and warm today and on Wednesday.

TEMPERATURES.

Stations.	8 a.m.	Min.	Max.	Weather.
Calgary	68	48	72	Clear
Winnipeg	68	46	70	Cloudy
Port Arthur	60	44	60	Cloudy
Winnipeg	68	46	70	Cloudy
Port Arthur	60	44	60	Cloudy
Ottawa	68	46	70	Fair
Quebec	68	46	70	Fair
Peterborough	68	46	70	Cloudy
Father of Pontiac	68	46	70	Cloudy

WEATHER NOTES.

Fine warm weather prevails generally, with no immediate prospect of any pronounced change. Minimum and maximum temperatures: Dawson, 56-60; Port Simpson, 48-56; Victoria, 56-60; Vancouver, 55-67; Qu'Appelle, 44-70; Winnipeg, 48-70; Parry Sound, 54-78; Toronto, 52-60; Ottawa, 52-80; Montreal, 50-72; Quebec, 48-70; St. John, 48-60; Halifax, 41-49.



MR. W. F. HEPBURN,
Liberal Candidate in the East Elgin
By-Election.

FOR UNTIMELY REJOICING

Over One Hundred Persons Arrested
in Odessa.

Odessa, Sept. 18.—Upwards of one hundred persons were arrested here today for rejoicing over the death of General Treppoff in too public a manner.

"ENGINEERS" NOW

Brotherhood of Locomotive Firemen
Change Name of Order.

Milwaukee, Sept. 18.—The Brotherhood of Locomotive Firemen last night decided to change the name of the order to the Brotherhood of Locomotive Firemen and Engineers, because 25 per cent of the members are engineers.

FOR AMERICAN YACHTSMEN

King Edward Will Give a Cup to
Jamestown Exposition.

New York, Sept. 18.—King Edward, the Times states today, will give another yachting cup to American yachtsmen. The cup will be tendered to the Jamestown Exposition. The officials are likely to invite foreign yachts to the competition.

QUEEN AT COPENHAGEN

Visiting With Her Sister, Dowager
Empress of Russia.

Copenhagen, Sept. 17.—The Dowager Empress of Russia landed today for the first time from the imperial yacht Polar Star, which is in the harbor here.

She accompanied her sister, Queen Alexandra of Great Britain, to the new summer residence at Hvidovre, on Sunday afternoon and evening, Sept. 21, since her arrival here.

SCOTTISH RITE MASONS

Supreme Council, Northern Jurisdiction
Meets in New York.

Boston, Sept. 18.—The 94th annual convention of the Supreme Council of the Scottish Rite Masons, the governing body for the northern jurisdiction of this order of the United States, was opened here today in the Masonic Temple, and was called to order by Sovereign Grand Commander Henry L. Palmer, of Milwaukee.

The programme for the day included the presentation of the grand commander's address and routine reports in the forenoon, and the conferring of the 23rd degree upon candidates in the evening.

LOST ON LABRADOR COAST

Many Vessels Driven Ashore—Worst
Disaster Since 1886.

St. John's, Nfld., Sept. 18.—Besides eleven schooners wrecked at Belle Isle recently by storms seven others, with over a hundred souls on board, were driven ashore on the Labrador coast. Four fatalities only are reported thus far.

It is feared worse disasters occurred on the northern part of the coast, word from which is yet to be received. Over 250 castaways are now awaiting the arrival of a Government steamer to convey them home.

This is the worst disaster since 1886, when 868 fisher folk were made destitute by one storm, and it required a steamer to return them home.

THIRTY MILES ON KNEES

Tough Experience of Old Soldier Who
Lost His Way.

Hartford City, Ind., Sept. 18.—After wandering through the woods and fields until he became exhausted, James Hall, an old soldier of Dunkirk, aged 71 years, crawled from Jay County to Blackfoot County, Indiana, then fell unconscious, a mass of cuts and bruises, into a ditch by the roadside, five miles southwest of the city, suffering intense agony from his injuries, and weak from hunger, thirst, and exposure. The old man's mind is a blank, and it is believed that he will die from his terrible experience. He is believed to have crawled on his hands and knees more than 30 miles.

PREMIER LAURIER WILL COME FOR OPENING OF HYMAN HALL

Press of Business Only Will Prevent the Prime
Minister from Participating in the Event.

The Liberal Club on the corner of Queen's and Park avenues, is now practically completed and ready for occupation.

A cordial invitation is being extended to all Liberals to attend a meeting to be held in Hyman Hall on Friday evening next, when committees will be named to arrange for the formal opening of the hall.

It has been suggested that the most opportune time to hold the opening will be between the 8th and the 15th of October, but the matter will be left entirely in the hands of the committees, which will be named.

Some months ago Premier Laurier promised certain prominent Liberals that he would attend the opening of the hall. It is feared, however, that press of business will prevent the Premier from being present.

However, there is a probability that he will be able to keep his promise, and London Liberals are building largely on having him here.

At all events, Hon. C. S. Hyman, after whom the hall was named, will be on hand, and he will be able to meet his constituents.

It has been suggested that there should be a great gathering on Monday night of the week in which the hall is opened, and entertainments on every other night until Friday, when a ball could be given.

All Liberals are urged to be present when the committees are named to make arrangements.

Mr. J. P. Hunt, the well-known local artist, has presented to the club a life size oil painting of Premier Laurier, and it is now in the hall. It will be unveiled during the opening week.

ATTEMPTED HOLD- UP IN SOUTH END

John Hodgins, However, Landed
Knock-Out Blow on Assailant
and Escaped.

John Hodgins, a young man employed in the transferring department of Lawson & Jones, was the victim of an assault on Layard street, near the corner of Mainland street, on Sunday evening.

Hodgins had been spending the evening with a friend, and was returning home, when he espied a man skulking along the fence on the other side of the street. He kept his eye on the individual, and finally saw him hurrying across the road. Hodgins stood, and made a fight, as the stranger attempted to strike him with what looked to be a club.

The pair fought in the dark for some time, when Hodgins succeeded in landing a blow on the marauder, which caused him to let up for a time. Then Hodgins took to his heels and ran.

Hodgins succeeded in reaching the friendly light of an electric lamp in safety, but he lost his hat in the argument.

The police are now working on the case. They are at a loss to know whether Hodgins was taken for someone else or whether robbery was the intention of the stranger.

FIRST BODY RECOVERED

Remains of a Woman Discovered in
Gilmour Hotel Ruins.

Ottawa, Sept. 18.—By the aid of two electric lights, a gang of 40 men worked moving the debris of the destroyed Gilmour Hotel, last night, and at 4 o'clock this morning their efforts were rewarded by the finding of the first body. It was badly decomposed, but enough was left to identify it as that of a woman, and some think it was the waitress, Miss O'Neill, who perished.

An examination of the position of the remains and surrounding debris indicate that the unfortunate woman met death in bed. There is yet considerable apprehension as to the possible number of bodies in the debris.

A HURRICANE AT HONG KONG DOES ENORMOUS DAMAGE

Two British Steamers, Several Other Vessels Wrecked
—Many Lives Lost—All Business Suspended.

Hong Kong, China, Sept. 18.—A disastrous hurricane occurred here today.

Several vessels were wrecked in the harbor.

Manila, Sept. 18.—Cable reports from Hong Kong state that a typhoon, which sprang up suddenly at 10 o'clock this morning, did enormous damage to the shipping in that port.

The German steamer Johanne and the British steamer San Cheung were sunk.

The British steamer San Cheung was built at Hong Kong in 1902; she is of 389 tons register and is owned by the Cheong On Steamboat Company, of Hong Kong.

The British steamer Montezuma arrived at Hong Kong Sept. 14 from Vancouver and Honolulu. She registers 3,492 tons net, and was built at Newcastle in 1899.

The British steamer Montezuma went ashore.

The Shattered Ships.

The German steamer Johanne called from Del, an island off Java, Aug. 1. She was built at Lubeck, Germany, in 1903, and is owned by M. Jensen. She registered 952 tons net.

The British steamer Fatsan was built at Leth in 1887 and registers 1,425 tons net.

The British steamer San Cheung was built at Hong Kong in 1902; she is of 389 tons register and is owned by the Cheong On Steamboat Company, of Hong Kong.

The British steamer Montezuma arrived at Hong Kong Sept. 14 from Vancouver and Honolulu. She registers 3,492 tons net, and was built at Newcastle in 1899.

Some people go all through life and never know what really good coffee tastes like. Order Seal Brand Coffee and write Chase & Sanborn, Montreal, for full directions how to make good coffee.

AGREEMENT WITH THE GRAND TRUNK

Continued from page one.

Mr. Crowley's approval," said Ald. Garratt. "I had absolutely nothing to do with it," Mr. Crowley corrected. In reply to Ald. Gillen, Mr. Meredith stated that if pillars are allowed on the street, 66 feet in the clear will have to be given, or else the sanction of the Legislature must be secured. "It makes no difference by what means the street is narrowed," the solicitor said. "If it is narrowed at all, the sanction of the Legislature will, in my opinion, be necessary."

Ald. Stevenson said that all the space of the subway should not be given to vehicles. Pedestrians should be considered. He favored the plan submitted by Superintendent Brownlee. By a vote of 7 to 2, the Grand Trunk plan was then adopted.

It was explained by the mayor that the plan was asked for by the council, and was prepared at the order of that body.

The vote on the motion was as follows:

Yeas—Ald. Greenlee, Cooper, Gillen, Stevenson, Saunders, Wyatt and Gerry—7.

Nays—Ald. Matthews, Booth and Garratt—3.

A motion was then put through, moved by Ald. Saunders, and seconded by Ald. Stevenson, that the sidewalks be two feet six inches higher than the roadway.

Company Objects.

Superintendent Brownlee objected to clause 17 of the agreement, which in very plain language gave the city the right to enter the company's property at all times to remedy any breaks which might occur in the water main or sewer pipes, where they run through Grand Trunk land.

A letter was read from Engineer Moore in which he suggested that the main be moved away from the G. T. R. embankment, or else an archway be built over it, and under the embankment, so that in case of a break the pipe could be easily got at.

Ald. Garratt moved, seconded by Ald. Matthews, that the pipe be diverted at the expense of the company to avoid the embankment.

Superintendent Brownlee said the company was willing to divert the pipe, but not at its own expense. It would cost \$5,000.

"You may as well spend this sum now as later on," Ald. Garratt said. "The indemnity clause will compel you to make all repairs later on if trouble occurs."

"Then we won't accept the indemnity clause," Mr. Brownlee declared. "Well, the agreement will never pass the council," Ald. Garratt said.

"Very well, we'll let it go at that," Mr. Brownlee answered.

Ald. Garratt's motion was then put and lost, 7 to 3.

Question of Right.

Ald. Matthews, seconded by Ald. Garratt, moved in amendment, that the company construct an archway over the main, and if the company refuses that the archway be constructed at the expense of the city.

It was estimated by Ald. Garratt that the work would cost \$2,000. Mr. Brownlee said that if the city is going into this sort of business, a long tunnel, which would do away with the embankment, over the two sewer pipes and the water main, should be built. But he smiled when asked to give an estimate of the cost.

Mr. Biggar argued that as the company owns the land, and had allowed the city to put the main through free of cost for over 25 years, it was a little high-handed to attempt to tell the G. T. R. what it shall do on its own property, or to seek to compel the company to build an archway at great cost to protect the city's pipes.

The amendment of Ald. Matthews was defeated, 6 to 4. Ald. Saunders then voted with Ald. Booth, Garratt and Matthews.

Then the original clause, to which Mr. Brownlee objected, was taken up. Mr. Biggar said he was willing to accept all obligations which may have been incurred by the agreement, which allowed the pipe to go under the company's embankment, but he refused to go further, as the clauses inserted by Mr. Meredith might change the relations of the party to the agreement.

Nevertheless the clause passed by a vote of 7 to 2. By it the city is not liable for any damages to the G. T. R. which may occur through breaks in the

main or sewer pipes under the embankment.

The Springbank Switch.

Next the Springbank railway switch was taken up. It was agreed by the committee of the city council and water commissioners that the connection should be made at a point east, instead of west, of the Wharncliffe.

A deputation of residents of Beaconsfield avenue protested against the switch being connected where it will cross the avenue, as it will injure the property there, and will be a menace to the lives of citizens.

Mr. Wm. Peacock addressed the council. He wanted to know if there would be any provision to keep the switch from being filled with freight cars. Mr. Lou Paladino also spoke for the deputation, and asked the council to preserve the rights of the citizens.

Ald. Garratt said the switch will be built on the property of the street railway, and the council has no power to say what shall be done with it. The switch will injure no one, he said. It will join the street railway tracks immediately east of the Wharncliffe road.

Ald. Booth said the switch will run quite a distance on Beaconsfield avenue. A block to prevent the cars running down on to the street railway tracks will be put in. He said the switch will undoubtedly prove an injury to the property on Beaconsfield avenue.

Ald. Gerry declared it behooved the city to see that the street railway and G. T. R. should be bound so that they cannot keep cars on the switch, which will be a nuisance to the people of Beaconsfield avenue.

A Grievance.

Ald. Matthews said it should have been left to him to call a meeting of the special committee to view the place, and which visited the avenue the other day, but he had been ignored, and another man (Ald. Garratt), had called the meeting.

The mayor said that if Ald. Matthews had done his duty it would not have been necessary for Ald. Garratt to have brought about the meeting.

At this time Ald. Matthews was sitting facing the crowd in the hall, and the mayor called to him to order.

"Face the chair," said the mayor.

"The alderman moved that the petition of the Beaconsfield avenue people be referred to the special committee he had spoken of, but the motion was lost.

A clause was adopted to the effect that the switch be put in east of the Wharncliffe road.

Mr. Meredith explained that any stipulations regarding the prompt removal of cars, and also that the switch be used only for carrying supplies for the water commissioners and the street railway would have to be inserted in the agreement between the city and the company.

Ald. Garratt moved that a clause be inserted to the effect that cars must not be allowed to stand on the switch longer than twelve hours.

Another Row.

Mr. Ivey objected. He said the street railway owns the land most of the switch will be built on, and he could not see where the city had any right to dictate as to the time cars should stand on it.

"When Mr. King or the street railway objects," Ald. Matthews said, "silence prevails. The other night when the manager objected, an adjustment followed. But when the great city of London objects it is laughed at. How is this, your worship?"

"The mayor grew red in the face and he 'jumped on' Ald. Matthews with both feet.

"I am here to look after the interests of the people of London—just as much as you are," he said. "You are only one alderman in twelve. Your insinuations are unbecomingly for you have no right to say all things you have said tonight, and at other meetings. If we differ with you, we have a right to do so, and we are just as honest and straightforward, and just as careful of the people's interests, as you are."

Ald. Stevenson said it would protect the people of Beaconsfield avenue sufficiently if an agreement was reached, whereby Grand Trunk cars would not be allowed to stand on the switch.

Ald. Garratt's motion was then put, and defeated, 5 to 4. Thus there is no provision as to the length of time cars may stand on the switch.

The Liability Clause.

Ald. Cooper's notice of motion to reconsider clause 28, which related to the liability for the Wharncliffe subway, and the reconsideration was carried 7 to 2.

Ald. Stevenson, in voting yeas, said the city had repeatedly placed pillars in the roadway, as on Clark's bridge, for example, where the roadway is divided into a space for vehicles, one for the street railway, and one for pedestrians, and yet no one had, through these pillars or pedestals, brought suit against the city. Telephone and electric light poles are also allowed on the street, and nothing is said of them. In conclusion he said he didn't think the liability clause should apply to the Wharncliffe roadway.

Ald. Greenlee thought the city might waive all indemnity for damages through accidents by reason of the pedestals in the subway after the completion of the construction, provided that the company was willing to assume abutting damages which might occur through the building of the subway.

Ald. Stevenson then moved, seconded

by Ald. Cooper, that the liability clause be so framed as to not apply to personal damages as the result of the placing of pillars in the subway.

Ald. Cooper said the subway would be much safer than King street bridge, or Dundas street, between Colborne and Waterloo.

Ald. Wyatt could see no reason for the clause applying to the Wharncliffe subway.

Ald. Matthews said that the objections of the Grand Trunk to the accepting of the liability clause convinced him that it should be part and parcel of the agreement.

Ald. Booth took a similar view. So did Ald. Garratt.

Amended Clause Adopted.

Ald. Gillen argued that so long as the Grand Trunk was willing to assume all liability for damages to property there appeared to him to be no reason why the city should insist on indemnity for personal accidents.

He didn't propose to block the whole agreement on a mere technicality.

Ald. Stevenson's motion was then put and carried on the following vote:

Yeas—Ald. Gillen, Greenlee, Stevenson, Saunders, Wyatt and Gerry—7.

Nays—Ald. Matthews, Booth and Garratt—3.

The council then put through an agreement between the water commissioners and the G. T. R. for the putting in of the new switch east of the Wharncliffe road. By agreement the G. T. R. has power to operate steam locomotives at 60 tons with loaded cars as far as the coal sheds at the waterworks.

Framing the Clause.

City Solicitor Meredith refused to draft the new indemnity clause for the Wharncliffe subway until such time as he shall have had time to do it properly. He asked that City Clerk Baker be delegated to confer with Mr. Biggar and himself when the clause is being drawn up.

Ald. Garratt wanted it done at the meeting, but Mr. Meredith refused.

Mr. Biggar said he was willing to accept the liability clause proposed by Mr. Meredith at the last meeting and which did not specify damages for accidents, which might occur through the placing of pillars in the subway.

Manager McGuigan explained that the company has just elevated two miles and a half of its lines in Chicago, and it had not been asked to assume liability for the pillars.

"In all my experience I never was asked to assume this liability until London asked it," he said.

The council then adjourned until Wednesday night, when the new clause will be submitted and the bylaw will be passed.

HOLOCAUST OF HORSES

Three Fires in Detroit Result in the Death of Seven—Loss \$6,000.

Detroit, Sept. 17.—Fire yesterday seemed to have a peculiar savage tendency toward the destruction of horses. In three fires during the day, two of them believed to be of incendiary origin, 45 horses were endangered, and 7 of that number burned to death. The loss was \$6,000; insurance small.

The firm of Garner Bros., 141 Willis avenue east, was the greatest loser. Three barns leased by that firm were totally destroyed, seven horses dying as the result of burns and suffocation. A quantity of feed, harness and supplies was also destroyed. Loss to the firm over \$4,000.

The first fire started in the Willis avenue barn, at 12:07 o'clock in the afternoon. That barn was totally destroyed, and five of the eighteen horses stabled therein were burned to death.

The blaze leaped across the alley to the barn in the rear of 134 Canfield avenue, also occupied by Garner Bros., and destroyed that. An adjoining barn, in the rear of 136 Canfield avenue, also caught fire and was partially destroyed.

The barn in the rear of 141 Willis avenue is owned by "Gnus" Schultz, St. Antoine street and Willis avenue. His loss is perhaps \$500, and that of Garner Bros. \$3,000. The latter have \$1,350 insurance.

The barn across the alley, in the rear of 124 Canfield avenue, also leased by Garner Bros., is owned by J. H. Cooper, Canfield avenue east. He estimates his loss at \$900; barn damaged to about \$50.

The second fire broke out shortly after 3 o'clock. The barn was owned by George Clark and had been leased recently by Garner Bros. Six horses of them were gotten out. The loss at the barn is estimated at \$1,000, with no insurance.

At 7:35 o'clock yesterday morning Roy Williams, son of H. W. Williams, proprietor of the riding school, Brainerd street, endeavored to find the leak in a gas jet in the barn, and when he lighted a match the gas immediately ignited and the flames shot out of the wall of the barn, setting the hayloft ablaze in a second. Mr. Williams and his daughter, Miss Carrie, came running from the house. The young woman led out three horses, and her father, aided by his son and employees, succeeded in saving all the rest of the 21 horses stabled in the barn.

FOR THE I. O. O. F. DEMONSTRATION

And parade at Toronto on Wednesday. Sept. 19, the Grand Trunk will run a special train, leaving London station at 6:30 a.m., and arriving Toronto 9:45 a.m. This will give passengers the advantage of a fast run, arriving in ample time to get advantageous positions to view the parade.

TORONTO AND THE I. O. O. F.

The Grand Trunk, ever ready to meet the wishes of its patrons, have arranged to run a special train from London station at 6:30 a.m., Wednesday, Sept. 19, which will arrive in Toronto at 9:45 a.m. The best of accommodation and fast run assured.

The newly organized Bank of Commerce and Industry, with \$10,000,000 capital, has opened for business at Mexico City. James Stiver, of New York, and H. Clay Pierce are among the members of the board of directors.

It is easier to pose as an optimist than it is to be one.



To His Pleased Customers

The wise grocer studies his customers—knows their likes and dislikes—knows that his best trade want

Mooney's Perfection Cream Sodas

He lets them know that he has their favorite biscuits—and sees that they are not asked to buy something "just as good," which is NOT as good.

Grocers who want to please their patrons always have Mooney's Perfection Cream Sodas in their hygienic packages—air-tight and moisture-proof.

Advertiser Correspondence

WHERE IS THE MONEY TO COME FROM?

To the Editor of The Advertiser:

I have read in your paper recently a good many letters on the power question in which it appears there is considerable difference of opinion as to the benefits to be derived from a municipal undertaking in this respect.

Mr. Williams in his letter to the City Council makes a very strong point against the proposal that Toronto should contract with the Hydro-electric Commission for 30,000 horsepower.

From his letter and from other sources I understand that outside the Toronto Electric Light Company and the Toronto Railway Company there are not more than 10,000 horsepower used in the city of Toronto.

Now, Mr. Editor, suppose the city contracts for 30,000 and the Hydro-electric Commission distributes \$25 per horsepower at that rate. That figure is somewhat higher than the terms of the Hydro-electric Commission, but is decidedly lower than the published estimates of other engineers, such as Veritas and J. Stanley Richmond, who give logical reasons for the figures they submit. If the city of Toronto contracts for 30,000 horsepower at \$25 it means an annual obligation of \$750,000, in addition to the cost of distribution, and this amount the city will have to guarantee to the Hydro-electric Commission.

Where is the money going to come from to pay this power? Everyone knows that the electric light and railway companies will get their power from the Niagara Development Company, with which it is announced they have a contract, and with which they have friendly relations.

Even the other 10,000 horsepower will not be open for municipal service, as there will undoubtedly be competition for it from the private companies. If, therefore, seems inevitable that if the city contracts for 30,000 horsepower it will have most of that amount left on its hands for a number of years to come and the taxpayers will be assessed to pay for this contract in order to help out the other municipalities who may seek to do business with the Hydro-electric Commission.

From the standpoint of the ordinary citizen it seems to be the worst of business deals for the corporation of Toronto to plunge itself in a purchase of 30,000 horsepower per annum without prospect of a market for more than one-third of that amount for some years to come. I hope that the City Council will consider well before entering on such a contract, and believe that the ratepayers will not consent to burdening the city with large liability until it can be shown that the power thus purchased can be immediately sold to consumers.

Toronto, Sept. 14. Henry Moxon.

EGERTON STREET MISSION.

To the Editor of The Advertiser:

Would you again favor me with a very small space in your paper to answer Mr. Graydon's communication of the 5th inst? He there addresses to me a statement that he gave to the Egerton Street Mission the ground on which their building stands. He states that the mission may have purchased enough additional land to make up the 80 feet, but that the first property acquired by the mission was a free gift, that he gave it from his portion of the estate. I wish to state that this statement is no more correct than his first statement. The 80 feet which was purchased by the mission in June, 1893, was the first and only land owned by the mission and was bought and paid for in cash for \$35, all it was worth at that time, and for which it has a deed duly registered.

It is apparent that Mr. Graydon is laboring under some delusion, and I have no doubt he will find it out when his brother returns home.

Would say the Egerton Street Church since its organization as an independent church has purchased the rest of the land on the corner of Egerton street.

WM. GURNEY.

London, Sept. 17.

MUNICIPAL OPERATION OF FRANCHISES.

To the Editor of The Advertiser:

Sir—I was much interested in reading the special article in the Mail and Empire of Sept. 15, giving a synopsis of Mr. N. Ford's conclusion on the subject of municipal operation of the franchises in Great Britain. Mr. Ford's high standing as a newspaper man and investigator makes his conclusions very valuable, while the fact that they support the views of other recent investigators lends additional interest to them.

It is quite true that the operation of industrial enterprises or public franchises by municipal corporations in

SMALLMAN & INGRAM

THE WEATHER TODAY.
Fine and warm.

THE SATISFACTORY STORE

A LARGE COLLECTION OF FASHIONABLE BLACK DRESS GOODS

Our Black Dress Goods Department is a big center of attraction this season. Black Dress Fabrics hold first place in Fashion's honor roll, and naturally we are busy supplying her devotees with the fashionable weaves.

We believe we have the premier collection of Black Dress Goods in Western Ontario. Such a diversity of weaves provides almost a bewildering choice of materials for your suit or dress.

And every yard of goods is of reliable quality—no inferior grades are tolerated here. Bound to be satisfied if you buy Black Dress Goods here.

Among the most stylish weaves are

Handsome Black Broadcloths

We are exhibiting an extensive collection of these beautiful cloths. We expect an immense demand for them and from present indications our expectations look as if they would be more than realized.

Our values are exceptionally good. Prices range from one dollar to two and a-quarter a yard.

Black Broadcloths. 48 inches wide. Soft finish. Exceptional value at.....	\$1.00	Black Broadcloth. 54 inches wide. Superb quality, very firm weave, bright finish. An ideal cloth for tailored suits. Splendid value at.....	\$1.75
Black Broadcloths. 52 inches wide. Beautiful finish.....	\$1.25	Black Broadcloth. 54 inches wide. Little heavier weight and still richer, more beautiful finish. Extra high-grade qualities.....	\$2.00 to \$2.25
Black Broadcloths. 52 inches wide. Elegant quality, with rich, glossy finish. Light or heavy weight.....	\$1.50		

Black Dress Goods—Main Floor.

Buy Your Silks Here

Where you have an immense assortment of the newest styles.

But quality is our first consideration. We give particular attention to the buying of silks, that every yard may be of reliable quality.

And our prices are reasonable, to say the least.

If you wish to buy a silk dress, waist or silk trimming you have a wide choice of very chic styles in American, French and Swiss Silks.

Possibly you want a waist or silk lining and don't desire to go over 50c a yard. We show a superb range of colors in plain and fancy silks that would be hard to equal in quality at 50c. We are anxious to have your silk trade. And we're going the right way to get it, are't we? If you live out of town order through our Mail Order Department. Send for samples today.

SMALLMAN & INGRAM, 149, 151, 153 and 155 Dundas Street

WORK IS SUCCESSFUL

What Mr. T. E. Taylor is Accomplishing Among Colored Men.

The Freeman, published at Indianapolis, Ind., in the interests of the colored people of the south, has the following reference to the work of the Colored Y. M. C. A. in that city, of which Mr. Thomas E. Taylor, formerly of London, is secretary:

"The Colored Y. M. C. A. at this time is doing an effective and promising work and the members and officers have every reason to feel much encouraged. The association now occupies a nice building at the corner of North and California streets. Every room with the exception of one is used for association purposes. On the lower floor is located the gymnasium, general office and public reading room. All three can be thrown into one large room making an assembly hall capable of holding 200 people. Upstairs is the members' reading, Bible class and amusement room; also, the general secretary and board room and one dormitory room. This building is not owned by the association but some day it hopes to own a home that will be adequate to meet the needs of this good and increasing work. Thomas E. Taylor, the general secretary has been with the association a year and is a real factor in onward march. Progress along all lines has been made; the membership having increased from 17 to 120 and still increasing.

A night school will be started this year for men in arithmetic, reading, writing and spelling. The monster meetings will start early in October.

Furthermore, as Mr. Ford points out, municipal operation of industries and franchises has led to a different and lower class of men seeking places in the municipal councils. The instinct of the public mind with reference to the profits or losses resulting from these ventures, with the result that the ordinary citizen loses an intelligent interest in the conduct of municipal affairs.

If this is the case in England, where municipal government is so well organized, how much greater will be the danger in Canada? The question of municipal ownership is actively before the Canadian people today, and many papers as well as public men have been led by its apparent immediate benefits to an endorsement of the principle. In my opinion the matter should be looked at from a deeper and broader standpoint than has so far been evident in the discussion carried on in the public press, and we should not only consider the present enterprise, but should examine closely the history of municipal ownership in once the ultimate results which may come to the municipalities of Canada from indulgence in it. Yours, etc.

OBSERVER.

Toronto, Sept. 17, 1906.

Proved After Fifty Years.

The test of time has proved that Putnam's Corn Extractor cures quicker, with less discomfort, and more thoroughly than anything else. Contains no acids, is purely vegetable and absolutely guaranteed. Insist on Putnam's only—it's the best.

Feather Beds, Pillows and Mattresses renovated and sterilized; also manufacturers of Mattresses, Feather Pillows, Cushions and Spring Beds. Brass and Iron Beds, 12 Slaves, Furniture, Camp Beds, at the Feather Bed, Pillow and Mattress Cleaning Factory, J. P. HUNT & SONS, 592 Richmond street. Phone 397.

CASTORIA. The Kind You Have Always Bought.

Bears the Signature of Dr. J. C. H. Plummer.

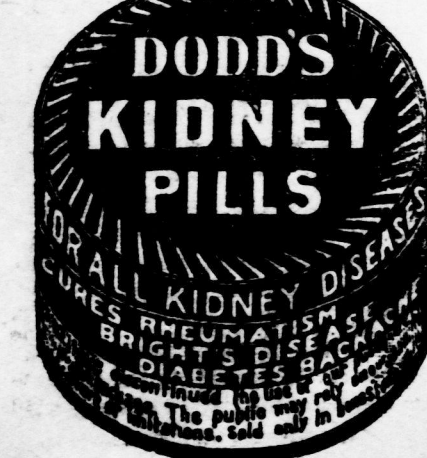
CASTORIA For Infants and Children. The Kind You Have Always Bought.

Bears the Signature of Dr. J. C. H. Plummer.

Ten-Day New York Excursion. Via Lehigh Valley Railroad, Thursday, Oct. 4. Tickets only \$9, round trip, from Suspension Bridge or Buffalo. "Take in the Vanderbilt cup race." For tickets and further particulars call on or write Robert S. Lewis, passenger agent, 10 King street east, Toronto.

Prevent Disorder.—At the first symptoms of internal disorder, Parmenter's Vegetable Pills should be resorted to immediately. Two or three of these pills, followed by doses of one or two pills for two or three nights in succession, will serve as a preventive of attacks of dyspepsia and all the discomforts which follow in the train of that fell disorder. The means are simple when the way is known.

PURE AND WHOLESOME. ONE POUND CAN 25c. E.W. GILLETT COMPANY LIMITED TORONTO, ONT.



London Advertiser.

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Job Department175The London Advertiser Company,
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don, Ont.

LONDON, TUESDAY, SEPT. 18.

THE INTERPROVINCIAL CON-
FERENCE.

The swelling revenues of the Province push the question of direct taxation into the remote future. Perhaps at no time has it been a serious one. It was raised to terrify the electorate by the economists who have cheerfully increased the expenditure of the Province by 30 per cent in the past two years. Their bounty argues a new-born confidence in the future, and is a tribute to the soundness of the financial policy which they inherited from their predecessors. The resources of Ontario were handled so thriftily by the administrations of John Sandfield Macdonald, Mowat, Hardy and Ross, that only a blind and reckless extravagance will compel a departure from the present system of indirect taxation, and deprive Ontario of the enviable position, as compared with sister provinces, which was won for her by nearly forty years of prudent management.

The Government prints tell us joyously that a million dollars will be forthcoming in the current year from the succession duties, which were the aversion of the present Provincial Treasurer when his function was to criticize a budget, not to frame one. The Temiskaming Railway, the creation of the late Government, will yield a net revenue of half a million. The railway opened up a mining region which will turn a handsome sum into the provincial treasury, through the increase in the issue of mining licences. The tax on corporations will be more productive than ever. Altogether, the accounts of the Province should show a tidy surplus if it is not absorbed by the growth of expenditure—and we are not prepared to deny that much of this growth, if not all, can be justified by growing needs and the march of development.

This Province will not be able to go to the inter-provincial conference with a poor mouth. The Governments of Ontario, Quebec, British Columbia, Manitoba, and the Maritime Provinces are to present a united demand next month for an increase in the federal subsidies, payable to them under the terms of the Confederation Act. These provinces have been relieved of approximately \$110,000,000 of debt in return for the surrender of powers of taxation to the central government, and they received last year in subsidies an aggregate of \$4,478,123. The new provinces of Alberta and Saskatchewan receive for the present an annual allowance of \$1,092,875 each, but a large portion of this is in consideration of the retention of their public loans by the Dominion Government. Starting with a clean sheet upon entering the union, Quebec has a funded debt of nearly \$37,000,000; British Columbia, \$13,000,000; the Maritime Provinces about \$12,000,000, and Manitoba, \$5,283,829. Ontario, the first province in population and wealth, had no funded debt until the flotation this year of the Temiskaming Railway loans, which aggregate less than \$10,000,000, and represent a reproductive asset. Other provinces may plead financial straits in justification of the demand for a rearrangement of the federal grants, but Ontario cannot.

The federal administration is confronted with the problem of financing the construction of the eastern division of the Transcontinental Railway, and converting maturing obligations amounting to \$140,000,000. Buoyant as the revenue is, there must be a large addition to the national debt in the immediate future to carry on the great undertaking to which the country is pledged. Stranger things may happen than the failure of the Dominion Government to see eye to eye with the provincial suppliers at the present time.

MR. HYMAN AT PORT BURWELL.

"Hyman in Defense of Grab and Graft." These are the conspicuous headlines in today's Free Press, over a report of Mr. Hyman's address at Port Burwell last night in behalf of the Liberal candidate, Mr. Hepburn.

Mr. Hyman is represented as saying that "the Government had paid out over six hundred million dollars in the last few years for supplies, and it had been charged that they had paid too much in instances. He did not doubt that they had done so. It would be a wonder if they had not. But the work had been great and the criticism had been small."

Assuming that he has been correctly reported, one can only admire the ingenuity with which his newspaper critic twists this passage in his speech into a defense of Graft.

Mr. Hyman's "Defense of Grab" we find to be his reference to the pension and indemnity bills. He argued that

the principle of the pension bills was just one. The cabinet minister was taken away from his private business, and his position seldom lasted longer than ten or fifteen years. At the end of his term he had to begin life anew, often without private means, and without the capital of youth and strength. Mr. Hyman defended the increase in the pensional indemnity on the ground that the growing length of the sessions deprived members of the opportunity of earning a livelihood at their previous occupation.

Our local contemporary has a short memory. It was one of the staunch defenders of ministerial pensions, and rebuked Parliament for rescinding that measure. We quote from its editorial columns in the issue of July 12:

"The action of Parliament in passing the bill for the abolition of pensions may coincide with popular objections, yet have a moral effect contrary to the best interests of the state. It points to the familiar maxim that hay must be made when the sun shines, demanding the office to a scale of living permissive of considerable saving, or of catching at opportunity when it knocks at the door. The man who took time by the forelock, and from little or nothing became a millionaire in a short time, may come to be rated wise in his day and worthy of emulation."

If Mr. Hyman is a defender of Grab, what is the London Free Press?

The late John S. Dewar had an unusually wide circle of friends. To have friends one must be a friend, and Mr. Dewar had the sterling qualities which attracted and kept the regard and confidence of his fellow-men. The community is the poorer by his removal.

One or two of the aldermen are playing to the gallery by trying to obstruct any arrangement with the Grand Trunk. This is poor business from the city's standpoint. The Grand Trunk is a vital factor in the city's growth and prosperity, and the goodwill of the company is not to be lightly thrown away.

The Western Ontario Conservative Association has exposed itself to ridicule by its flamboyant protest against the holding of the Stars and Stripes at the Toronto Exposition. The Galt Reporter, a Conservative journal, calls the resolution "pure flimflam." It is every doubtful, too, whether King Edward VII, if he was aware of the incident at Toronto, would thank the W. O. Conservative Association for describing it as an insult to himself. It is not an record that he grieved over the defeat of Mr. Wm. Gray, although assured that a vote for Mr. Gray was a vote for King Edward.

The City Council and the Grand Trunk has at last reached an agreement, which covers a portion of the company's original plans. The improvements in the city begin at a point two feet west of the Ridout street crossing. The present narrow and inconvenient subway at the Wortley road, which bisects a fine thoroughfare, will be widened to 56 feet, and heightened in proportion. The 30-foot overhead bridge at the Wharmcliffe will make way for the elevation of the tracks, and a 66-foot subway will be provided for pedestrians and vehicles. The people of South London will appreciate these changes. Having progressed thus far, there ought to be no obstacle to an agreement for the completion of the company's scheme of local improvements, including the erection of a new station.

LENDS ENCHANTMENT.

[Toronto Telegram.] One element of strength in the British Empire is in the certainty that its sea-divided people know each other well enough and not too well.

Distance lends enchantment to the Australian's view of the Canadian.

The bond of unity in language, of affection for one flag makes us all good friends. Each of the British people has its own home to live in, and its own career to work out.

The ties of a voluntary imperialism hold together an empire that might break up if Canadians, Australians, Old Countrymen, South Africans and New Zealanders were brought together and learned to hate each other trying to run the empire under the roof of one parliament.

MORMONS IN ENGLAND.

[London Daily Mail.] It is some seventy years since the first Mormon missionaries—Brigham Young was one of the number—preached their tenets in England, and it is claimed that they have in the interim converted over 125,000 in this country.

EDUCATIONAL PROGRESS.

[Pittsburg Gazette.] Dancing is to be taught in the public schools of Cleveland. Now if the school commissioners will look kindly on bridge whist, a liberal education will be within the reach of every child.

THIS MAY COME IN TIME.

[Atlanta Constitution.] "Hwa't's the matter with restoring the old Anglo-Saxon way of spelling 'twich' 'thwile' we are about it? That's the way we pronounce them."

THE MINISTER'S WIFE.

[Hamilton Times.] The minister's wife owes a wifely duty to her husband, a motherly duty to her children. Give her a chance to acquit herself well. If she is found to be so useful to the church, let the church pay for her services, and enable her to keep help in the home to lighten the burden in that quarter. You call

a minister and vote him a stipend. That does not include the work of the minister's wife. The servant is worthy of his hire. There is many a congregation in which as much good is done by the minister's wife as by the minister. And how little is usually done by way of acknowledgment of her labor and self-sacrifice!

THE NATIONAL GAME IN MISSOURI.

[Moberly Democrat.] The long-eared, cross-eyed, knock-kneed, bow-legged, pigeon-toed, pin-headed idiot that draws 50 cents a day for writing the sporting column for the Chillicothe Constitution comes out in a half-column write-up of what the Athletics will do to the Moberly Signals today and tomorrow. It will indeed be a sad story that he will have to tell when the games are over. The Yelpers from Mudville have no more of a chance to win either game from the Signals than Mexico has to get a shoe factory.

NOAH'S ADVANTAGE.

[New York Sun.] Mrs. Noah was complaining that her clothes looked as if they had come out of the ark. "On the contrary," remarked her spouse, "they have just come across the water."

A CARELESS MISTAKE.

[Exchange.] The late Alexander Muir, of Toronto, author of "The Maple Leaf," Canada's national anthem, was interested in all his life in the force laws, which were too often, he declared, unfair to women.

Mr. Muir frequently declared that men, not their wives, were in nine cases out of ten responsible for unhappy marriages.

"The trouble with too many husbands," he once said, "is that they treat their wives as a Toronto man used to do."

"This man, sitting in his drawing-room on a coolish evening, cried out fiercely:

"Shut that door, confound it! What's the matter with you, anyway? Do you want to freeze me?"

"The cook appeared calmly in the open doorway.

"Do you know who you are speaking to, sir?" she said in a stern voice. "The man, taken aback, stammered: "Oh, excuse me. I thought it was my wife."

HANDICAPPED BLONDES.

[Family Doctor.] A physician is responsible for a statement which is at once novel and surprising. He declares that the chances of dark women obtaining husbands are to those of fair women in the proportion of three to two; and that this conclusion is proved by statistics.

REALLY, ALL THE SAME.

[London Globe.] As the railroad train was stopping an old lady not accustomed to traveling hailed the passing conductor and asked: "Conductor, what door shall I get out by?"

"Either door, ma'am," graciously answered the conductor. "The car stops at both ends."

THEY COVER EVERYTHING.

[Aitchison Globe.] Girls talk of their extensive vocabulary, but we never knew one who had more than three adjectives: Grand, horrid and cute.

IT ALL DEPENDS.

[Washington Star.] "Haven't I a right to do as I like with my money?" inquired the multimillionaire.

"You have," answered the sardonic person. "If your lawyer is smart enough to draw up a will that can't be contested."

NEVER FELT THAT WAY.

[Puck.] The devil watched the man pack his head in ice next morning with no small interest.

"I think he's mistaken," said the old serpent at length. "At all events, I don't recall ever having felt like that."

PROGRESS.

[New York Sun.] Parent—What did you learn in school today?

Child—Nuthin', but I didn't have to unlearn nuthin'.

AN UNDERSTUDY.

[Toronto Star.] Sir John Macdonald's statue in Montreal is tottering. It is understood that as soon as this heroic figure falls, Mr. F. D. Monk will occupy the pedestal from three to six every afternoon.

A DISTINCTION.

[Washington Star.] "So you are one of the men who went west to grow up with the country?"

"No," answered the prosperous and serene citizen, "I am one of the men who went west to show the country how to grow up properly."

NOT LIKE THE OLD DAYS.

[Winnipeg Tribune.] Ontario journals echo the sighs and groans of farmers who mourn the departure of dear old days when farm land was \$60 an acre and farm help was \$13 per month.

ORANGE AND GREEN.

[Fredericton, N. B., Herald.] There seem to be no creed quarrels out at Canterbury in this county. Our reporter there mentions the fact that the Roman Catholics gave a grand ball in the Orange Hall for the benefit of their church and raised a large sum.

THE VANISHING MALE TEACHER.

[Hamilton Spectator.] The Ottawa Normal School opened yesterday with 110 students enrolled, not one of them of the male persuasion. In London out of 89 there are 12 men. It begins to look as if something were to be done by the Government if we are to keep the men in educational work. The situation is a serious one—much more so than would appear at first glance.

MANUFACTURERS
MEET IN WINNIPEGRemarkable Increase in Trade
in Canada.

PREFERENTIAL TARIFF A FACTOR

Plea That Agricultural Interests and
All Other Industries Need
Protection.

Winnipeg, Sept. 17.—This morning President C. C. McIntyre convened the 55th annual convention of the Canadian Manufacturers' Association. Some 220 members crowded the great hall of the Royal Alexandra at the initial session of the three days' meeting. Last night 20 eastern members arrived, many of them accompanied by their wives, and the balance came in today. The woolen section, agricultural implement section, and engine and boiler section at once went into session. At 11 o'clock the mutual fire insurance subscribers met, and at noon the gold and silversmiths and pulp and paper sections began their debates.

At 2 p.m. the civic reception was held. Mayor Sharp welcomed the visitors to the city in the presence of a large crowd. Premier Roblin followed in a brief address. H. Cockshutt, vice-president, Brantford, delivered the response, at the conclusion of which President Ballantyne began his annual address.

The president, after referring to the growth of Winnipeg, went on to deal with trade questions. Canada's trade, he said, has shown a remarkable increase. The total trade is \$73,046,000 in excess of 1904-5, and our exports have increased \$53,270,000, or in round figures, \$20,000,000 more than our imports from the United States. The total imports, \$99,298,000, have increased from \$21,191,000 to \$24,581,000, showing a gain of about 16 per cent.

"Agriculture is the corner-stone of Canadian industry, but factories are a necessity. We find that nature not only fitted us to be a great agricultural nation, but that our mines, our forests, our streams, and our waterfalls destined us to stand in the front rank of the manufacturing countries of the world. It is only within the last decade that we have begun to properly appreciate our rich resources, but now we are all full of confidence in the future of our great Dominion, and the outside world is beginning to learn what great opportunities we have to offer. Sir Wilfrid Laurier's striking phrase, 'Canada is the country of the twentieth century,' has gained wide currency, because it gives apt expression to the growing belief that no other country contains such great resources of natural wealth ready to be developed. It is very important, then, for us to adopt a policy that will assure ourselves the full benefit of this coming development."

Mr. Ballantyne said the true preferential policy has been aptly expressed by two little stamps, one of which bears the words, "Keep your money in circulation at home by buying goods made in Canada," while the other says, "When you can't get what you want at home, buy within the British Empire."

Protection.

"Canadian manufacturers do not demand a prohibitive tariff against the United States, but we do demand that we have sufficient protection to put our Canadian manufacturers on an equivalent footing with those of Great Britain."

"The value of home manufacturers to our farmers depends to a considerable extent upon the measure of protection which they receive for their own products. If farm products from the United States can come in free of duty or on payment of very low rates, the farmers of Canada, whether in the west or the east, will not be receiving fair treatment."

"Our faxseed is shut out of the American market on account of a duty of 25 cents per bushel. Why do not our Canadian farmers ask our Government to place a duty on fax grown in Canada to give them the home market which they are justly entitled to?"

"I wish to point out to the intelligent farmers of the west that the American farmers find it more profitable to grow wheat and, I hope that, when revision of the tariff takes place there will be a duty placed on faxseed for the benefit of the farmer and that all faxseed used in Canada will be 'Grown in Canada.'"

Technical Education.

The committee on technical education reported that the agreement of the Ontario Government's university commission with its recommendations, some promise of "a modified attitude on the part of the university towards industry." A university in a young country like Canada should seek to "meet the needs of the country at large, and not aim at being a cultured institution in the older sense. We have no leisure class in Canada, whether he enters a university or not, must be trained to earn his living."

The deputations which waited on Sir Wilfrid Laurier was cordially received, and favorable action was expected by the Government next session.

As emphasizing the urgency of the case, your committee may call attention to the fact that, at the lowest estimate, \$100,000 is paid out yearly by Montreal mechanics alone to foreign correspondence schools that offer them facilities for industrial education which they cannot obtain at home. A similar situation is to be found in Toronto, Hamilton, London and other industrial centers, so that probably upwards of half a million dollars is paid out

J. H. CHAPMAN & CO

The Latest Modes in Coats
For Fall 1906-07

We are making a better showing than ever—better in style, better in quality, better in variety, better in value. The fair visitors started the buying of the Coats and the home people will keep it up. The earlier you make your choice the better. See these following lines:

Imported Tweed Coats

In charming designs of the Loose Tourist and Prince Charming styles, made of the nobbiest tweeds, short and long lengths. We consider the value very special, at.....

\$5, \$9, \$10, \$14, \$16 and \$18

Order Dress Goods by Mail

We are now able to fill mail orders better than ever before. Send for samples of the New Fall Dress Goods.

Fleeced Cotton Hose

Ladies' Black Cotton Hose, fleeced lined; the sort that will feel comfortable for present wearing. We offer a special bargain in them, at, a pair..... 20c

Glass Jugs

Tankard shape, engraved fern pattern. Worth 50c, at..... 25c

Linoleum Bargains

Sale continues tomorrow of Scotch Cork Linoleum. Worth 45c square yard, Wednesday at..... 35c

J. H. Chapman & Co., 126, 128, 128½ Dundas St.

CAUSE OF AZILDA WRECK

Practical Test of Air-Brakes To Be
Made on Spot.

North Bay, Ont., Sept. 18.—The investigation into the cause of the wreck near Azilda, on the C. P. R., is still progressing, and the railway company have arranged for a test of the air-brakes at the identical spot where the wreck occurred. A train will be made of the same number of cars, with an engine of similar type as the one drawing the eastbound train on the fatal morning of Sept. 12, and the angle cock will be thoroughly tested, open and closed, and with chains attached.

An exhaustive test will thus be made and every effort will be made to clear up the mystery attached to the cause of the wreck. A preliminary test is in progress to-day by Superintendent Engineer Mechanic Fulton, Trainmaster Hughes, Traveling Engineer Turner and two experts from the Westinghouse Air Brake Company. The train crew consisted of Engineer Drake, Fireman Lett and Conductor Rainville, with brakeman, Engine No. 150 was used.

The test at Azilda will be made with the same crew which was in the wreck. The company have settled with a number of the sufferers by the accident, but a number refused the amounts offered. One man made a claim of 75 cents for a ruined shirt, and he was promptly settled with. This was the lowest claim made.

EDITORS SENT TO JAIL

The Kaiser Resents Their Remarks in Regard to Amnesty.

Berlin, Sept. 18.—The impending annual congress of Social Democrats at Mannheim is exciting the deepest interest throughout Germany. The chief point of discussion to come before the congress is one that shakes the party to its foundation—the conflict between trade unionists and political leaders. With Bebel at their head, the political leaders are inclined to advocate the general strike as an article in the party's creed. The trade unionists bitterly oppose any such measure, and it is said that if this opposition carries the day in the congress, Bebel will quit the leadership in favor of a younger man.

STREET RAIWA OFFICE ROBBED.

Swampscott, Mass., Sept. 18.—After blinding and gagging the night fireman, George Saben, and placing him in a stall, three men blew open the safe in the office of the Lynne and Boston street railway at the tower Swampscott car barn early today, secured \$125, and made their escape. They also stole \$20 from Saben's pockets. The front of the building at the corner where the office is located was blown out by the force of the explosion.

MINISTER DROPPED DEAD.

Newburg, N. Y., Sept. 17.—Rev. Wm. K. Hall, D.D., pastor of the First Presbyterian Church for 24 years, dropped dead this morning of heart disease. He was prominent in the Presbyterian body, having been moderator of the New York Synod in 1878 and in 1902. During the civil war he was chaplain of the Seventeenth Connecticut Volunteers. He was also chaplain of the Ancient and Honorable Artillery Company of Boston. Mr. Hall was born in Boston in 1826, and is survived by a widow and three children.

PERSIA'S NEW PARLIAMENT.

Teheran, Persia, Sept. 17.—According to an ordinance just published, the new Persian national council will consist of 156 members. Teheran will be represented by 60 members, while the province will send 96.

A general election will be held every two years. The ordinance assures the inviolability of deputies, and gives full instructions for the carrying out of the elections, preparation for which begin with the publication of the ordinance.

GUARANTEED LIQUOR CURE

No Detention From Work or Loss of Time—Desire for Drink Destroyed by Orrine.

When one of our most reliable druggists makes a positive statement that he will guarantee to cure the liquor habit if Orrine is used in accordance with directions or refund the money, it shows his great faith in the treatment. It is in this way that Orrine is sold by the leading druggist in nearly every city and town. In every box is a guaranteed guarantee which entitles you to a refund of your money if Orrine fails to effect a cure.

No other cure for the liquor habit has been sold in this way and the remarkable guarantee shows how the superior Orrine is to the ordinary sanatorium or home treatment. There is no detention from work or loss of time when Orrine is used. It destroys the desire for liquor, so that the drink is not missed, also cures the deranged stomach, weakened nerves and other ill effects of excessive drinking, restoring the patient to perfect health.

Orrine is prepared in two forms: No. 1, the secret remedy which can be used in food or drink without the knowledge of the patient; No. 2 for those who take the remedy of their own free will. Both forms are absolutely guaranteed.

Treatise on how to cure drunkenness free on request. Orrine Company, Washington, D. C. The price of either form is \$1 a box, making the cost of the complete cure less than one-tenth what is usually charged at sanatoriums, with a guarantee that the expense will be nothing unless a cure is gained. Mail orders filled.

Orrine is for sale by C. McCallum & Co., corner Dundas and Richmond streets.

THE ONLY TEA

That is Absolutely Free from dust, dirt and all foreign admixtures is

"SALADA"

CEYLON TEA

THE PUREST ON THE MARKET

Lead Packets only—25c, 30c, 40c, 50c and 60c per lb.
At All Grocers. Black, Mixed or Green.
HIGHEST AWARD ST. LOUIS, 1904.

A MISSION FULFILLED

CHAPTER XVIII.
Father and Son.

What a change from the steamy heat of London to the breezy brightness of the Highlands—a change that meant new life to the countrybred Capri girl. Perthshire, Argyleshire, the Trossachs, Loch Katrine—all visited in their turn; before Keith and his wife proceeded to their last resting place, threading their way, on board the little steamer, through many a winding lake and past many a rocky inlet toward one of the southernmost of the Hebrides, where lay a moor which Keith was desirous of renting for the remainder of the shooting season. Surrounded by scenery so beautiful, and favored by exceptional weather, Margherita's tour could not fail to be an enjoyable one; but it was the unexpected companionship and conversation of her husband which made it a good deal of real bliss.

Especially was this the case after reaching the island. The property was in every way satisfactory. Keith said, and he came to terms at once, settling down for a couple of months in the roomy old house, half-palace, half ruin, which was situated in the midst of the moorland. On the first of September a couple of sporting friends were to join their party; but three weeks and a late-a-tete life must first intervene, and these three weeks were some of the happiest in Margherita's life. Every

Advertiser Patterns

Designed by Martha Dean.



6753

A NOVEL WORK APRON.—6753.

There is one thing the housewife cannot do without and that is a supply of aprons as insurance against dirt and hence labor. Whoever invented the apron conceived something entirely indispensable to women everywhere and Dame Fashion does not forget this garment in drawing up her new designs. The apron shown is unique in its fanciful pockets and full portion, both being immensely attractive and practical. The ruffle at the edge of the skirt serves as well as adorns, catching in its folds anything which might otherwise fall upon the bottom of the dress or the floor. The bib and skirt portions are each complete in one piece and little labor is expended in making the apron. For the medium size 2 5/8 yards of 36-inch material are needed. 6753—Sizes 32 to 42 inches bust measure.

PATTERN DEPARTMENT OF THE
ADVERTISER.

Please send the above-mentioned patterns per directions given below, to

Address

town

Province

Measurement: Bust.....Waist.....

Age (if child's or misses' pattern).....

CAUTION.—Be careful to inclose above illustration and send size of pattern wanted. When the pattern is bust measure, you need only mark 32, 34, or whatever it may be. When in waist measure, 22, 24, 26, or whatever it may be. If a skirt, give waist and length measure. When misses' or child's pattern, write only the figure representing the age. It is not necessary to write "inches" or "years." Patterns cannot reach you in less than three or four days from the date of order. The price of each pattern is 10 cents in cash or postage stamps.

PATTERN DEPARTMENT,
ADVERTISER, LONDON, ONT.

Margherita's mental barometer began to fall. Before her lay a long visit to the Grange, for which house they were now bound, and the prospect refused to paint itself in any but the grayest colors to her mind. Keith, too, seemed a little silent and preoccupied; perhaps he was conscious of some secret misgiving unknown to his companion. Perhaps, too, he also a little regretted the change from the wild Highland life to the primmer measures of his mother's house.

Primmer than ever, more cold and formal it seemed to Margherita, as once again she sank into its daily groove of terrible monotony. There had been a certain excitement about their first arrival, which blinded her eyes to its utter dullness and want of vitality. It was worse to come a second time to this home of Keith's, and to feel her welcome so poor, her reception so chilling. Mrs. Ronaldson still wore her impressive, masklike face, and Lady Meredith was more freezing than ever, while even Florence now was curt and unfriendly. Mr. Ronaldson was the only exception of this general circle of ungenial intimacy. The kiss that he pressed upon her forehead was one of warm welcome, and he looked into her face with an approval that was unmistakable. The affection Keith's father had for her, and his evident delight in her presence, was the one bright spot in Margherita's return. The morning after her arrival, she found herself once more in her place in the old man's study, ready to chat, to write, to assist and cheer him in any way.

"Well, so you haven't forgotten me?" he asked, with a smile on his rugged features. "Not tired of the old cripple yet?"

"Padre mio!" she said—and she came and sat close to him, and stroked the withered hand. "Have you been bad while we were away, caro padre?" she asked, tenderly.

"So, so, my dear, so, so; not worse than an old sinner like me deserves to be. And so you have enjoyed your Scotch tour, Margherita?"

"Oh, so much, dear Mr. Ronaldson; it was the best time we have ever had since—since we left Italy."

"Ah, indeed! Almost as good as Italy?"

"Almost, caro padre—not quite." And her eyes grew soft and moist, as they always did when visions of Stefano, and Teresa, and the bimbo filled her mind.

"And the two men—Keith's two friends—were pleasant fellows, were they?"

"I think so, padre. Oh, yes, they were very kind. But of course it was not so nice as when we were alone together."

Mr. Ronaldson laughed; but declined her offer to read aloud or write for him.

"We won't have any business today," he said. "Tell me all about your tour, my dear."

To be Continued.

THE FALL EXHIBITIONS

Dates of "Western" and Other
Noted Fairs.

Blyth	Sept. 18-19
Mitchell	Sept. 18-19
Stratfordville	Sept. 18-19
Kincardine	Sept. 19
Metcalfe	Sept. 19-20
Warkenton	Sept. 19-20
Zurich	Sept. 19-20
Woodstock	Sept. 19-21
Seaford	Sept. 20
Stratford	Sept. 20-21
Bothwell's Corners	Sept. 20-21
Petrolia	Sept. 20-21
Springfield	Sept. 20-21
Alisa Craig	Sept. 24-25
Mildmay	Sept. 24-25
West Lambton (Sarnia)	Sept. 24-26
Listowel	Sept. 25-26
Glencoe	Sept. 25-26
Warton	Sept. 25-26
Paisley	Sept. 25-26
Drumbo	Sept. 25-26
Chatham	Sept. 25-27
Norfolk Union (Simcoe)	Sept. 25-27
Parkhill	Sept. 26-27
St. Marys	Sept. 26-27
Shedden	Sept. 26
Belmont	Sept. 26
Paris	Sept. 27-28
Watford	Sept. 27-28
Wingham	Sept. 27-28
Wallacetown	Sept. 27-28
Iderton	Sept. 27-28
Comber	Sept. 28-29
Brigden	Oct. 1-2
Thorndale	Oct. 2
Tiverton	Oct. 2
Thamesville	Oct. 2-3
Lion's Head	Oct. 2-3
Alvinston	Oct. 2-3
Amherstburg	Oct. 2-3
Burford	Oct. 2-3
Tara	Oct. 2-3
Wallaceburg	Oct. 2-3
Lucknow	Oct. 2-3
Tillsonburg	Oct. 2-3
Delaware	Oct. 3
Dorchester Station	Oct. 3
Thedford	Oct. 3
Delaware	Oct. 3
Teeswater	Oct. 3-4
Bienheim	Oct. 3-4
Embro	Oct. 4
Dresden	Oct. 4-5
Erussis	Oct. 4-5
McGillivray Ag. Soc.	Oct. 5
Caradoc (Mount Brydges)	Oct. 5
Forest	Oct. 5
Highgate	Oct. 5-6
Galt	Oct. 5-6
Florence	Oct. 8-9
Wyoming	Oct. 8-9
Ridgeway	Oct. 8-10
Westminster (Lambeth)	Oct. 9
Ingersoll	Oct. 9-10
Munro	Oct. 9-11
Thamesford	Oct. 9-11
Moraviantown	Oct. 18-19

Secretaries of Ontario associations should send to The Advertiser, as early as possible, the dates of the fairs in their section of the country, and give notice of any change or correction in the dates given above.

Invaluable for Nursing Mothers

With nursing comes an unceasing strain on the mother's vitality. The blood is weakened. Nerves are irritable through loss of sleep. Anxiety and care break down even the strongest. Experience teaches that nothing is more helpful than Ferrozine. What an appetite it brings! No blood-former or nerve tonic more potent, no medicine known that so steadily brings back the health, vigor and spirit that mothers require. It's because Ferrozine nourishes, because it supplies the materials for rebuilding that it does such permanent good. 50c per box, at all dealers.



RED ROSE TEA

"IS GOOD TEA"

Always Good

SAILORS REGRET FINE OLD WHALER

Good Ship Alexander, Lost in the Arctic, Was a Great Blubber Hunter.

Provincetown, Sept. 18.—News of the loss of the fine old steam whaler Alexander, H. Liebes & Co., San Francisco, owners, was received with regret by many sailors and whalers here—men by the way, who had never seen the craft, but loved her because of her adventurous past.

When it was reported late last year that the ship had succeeded in reaching Herschel Island, all anxiety for her safety was allayed, for that place possesses an indentation on its south face, Pauline Cove, which affords a capital refuge for ships forced to pass the winter in the Arctic.

It is not thought here that the Alexander suffered a crushing by ice while at the cove, if she failed to reach that natural harbor last autumn, and was compelled to seek shelter at some other part of the island, her loss may be attributed to pinching floes during the spring break-up.

The great measure of success achieved by this old blubber hunter in the past few years, after a long streak of ill fortune, had endeared her to the hearts of whalers generally. Last winter was not the first the Alexander had spent locked up in the north. When she returned to San Francisco in November, 1905, it was from the Arctic with 146 fox skins and 200 pounds of ivory made up a cargo worth fully \$60,000—won in eight months.

The year 1904 found the old craft still in the good graces of the fleet goddess. She left San Francisco for the Arctic in March, and returned with 146 fox skins and 200 pounds of ivory made up a cargo worth fully \$60,000—won in eight months.

She sailed from San Francisco on her latest cruise, March 26, 1905, took seven whales during the succeeding summer, was caught in the ice early and was forced to remain frozen in all winter.

Probably the Alexander met with disaster while bucking her way from Herschel Island westward toward Point Barrow, after safely enduring the rigors of the northern winter.

Thick ice pushed northward against the wind by strong under-surface currents meets south-moving, wind-pelled thin ice, and the impact is terrible. We betide the craft caught between the closing walls!

In the event of ice closing in on a ship sailing in a belt of water bordered on its inner side by an iron-hard beach, the craft may escape if she be near some bar formation at the moment; for some bar formation in getting inside that shallow ground, safety for the time being is assured, as the landward-moving floe invariably strikes and piles upon the shoal, forming a bulwark, fixed and immovable, under whose lee the craft may lie in safety. If, however, the ice pack is thin, the vessel cannot expect to be carried sidewise upon the beach to destruction.

During the western run toward Point Barrow, 'tis "watch and flight and pray," indeed, and continually. Much of the time the winds pack and force the ice steadily south, threatening to close all avenues of escape. Then is there need of haste to escape the trap.

As rapidly as the ice littered waters will allow, the beleaguered craft beats her way steadily straitward, taking desperate chances meanwhile, now closely hugging the inhospitable coast line so closely, in fact, that her keel often turns furrow in the bottom.

As is evidenced by the swirling in the foaming wake; while the stealthily creeping ice packs hang ominously upon her offshore flank, threatening to pile forcefully and swiftly landward and crush in the ship's side like an eggshell; now, headed by some shore-licking tongue of ice, turning frantically off shore, seeking some hidden lane in the pack itself, skirting the encroaching floe for miles, perhaps, ere an avenue promising a way around the spur that connects land and main ice field is discovered.

CUPID ROUTED SCIENCE.

Berkeley, Cal., Sept. 18.—Cupid has caused the loss of one of the best subjects of experimentation that the nutrition department of the university has had within its gates for many years. E. M. Tild, a former attaché of the university, has just been married. Tild, under the direction of Prof. M. E. Jaffa, tested the food values of nuts, fruits and the like for the Government station and was a valuable addition to the department. His new wife says: "My food is plenty good enough for him. Why should he go on eating the messes which Professor Jaffa fixes for him?" So his services are lost to science.

KILLED BY AUTO.

Chicago, Sept. 18.—A dispatch to the Tribune from Hartland, Wis., says: While George Earling, son of the president of the Milwaukee Railroad, was driving his automobile Saturday, he collided with Alfred Overland, a passing bicyclist. The latter was thrown and was picked up unconscious by Mr. Earling, who had everything possible done for him, but he died yesterday. His skull was fractured.

AT POINT OF DEATH.

Winnipeg Sept. 18.—Mrs. Wray, aged 55, was run down by an unknown auto Saturday night, and now lies at the point of death. Her recovery is doubtful.

DROPPED DEAD.

Milwaukee, Sept. 18.—Word was received here early today of the sudden death in Denver last night of Wm. H. Meyer, president and general manager of the Milwaukee Tug Boat Line, and well-known in lake maritime circles. Mr. Meyer dropped dead in the lobby of the Markham Hotel.

Green Sickness or Chlorosis

Just at the threshold of womanhood, that trying period when the whole system is undergoing a complete change, many a girl falls a victim of chlorosis or green sickness.

Her disposition changes and she becomes morose, despondent and melancholy. The appetite is fickle, digestion is imperfect, and weariness and fatigue are experienced on slight exertion.

Chlorosis is much like anemia because it arises from poor quality of blood. Iron and such other restoratives and blood builders as are combined in Dr. Chase's Nerve Food are demanded by the system.

The regular and persistent use of Dr. Chase's Nerve Food cannot fail to benefit any girl or young woman suffering from chlorosis, anemia or weakness and irregularities which result from poor blood and exhausted nerves.

Dr. Chase's Nerve Food, 50 cents a box, at all dealers, or Edmondson, Bates & Co., Toronto.

"Tiger Brand" Underwear

For MEN and BOYS

Snug and comfortable, without too much weight—nothing bulky or burdensome—delightfully

Warm and Healthful

At the Chateau Frontenac—at Place Viger Hotel, Montreal—at Banff—Royal Alexandra, Winnipeg—on their Pullmans and ocean liners—guests and passengers are provided with "Royal Crown" Witch-Hazel Toilet Soap.

It's a medicated soap, and a toilet soap. Two soaps in one for the price of one 10c a cake. 3 large cakes for 25c.

Insist on having "Royal Crown" Witch-Hazel Toilet Soap.

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"IS GOOD TEA"

So very good, that a one-pound package of Blue Label will make 200 cups of tea.

Prices, 25c., 30c., 35c., 40c., 50c., and 60c., in lead packets. Black, Green, and Mixed.

T. H. ESTABROOKS, St. John, N. B.
WINNIPEG. TORONTO, 3 Wellington St. E.

RED ROSE TEA

"IS GOOD TEA"

Always Good

Cooks and Bakes perfectly at the same time

There is not another range built in which the heat may be regulated so that you can bake in the oven and cook on the top at the same time without spoiling one or the other.

But you can do both equally well at the same time on the Pandora, because its heat is not wasted and is at all times under the simplest, most positive control.

If you do the cooking of your household you can appreciate exactly what this means.

McClary's Pandora Range

Warehouses and Factories:
London, Toronto, Montreal,
Winnipeg, Vancouver,
St. John, N.B., Hamilton

J. A. BROWNLEE, 585 Talbot Street. J. C. PARKS, 663 Dundas Street E.
WM. STEVELY & SON, 362 Richmond Street.

Bedroom Furniture

The kind that enhances the pleasure of a good night's rest.

Now, here is a Chiffonier. Though simple in design it's elegant in every particular. Select mahogany-veneered and polished as if it were a piano. Price, this week, \$19, sells elsewhere for \$25.00.

The Ontario Furniture Co.
228-230 Dundas Street.

Eddy's Impervious Sheathing

Keeps Out Cold. Resists Damp. Absorbs Moisture.

The Best Sheathing for Houses, Stables, Barns, Churches, Silos

Equally good for inside decoration or outside utility. Can be painted, tinted, oiled, varnished or whitewashed. For sale everywhere.

Write for samples and price to

The E. B. EDDY CO., Limited, Hull, Canada

DONALD McLEAN, Agent, 426 Richmond St., London.

CARLINGS

ALE, PORTER AND LAGER

PURITY, BRILLIANCY AND UNIFORMITY

The average temperature of Great Britain has risen nearly 1 1/3 degrees within the past 50 years. January is now nearly three degrees warmer than it was.

A man's contributions are apt to be in the inverse ratio to his kicks. The strength of the vertebra does not depend on the starch in the collar.

ETRURIA'S WILD RACE OVER OCEAN

Prophecy That Liner Would Sink Adds Zest to the Trip.

New York, Sept. 17.—After racing across the Atlantic with three other great liners, the stormy seas sweeping her decks and throwing her passengers about in their state-rooms, the steamship Etruria slipped up to her dock Saturday, winning the contest and discrediting the prophecy of a fortune teller who had warned her passengers that the Etruria would sink with all on board.

During the height of the storm Tuesday night, the officers of the Etruria came on an aged woman, a cabin passenger, praying on the deck for deliverance. When told that there was no danger, she shook her head and said that an English seafarer had prophesied that the Etruria on that trip would be storm-wrecked in mid-ocean. Many of the passengers were frightened by the wild prophecy, and refused to be comforted.

When a short time after they had been told of the prophecy, the sea rose so high that passengers were thrown about in their state-rooms and Fred P. Benson, an English passenger, was seriously injured about the head by being dashed against the wall of the saloon, the women and many of the men thought their worst fears were about to be realized.

But the Etruria raced on through the storm at undiminished speed, and when the wind ceased howling suddenly Wednesday night, the passengers again began to take interest in the race.

REAL CAUSE OF ROOSEVELT'S ACTION

Interference in Cuba Result of Complaint Made to the British Embassy.

New York, Sept. 17.—The Times today says: According to a story which is being told in financial circles here, the real cause of the action of President Roosevelt in regard to Cuba was not the appeals of American sugar planters near Cienfuegos, but a complaint made through the British embassy at Washington regarding the damage done to the property of the Western Railroad, which is owned by British people, and the heads of which are in London. In an interview with a Times reporter, a prominent financial man, who arrived from Cuba yesterday, said:

"The management of the Western Railroad at Havana cabled to the London office stating that culverts had been blown up, water tanks destroyed, and the traffic on the lines totally paralyzed by the insurgents, and that further damage might be expected if the United States did not take some action in the matter."

"The Western road runs from Havana to Rincon, San Cristobal, Pinar del Rio city, San Luis and San Juan, a distance of 125 miles, through the districts now in revolt against the Government. The company was supported in its appeal for protection to the foreign office in London by the directors of the Cuban Central Railway, also British concern, with headquarters in London. This line runs from Concha to Santa Clara, and Cienfuegos. The town of San Domingo, which was attacked on Saturday by the insurgents, is on the Cuban Central Railway."

"The British foreign office, however, instructed it to inquire what action President Roosevelt was going to take in Cuba to protect the property of foreigners from destruction. The President, for political and other reasons, did not wish to intervene in Cuba, but he was forced to take notice of the reasonable request made by the British embassy."

"President Palma said officially that no damage had been done to property owned by Americans, which is perfectly true. British property has suffered, however, to the extent of some thousands of dollars. The insurgents knew that the best plan to get the intervention of the United States was to destroy the property of foreigners other than Americans, as they knew that the respective governments would protest."

Beautiful and Brilliant Colors Guaranteed When Ladies Use— Diamond Dyes

Each year thousands of letters come in from all parts of this vast Dominion telling of victories and successes with Diamond Dyes in the home.

The marvelous and immense sales of Diamond Dyes in Canada have induced adventurers and speculators (who know nothing about the chemistry of colors) to go into the putting up of package dyes. Such dyes are adulterated and crude; the colors are muddy and blotchy, bringing ruin to the materials you try to dye.

DIAMOND DYES, the choice of wise women, are the kind used when bright, full, fast and brilliant colors are wanted. No disappointment possible when you use Diamond Dyes.

DIAMOND DYES are sold by all leading druggists and dealers. Refuse to accept substitutes when you ask for Diamond Dyes. Send to Wells & Richardson Co., Limited, Montreal, P. Q., for New Direction Book, Diamond Dye Cook Book and Illustrated Booklet, entitled "Diamond Dye Longjohns' Winter and Summer Sports." Sent free to any address.

CASSIE CHADWICK ADMITS IDENTITY

Death of Her Mother in Canada Confirms Life History She Had Denied.

Columbus, Ohio, Sept. 17.—News of the fatal illness of Mrs. Mary A. Bigley at Woodstock, Ont., mother of Cassie L. Chadwick, was communicated to the woman in the penitentiary here. She immediately asked permission to go to the bedside of her mother, but this was refused.

This disclosed the true identity of Mrs. Chadwick, by her own admission. She had refused heretofore to give any of her true history or birthplace, even denying that she had relatives in Canada.

Mrs. Chadwick was later told of the death of her mother, which is related in the following dispatch from Woodstock:

"The incessant worries of so many years, due to the wayward career of her daughter, Cassie, are ascribed as the indirect cause of the death in this city of Mrs. Mary A. Bigley, the aged mother of Mrs. Chadwick, the notorious exponent of high finance, now serving a term in the Ohio penitentiary at Columbus. As she lay on her deathbed, the old woman called for her daughter, and passed away praying for her forgiveness."

"Even in the face of the overwhelming volume of evidence and the subsequent admissions of Mrs. Chadwick, the mother refused to believe that her favorite daughter was guilty of the numerous charges against her."

"Mrs. Bigley bore her 75 years and the troubles precipitated upon her by her daughter lightly until the revelations of Mrs. Chadwick's dealings in which 'captains of finance' figured, and her subsequent conviction and imprisonment."

PROCLAMATION BY NEW YORK JUNTA

Liberals or Insurgents Give Reasons for Opposing President Palma.

New York, Sept. 17.—The revolutionary junta of New York has issued a proclamation, giving the liberal or insurgents' reasons for taking up arms against the Palma Government. The proclamation says:

"We have been careful not to overdraw the seriousness of the political situation in Cuba, and have made no charges that cannot be fully substantiated."

"We charge that President Palma obtained his election to office through fraud and intimidation, and by the denial to the Liberals of their right of suffrage."

"We charge that the Government of President Palma was directly responsible for the killing of Col. Enrique Villuendas, a member of the House of Representatives, at Cienfuegos, on Sept. 22, 1905."

"We charge that President Palma has usurped the powers and functions of the governing bodies of the municipalities and has annulled, arbitrarily, and without warrant of law, the election of Liberal officials, displacing them with members of his political party, the Moderates."

"We charge that he has in like manner removed judges who refused to act in their judicial capacity, according to his dictation. President Palma also has imprisoned without judicial proceedings, members of the Liberal party, because they protested against his dictatorial conduct."

"The Liberals have made continued peaceful appeals to this injustice be righted, but to all these the Government turned a deaf ear. Denied the constitutional rights for which the Cubans fought, bled and died for nearly half a century, we decided that our one recourse was again to take up arms."

"We now ask only one thing, and that is that the illegal and fraudulent election of last December be annulled, and a new election held, at which every Cuban citizen will be given a fair chance to vote."

In concluding, the proclamation says: "That Palma is today the dictator of Cuba instead of Weyler, and declares that the men who surround him are the same who supported this Spanish regime while patriotic Cubans were in the field fighting."

It is announced that the Cuban Government has purchased the steam yacht Peerless, owned by Charles W. Harkness. The Peerless arrived in this port from Cleveland by way of the St. Lawrence River. The Peerless is the third steam yacht bought here by the Cuban Government since the beginning of the insurrection, and will, like the other two, be used for coast patrol duty.

Preparations by the United States navy department for any emergency in Cuba continue, but no additional orders have been issued dispatching warships to Cuban waters. The Minneapolis and Newark are under rush orders to prepare for sea, but have not yet been sent away. The situation has not yet developed to a point where it is believed that battleships will be necessary.

THE PIANO WORKERS' STRIKE.

Toronto, Sept. 17.—Saturday was pay day among the striking piano and organ workers. Altogether \$1,000 was paid out to the men. Married men are receiving \$1 single men \$5, those serving apprenticeship \$2.50 per week, which will continue as long as the strike lasts. It is said that the disposition of the international union is to beat out the employers' association at any cost.

DEATH OF A RAILWAY PRESIDENT.

Baltimore, Md., Sept. 17.—Warren G. Elliott, president of the Atlantic Coast Line Railway, died at Watkins Glen, N. Y., today. A dispatch to this effect has been received at the offices of the company in the city.

PLUCKY WOMAN IS JAILER'S WIFE

Pursues Family Duties Calmly While Husband Is Away—She Can Shoot.

Washington, Sept. 17.—There is a little woman over in Alexandria County, Va., who, if she is at the right end of a shotgun, is not afraid of the most desperate criminal alive. And this same woman comes daily into contact with quite a few desperate degenerates for she is the wife of the jailer. When her husband is away she keeps the jail as serenely as she keeps her home, the family domicile being on the second floor and consists of six rooms and a cell with an iron door.

The jail has a lonely situation, just around the corner from the court house and in front of a clump of melancholy appearing pines. A nervous woman would probably go into fits at the mere thought of staying there alone at night, even if no prisoners lurked in the cells downstairs, but Mrs. Collins, the warden's wife, has no such fears.

"My husband used to work in an automobile place before he came out here, and I guess my nerves got so strong riding with him that I don't mind anything now," she explained, laughingly.

Certainly there was nothing in her manner or environment to suggest the aggressive new woman. In a crib near her own bed lay asleep a babe of four months, and the mother's eyes were fixed on the assistant jailer's voice as she proudly remarked that "it is a girl, and everybody says awfully large for her age."

Nor did the occupation at which this plucky woman had been engaged, when the caller climbed the domestic flight of stairs, lit with preselected notions of how such a personage would spend her time when not shooting prisoners and driving would-be lynchmen away from her front door.

In the approach to the jail, the building presents anything but the appearance of a house of incarceration. A dog was stretched comfortably in front of the steps, a team stood as if in readiness to take the home family out riding, and at the side entrance two colored women sat watching some children playing about the grass, and evidently deep in "below-stairs" gossip.

"Most of them are agreeable," Mrs. Collins declared, referring to her several charges. "Why, during the three years I've been here we've had both women and men murderers, and they have never become violent. When my husband is away I always have to give them their meals and they are polite to me." She said this as unconcernedly as if she were speaking of feeding chickens, and the listener's eyes were fairly bulging out with amazement.

"Aren't you afraid they might try to get out?" was asked.

"No, indeed, and if they did they wouldn't bother about me. They'd be thinking of making tracks from the jail. You see, it wouldn't do for me to be afraid. My husband has to take the prisoners out to work on the road, and, of course, the ones like Turner here have to be left behind. So I give them water or their food, and when my husband is away at night I have to guard them. Here are the keys." From somewhere about her waist she produced a most formidable bunch, and said: "Don't you lie awake at nights and think of those murderers downstairs?" she was asked.

"No, indeed. To begin with, I don't lie awake. I'm so busy all day that when night comes I am ready to sleep. And, besides," with a comfortable dismissal of the subject, which made fears seem absurd, "if I did that sort of thing I needn't think about downstairs, unless it was summer, for all the rest of the year we keep the violent or especially desperate prisoners right in there, next to my bedroom," and she nodded toward the iron door already mentioned.

Mrs. Collins has none of the careful lines of a woman on whom life's duties rest heavily.

Her confident way augured ill for any criminal there that tries to break jail, even though guarded by petticoats.

"My husband taught me and I am sure I could hit a man running. But I don't expect to do it, and I don't even always carry my gun."

Don't Be a Crank About Your Food

But Be Sure It Is Healthful As Well As Good to Eat.

It is undoubtedly true that some people carry to an extreme their ideas about proper eating, therefore being dubbed "cranks," by the skeptical, but the importance of selecting our food with intelligent care cannot be disputed. Our health depends to a great extent on what we eat. Particular care should be taken to select food which supplies much nourishment and is not hard to digest.

We know of no other food that is so nutritious, so easy to digest, so healthful and so good to eat as Malta-Vita. It is a pure grain product, made from finest whole white wheat and rich barley malt extract, clean and unadulterated. After the wheat has been thoroughly cooked and matured, it is mixed with the malt extract, which is an important digestive agent. The malt extract makes all the valuable food elements of the wheat easy to digest by turning the starch of the wheat into maltose, or malt sugar. Maltose is so strong and so easily digested that physicians everywhere recommend it. Malta-Vita is rich in maltose. The malt extract not only makes Malta-Vita so easy to digest and so healthful, but also gives it that fine Malta-Vita taste. The malted wheat is rolled into little wafer flakes and baked until "done to a turn," crisp and brown.

Malta-Vita is always ready to eat. No cooking. Get some today. Eat it with milk or cream or fresh fruit. There's nothing else like it. No other wheat food that compares with it. All grocers. Now 10 cents.

"One farmer telephoned me this morning," said another firm, "and he wanted baskets. I sent him a few, but he thought he would need a thousand. I know that not a little fruit is coming to us in old baskets. The canneries return baskets, but when fruit is once shipped, it's a difficult matter to recover baskets. Some of the Toronto houses that preserve or otherwise use fruit are willing to send them back, or rather, to let us take them back, but as a rule, once a grower ships a basket, it's gone and lost. Peaches aren't monopolizing fruit baskets. Why, as many baskets of grapes as peaches came yesterday. Of course, that doesn't matter, so long as the baskets are required."

"MOTHER GRAVES' Worm Exterminator has the largest sale of any similar preparation sold in Canada. It always gives satisfaction by restoring health to the little folks."

Sipped Daily—A Little Cup of Delicious

Blue Ribbon Tea

Gently soothes the tired nerves and stimulates the mind.

BLACK, GREEN, MIXED—25c to \$1.00 a lb.—ALL GROCERS.

In Summer your stomach sometimes "talks back" to you. Give it

SHREDDED WHEAT

And keep it happy, healthy and contented. Contains more nutriment than meat and is more easily digested—an ideal summer food.

MADE IN CANADA of best Ontario Wheat.

Send for the "Vital Question Cook Book," postpaid.

CANADIAN SHREDDED WHEAT CO., Limited, Niagara Falls, Ont.

Toronto Office, 32 Church Street.

Woods' Fair

Ladies' Tan Hose, sale price 2 for 25c.

Infants' Hand-Crocheted Jackets, 45c.

\$2.50 Silk Waists, \$2.00

Ladies' Duchess Silk Waists, in white and black, with front made of broad, hemstitched tucks, tucked back, long, hemstitched, tucked cuffs; collar to match; sizes 34 to 40; regular \$2.50; sale price \$2.00.

White Lisle Waists, \$1.25

Ladies' White Lisle Waists, front made with tucks and trimmed with white silk military braid; special at \$1.25.

Evening Shawls, 98c

Evening Shawls, in white and black silk, finished with border of netting and fringe; special price 98c.

Ladies' Corsets, 50c

Ladies' Corsets, in 4 different styles—Cleo, Habit Hip, Stand By, and Unir; made of fine coutil, in drab or white; all steel lined; lace and baby ribbon trimmed; sale price 50c.

Long Hip Corset, 75c

Long Hip Corset, in drab or white, all steel lined, lace and baby ribbon trimmed, and front and side supporters; special sale price 75c.

Brown Velvet Buster Brown Dresses, sale price \$2.25.

Ladies' Fine Cashmere Hose, sale price 25c.

South Bend Chilled Plows

Reversible point, reversible share, long handles, steel beams. Skimmers will bury weeds six feet high. Will make and keep your ground clean. We also have the wood beam, at

\$12.00

WESTMAN'S HARDWARE

Sole Agents for Middlesex.

121 DUNDAS ST. AND MARKET SQ.

ONTARIO PEACHES WON'T BE WASTED

There Is a Basket Scarcity, But the Crop Will Be Cared For.

Toronto, Sept. 17.—Toronto fruit men confirm the St. Catharines report that there's a basket scarcity, but they do not agree that any of the peach crop will go unharvested as a result.

"There will be no actual loss," said one local dealer, to the Star. "At least, the peaches that are sold for retail will go to the canneries. The basket factories may not be able to increase this year's supply, but the growers will be able to procure a good many from the canneries. Then, if the regulation will be utilized, for example, we got in some peach baskets yesterday. This much is sure, everything available will be used before the peaches are allowed to go to waste."

"Aren't you offering 3 cents each for returned baskets?"

"Yes, from 25 to 35 cents a dozen, but we have to go after them. Even at that price, a man might canvass the city corner stores from morning till night and have little to show for his time and trouble. These shops use peach baskets for delivery purposes, and when a farmer comes to town, on whatever errand, he calls at the corner houses and gets all the baskets he can lay his hands on. These he fills with apples, and sends them on to the wholesale fruiterers. There is no reason for a panic. Twenty thousand baskets of peaches came to Toronto yesterday, and I have no fear that the late yield will not be gathered."

"One farmer telephoned me this morning," said another firm, "and he wanted baskets. I sent him a few, but he thought he would need a thousand. I know that not a little fruit is coming to us in old baskets. The canneries return baskets, but when fruit is once shipped, it's a difficult matter to recover baskets. Some of the Toronto houses that preserve or otherwise use fruit are willing to send them back, or rather, to let us take them back, but as a rule, once a grower ships a basket, it's gone and lost. Peaches aren't monopolizing fruit baskets. Why, as many baskets of grapes as peaches came yesterday. Of course, that doesn't matter, so long as the baskets are required."

Stomach Cramps. COLIC.

THESE are very painful, and their attacks are often sudden and sometimes fatal. The principal seat is in the stomach and bowels, producing severe twisting, cramping pain, and often accompanied by vomiting. If you are troubled in this way, there is only one remedy to cure you, and that one is Dr. Fowler's Extract of Wild Strawberry. It has a record of cures extending over 60 years and we have yet to hear of it failing to either relieve or cure.

Mrs. M. SECORD, Bristol, N.B., writes: "I was terribly troubled with cramps for some time and had several doctors attend me, but their medicine did not do me any good. I got two bottles of Dr. Fowler's Extract of Wild Strawberry and they completely cured me. I would not be without it in my house."

REFUSE ALL SUBSTITUTES. THEY'RE DANGEROUS.

A Man Who Drinks Hard

needs "Bu-Ju" if he wants to keep his health. Beer, whisky, wine—all alcoholic beverages—irritate the kidneys. Pain in the back, headaches, brick dust deposits in the urine—prove that the kidneys are seriously inflamed.

Bu-Ju

THE GENTLE KIDNEY PILL strengthens and invigorates the kidneys, heals the inflammation, clears the urine, and takes away the pain.

"Bu-Ju" is not a cure for the drink habit, but "Bu-Ju" does protect the steady drinker against kidney disease.

All druggists have "Bu-Ju" or will get them for you.

THE CLAPLIN CHEMICAL CO., LIMITED, WINNIPEG, ONT.

Motor-omnibus services are about to be started at Osaka and Kobe, Japan. The growth of girls is greatest in their fifteenth year; of boys in their seventeenth.

A GUIDE FOR TRAVELERS

GRAND TRUNK RAILWAY.

(Corrected to date.)

MAIN LINE—SARNIA TUNNEL TO SUSPENSION BRIDGE AND TORONTO.

Arrive from the east—4 a.m., 10:45 a.m., 11 a.m., 11:20 a.m., 6:25 p.m., 7:47 p.m., 10 p.m.

Arrive from the west—12:15 a.m., 3:20 a.m., 11:20 a.m., 1:25 p.m., 4:10 p.m., 6:25 p.m., 12:20 p.m., 3:25 a.m., 8:10 a.m., 11:30 a.m., 2:05 p.m., 4:25 p.m., 6:55 p.m. (Eastern Flyer).

The trains leaving at 8:10 a.m. and 2:05 p.m. stop at all stations. The 8:10 a.m. local, and the 11:20 a.m. and 4:25 p.m. expresses leave through coaches for Toronto. The Eastern Flyer at 6:55 p.m. stops only at Ingersoll, Woodstock, Brantford and Hamilton, and goes to Toronto and Montreal.

Depart for the west—4:15 a.m., 7:40 a.m., 11:10 a.m., 11:22 a.m., 1:55 p.m., 8:01 p.m.

The 7:40 a.m. and 1:55 p.m. trains stop at all stations. The 4:15 a.m., 11:22 a.m., and 8:01 p.m. expresses run through to Chicago without change.

LONDON AND WINDSOR.

Arrive—10:40 a.m., 4 p.m., 6:50 p.m. (Eastern Flyer, stops only at Chatham and Glencoe), 11 p.m.

Depart—6:35 a.m., 11:25 a.m., 2:20 p.m., 7:54 p.m. (International Limited stops only at Glencoe and Chatham.)

STRATFORD BRANCH.

Arrive—10:40 a.m., 10:55 a.m., 1:25 p.m., 6:35 p.m., 10:55 p.m.

Depart—6:20 a.m., 10:45 a.m., 2:50 p.m., 5 p.m.

LONDON, HURON AND BRUCE.

Arrive—9:45 a.m., 6:10 p.m.

Depart—8:15 a.m., 4:50 p.m.

Trains marked thus * run daily. Those not so marked run daily except Sunday.

MICHIGAN CENTRAL RAILWAY.

Arrive—6:55 a.m., 11:10 a.m., 6:10 p.m., 9:45 p.m.

Depart—7:15 a.m., 2:20 p.m., 5:35 p.m., 10:25 p.m.

*Runs through to Waterford.

CANADIAN PACIFIC RAILWAY.

Arrive—From the east 11:30 a.m., 8 p.m., 11:30 p.m. From the west—5 a.m., 8:35 a.m., 12:20 p.m.

Depart—For the east—5:05 a.m., 8:43 a.m., 5:28 p.m. For the west—11:38 a.m., 8:10 p.m., 11:35 p.m.

Trains marked thus * run daily. Those not so marked run daily except Sunday.

From Chatham only.

*Runs only to Chatham.

PERE MARQUETTE RAILWAY.

Depart—5:45 a.m., 6:45 a.m., 9:45 a.m., 2:30 p.m., 3:40 a.m., 7 p.m.

Arrive—8:45 a.m., 12:10 p.m., 1:50 p.m., 4:40 p.m., 9:20 p.m., 10:20 p.m.

*To and from Walkerville, without change.

Trains not "starred" to Port Stanley.

*Between London and St. Thomas only.

Ocean Steamship Tickets

White Star Line—New York, Boston and Mediterranean services.

Leyland Line—New York, Liverpool.

E. De la Hooke, Sole Agent.

American Line—New York and Philadelphia services.

Atlantic Transport Line—New York, London.

Donalson Line Royal Mail Steamers—Portland-Liverpool in winter; Montreal-Quebec-Liverpool in summer.

Red Star Line—New York-Dover-Antwerp.

Sailing lists, rate sheets, etc., on application to

E. De la Hooke or W. Fulton, LOCAL AGENTS.

R&O

For tickets apply to E. De la Hooke, G. T. R., or W. Fulton, C. P. R.

Hamilton-Montreal Line

Steamers leave Hamilton 4:30 a.m., Toronto 9:30 p.m., Tuesday, Thursday and Saturday. Bay of Quinte, Thousand Islands, Montreal and intermediate ports.

Toronto-Montreal Line

Steamers leave Toronto 3:30 p.m. daily, except Sunday, till Sept. 22. Last steamer on above line, Saturday, Sept. 23. Rochester, Thousand Islands, Rapids, St. Lawrence, Montreal and intermediate ports. Montreal and for Quebec and Saguenay River.

H. FOSTER CHAFFEE, western passenger agent, Toronto.

ALLAN LINE

Royal Mail Steamers

TO LIVERPOOL.

Tenham, Sept. 21, Oct. 19, Nov. 16.

Virginian, Sept. 28, Thursday, Oct. 25.

Tunisian, Sept. 29, Friday, Oct. 5, Nov. 2.

Victorian, Sept. 30, Saturday, Oct. 11, Nov. 8.

RATES OF PASSAGE.

First class, \$70, \$75 and \$80; after Nov. 1, \$55, \$60 and \$65; second class, \$42.50 to \$57.50; third class, \$27.50 and \$28.75.

Local agents—E. DE LA HOOKE, G. T. R.; W. FULTON, C. P. R.

Atlantic Steamships of the Canadian Pac. Ry.

Royal Mail Service

FINEST AND FASTEST "EMPRESSES."

From Montreal & Quebec to Liverpool.

Empress of Ireland, Sept. 7, Oct. 5.

Lake Champlain, Sept. 15, Oct. 27.

Empress of Britain, Sept. 21, Oct. 19.

Lake Erie, Sept. 28, Oct. 19.

First cabin, \$65 and upwards, according to steamer; one class (intermediate), \$42.50; second cabin, \$20 and upwards; third class, \$25.50 and \$25.75. Apply at once for our illustrated booklet, descriptive of our superior third class accommodations.

From Montreal to London Direct.

Mount Temple, Sept. 21, Oct. 19, Nov. 16.

Lake Michigan, Sept. 28, Oct. 25, Nov. 2.

Apply for complete sailings to steamship and railway agents.

SPECIAL RATE

—TO THE—

Made-in-St. Thomas Exhibition

ALL WEEK

SOUTHWESTERN TRACTION COMPANY

Cars leave London and St. Thomas every hour.

First morning car from London, 6 o'clock.

Last car at night from St. Thomas, 11 o'clock.

WABASH SYSTEM

Chicago and Return

On Sept. 20, 21 and 22, round trip tickets will be sold at the

Lowest One-Way First-Class Fare

Good until Oct. 3, 1906, to Chicago and Indianapolis. Tickets should read via Detroit and over the great Wabash, the short and true route from any point to Chicago. Full particulars from any ticket agent, or address J. A. RICHARDSON, District Passenger Agent, Toronto and St. Thomas.

Michigan Central

The Niagara Falls Route.

CHEAP Excursions West

Detroit, Saginaw, Bay City, Grand Rapids, Mich.; Chicago, Ill.; Cleveland, Columbus, Cincinnati, Dayton, Ohio; Indianapolis, Ind.; St. Paul and Minneapolis, Minn.; Going Sept. 20, 21, 22, returning Oct. 3, 1906.

Fastest train to Chicago. Through train service to Columbus, Cincinnati, Dayton and other excursion points.

Full information at city office, 336 Richmond street, Phone 355. T. E. EVANS, agent; London, O. W. RUGGLES, G.P.A., Chicago.

GRAND TRUNK RAILWAY SYSTEM

TORONTO And Return.

\$3.65

Good for all trains on Sept. 18 a morning train on Sept. 19 and return on and until Friday, Sept. 21, 1906.

A special train will leave G. T. R. Station, London, at 6:30 a.m., Wednesday, Sept. 19, arriving at Toronto at 9:45 a.m.

Western excursions on Sept. 20, 21 and 22. For tickets and full information call on E. DE LA HOOKE, city passenger and ticket agent; E. RUSE, depot ticket agent; J. D. McDONALD, district passenger agent, Toronto.

CANADIAN PACIFIC

I. O. O. F. EXCURSIONS

TO Toronto

\$3.65

Return Fare from London

Going all trains, Tuesday, Sept. 18, morning trains, Wednesday, Sept. 19. Returning until and on Friday, Sept. 21. Call at C. P. R. city ticket office.

CANADIAN PACIFIC

Harvesters' Excursions

To the Northwest

Going Sept. 25. Good to return until Nov. 20.

RETURN FARES.

WINNIPEG.....\$3

LESS HITS, MORE ERRORS, YET WON

Sox Beat Athletics Out in a Hard Game—Blues Drop to Senators.

IN THE EASTERN.
At Buffalo—Buffalo 4, Newark 1.
At Rochester (29 innings)—Baltimore 1, Rochester 2.
At Toronto—R. H. E.
Batteries—McCaughy and Butler; McCaughy and Slater. Umpires, Kerins and Graham.
At Montreal—161100210—11 12 0
Batteries—Ridgway and Finneran; Parker and Rupp. Umpire, Finneran.

IN THE AMERICAN.
At Detroit—R. H. E.
Batteries—Donovan and Payne; Tannehill and Armbruster. Umpire, O'Loughlin.
At Chicago—102000000001—5 8 6
Batteries—Wade and R. H. E. 10000000000—11 12 0
Batteries—McCaughy and Butler; McCaughy and Slater. Umpires, Kerins and Graham.
At Cleveland—101000010—2 9 2
Batteries—Ridgway and Finneran; Parker and Rupp. Umpire, Finneran.
At St. Louis—R. H. E.
Batteries—McCaughy and Butler; McCaughy and Slater. Umpires, Kerins and Graham.
At New York—R. H. E.
Batteries—McCaughy and Butler; McCaughy and Slater. Umpires, Kerins and Graham.

IN THE NATIONAL.
At New York—R. H. E.
Batteries—McCaughy and Butler; McCaughy and Slater. Umpires, Kerins and Graham.
At Philadelphia—R. H. E.
Batteries—McCaughy and Butler; McCaughy and Slater. Umpires, Kerins and Graham.
At Washington—R. H. E.
Batteries—McCaughy and Butler; McCaughy and Slater. Umpires, Kerins and Graham.
At St. Louis—R. H. E.
Batteries—McCaughy and Butler; McCaughy and Slater. Umpires, Kerins and Graham.
At Chicago—R. H. E.
Batteries—McCaughy and Butler; McCaughy and Slater. Umpires, Kerins and Graham.

LOTUS TEAM TOOK TWO OF THE THREE

In the Opening Game of City Bowling League Last Night With the Orient Team.

The newly-organized City Bowling League got away to a good start when the first game of the season was played. The opposing forces were the Lotus and Orient quints, captained respectively by Jack McNeer and Alf Sheere. Of the three games played, the Lotus team won two, although in the total score they were two points behind the Orient. Sheere was right on the job again, as he has been, and made the highest single score, 200. Jack McNeer made the high average, 169.1-3. The next game is scheduled for Tuesday between the Tashmoo and the Rockets.

The score:		Total.	Ave.
Angus.....	172	126	165-452
Stewart.....	175	172	162-449
Green.....	128	134	146-388
Hickey.....	101	104	118-323
McNeer.....	169	179	172-508
Totals.....	772	565	764-2131
		Total.	Ave.
Bregor.....	120	120	186-426
Shore.....	129	125	158-423
Mulroy.....	134	140	128-396
Smith.....	161	129	162-392
A. Shore.....	200	155	192-487
Totals.....	748	679	762-2137

CRITICIZED, THEY BECAME LIBERAL

Bookies at Toronto Loosened Up on Their Odds at the Woodbine Yesterday.

Toronto, Sept. 17.—A large and fashionable crowd turned out again to witness the second day's racing at the Woodbine. The criticism to which the bookmakers have been subjected had the desired effect, and they were laying much more liberal odds than on Saturday. To all appearances, the combine among the bookies was broken for the time being, and hardly two books agreed on the opening odds, in striking contrast to the conditions prevailing on Saturday, when there was no perceptible difference in the prices from one end of the ring to the other. Summary:

First race, Havoc purse, for 2-year-olds and up, 6 furlongs—Lieber, 106 (Koerner), 3 to 1; Toots Mook, 106 (Mountain), 6 to 5; Scarfell, 112 (Foley), 25 to 1. 3. Time, 1:13. Massive, Gov. Orman, Herman Johnston, Miss Leeds, Robust, Nonie Lucille, Tavianna, Clifton Forge, Baby We, Cleely and Akker also ran.

Second race, Huron purse, selling, for 2-year-olds, 5½ furlongs—Reside, 102 (Shilling), 6 to 1; Fire Alarm, 105 (Mountain), 8 to 1; Irene A., 105 (Koerner), 6 to 1. 3. Time, 1:07. 2-5. Betsy Blinford, Lord Rossington, Ben Stille also ran.

Third race, Norfolk purse, for all ages, 1 mile—Ormonde's Right, 113 (Hennessy), even; 1. Royal Window, 118 (Koerner), 11 to 1; Peter Paul, 118 (Mountain), 15 to 1. 3. Time, 1:40. Joe Coyne, Nattie Bumpo and Mortlake also ran.

Fourth race, Prum purse, selling, for 2-year-olds and up, 6 furlongs—Bert Gera, 106 (Goldstein), 25 to 1; Blue Coat, 118 (J. Foley), 12 to 1; Garrett Wilson, 122 (McLaughlin), 7 to 1. 2. 3. Time, 1:13. 2-5. Killa, Parkhill, Scotch Plums, No Trumper, Wyethfield, Felix Mozzes, Butwell and Lisa Karl also ran. Thesplan lost rider.

Fifth race, September steeplechase, for 3-year-olds and up, 2 miles—Goldie, 151 (McHenry), 12 to 1; 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100. 101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 198. 199. 200. 201. 202. 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VERDICT FOR \$700 AGAINST RAILWAY

John Clarke Again Wins Suit
Against Local Company—
Settlements at Court.

This afternoon will see the completion of the list of jury cases set for trial at the Middlesex fall sittings before Mr. Justice Mahe.

A number of settlements were made this morning, and when the court adjourned for lunch at 1 o'clock the only jury suit remaining was nearing a finish. It was that of Stenborg vs. the McClary Manufacturing Company, to recover damages for injuries received in the press shop of the defendants.

The jury in the case of Clarke vs. the London Street Railway returned a verdict in favor of the plaintiff for \$700 and costs. This is the suit in which the jury at the first trial gave a verdict for \$1,200, the supreme court later recommending \$400 in settlement. The plaintiff refused to accept this amount, and another trial was ordered, with the result that Clarke will receive \$300 more than the supreme court thought was a fair basis of settlement. A 30-days stay was granted.

Westwood vs. the G. T. R., brought to recover damages for the death of a sectionman at Hyde Park, was settled, the company agreeing to pay the widow \$700, the costs to be taxed.

Depper vs. Davis, an action over a right of way, and Harris vs. Saper, an action for alleged breach of contract, were settled between the parties.

In the case of Crapp vs. the Grand Trunk, the widow received judgment for \$1,600, of which \$900 was set part for the children of the deceased fireman.

A NEW DEPARTURE

Industrial Educational Classes To Be
Conducted at Y. M. C. A.

At a meeting held last evening in the directors' room of the Young Men's Christian Association, the matter of holding evening industrial educational classes was considered at some length. Dr. Merchant, principal of the Normal School, presided, and the following took part in the discussion: Mr. Frank White, Mr. E. R. Dennis, Mr. A. White, Mr. Frederick G. Mitchell, Mr. W. H. Morgan and Mr. W. G. Murray, architect.

It was the opinion of those present that technical education was greatly needed in London, and that the association is equipped to conduct such classes, and has in so many cities occupied the field over 27,000 men and boys studying at night under personal instruction. The association classes have international supervision, giving students who take the courses and pass the examinations recognition in many of the leading universities and colleges of the land.

It was decided to open the classes during October, and take up the following subjects: Arithmetic, algebra, mechanical drawing, freehand drawing, architectural drawing, and geometry. Other classes would be organized providing enough young men were interested to take up the subjects selected.

The very best instruction will be secured, so that the teaching will be as practicable as possible, with a view to helping a man in his every-day work. The classes will meet twice a week, and will cover a period of 20 weeks. The tuition fee will be \$5 for the course, which will also include limited membership in the association.

The committee, with others, will consider the matter further next Monday evening.

FUNERAL OF J. S. DEWAR

Remains of Well-Known Citizen Interred
at Woodland.

The funeral of the late Mr. John S. Dewar was held this afternoon from the family residence, Wharncliffe road, South London, to Woodland Cemetery. It was under Masonic auspices and was marked by a very large attendance of the brethren. Three branches of the order were represented—the blue lodge, the Royal Arch and the Knights Templar—Mr. Dewar having been prominently identified with each for very many years. The majority of the Blue Lodge Masons present were from St. John's Lodge, No. 2064, of which the deceased was secretary, but the other lodges of the city were also well represented. Among the Masons from out of town who attended was Mr. John Ross Robertson, of Toronto, a past grand master of the United States.

A service for the family was first conducted at the house by Rev. J. G. Stuart, of Knox Church, South London, of which the deceased was a member and had also served in an official capacity. The Masonic service was under the direction of St. John's Lodge.

There were two sets of pall-bearers, one being from St. John's Lodge, and the other from St. John's Chapter, of the Royal Arch. The former included Bro. J. A. Smith, master of the lodge; W. Bro. T. A. Rowat, W. Bro. A. E. Cooper, W. Bro. A. B. Greer, W. Bro. W. O'Brien and W. Bro. A. W. White. The pall-bearers from the chapter were Messrs. John Callard, T. G. Davis, W. Spittal, Oliver Ellwood, Dr. Balfour, and Capt. Graham.

Many citizens showed their respect for the deceased by following the remains to the grave. Among the relatives in attendance were: Mr. A. K. Wanless, of Sarnia; Mrs. Charles Tanner and Miss Tanner, of Sarnia; Mr. Armstrong and Miss McCutcheon, of St. Thomas, and Miss Mary Skeeton, of Hickson.

TOO LATE TO CLASSIFY

FIRST-CLASS VESTMAKER WANTED
at once. Apply James Ferguson, 625 1/2
Dundas street.

FIRST-CLASS COATMAKERS WANTED
at once. Apply James Ferguson, 625 1/2
Dundas street.

STRAYED TO MY PREMISES—DOG
on collar. "Elizabeth" Ger. Princess,
str. 16. Address E. H. Northcott,
Mount Brydges.

GOLD WEIGHER FALSIFIED SCALES

Was Twelve Years Employed
in United States Mint—
His Simple Scheme.

Philadelphia, Sept. 18.—Charged with falsifying the scales used in weighing gold, Thomas W. Hurff, for twelve years assistant weigher and representative of the coin of the United States in this city, and a respected citizen of Woodbury, N. J., was arrested yesterday by secret service operatives, Griffin and Sautters. He was taken before United States Commissioner Craig and held in \$1,000 bail for a hearing on Friday next.

The system by which it is alleged Hurff defrauded the Government was a simple one. A copper planchette or unstamped penny was often fastened on the bottom or laid in the pan of the scale, of which the gold is weighed. One of these planchettes weighed 1-100 of an ounce, which is the exact weight of the \$3 Mexican gold pieces coined at the mint here. At each weighing the Government lost \$3 in gold, and figuring on six "weighs" a day the loss properly was \$18. Hurff, it is said, has been adding the disc to the scales for several months.

Westwood vs. the G. T. R., brought to recover damages for the death of a sectionman at Hyde Park, was settled, the company agreeing to pay the widow \$700, the costs to be taxed.

Depper vs. Davis, an action over a right of way, and Harris vs. Saper, an action for alleged breach of contract, were settled between the parties.

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CZAR SNUBBED GENERAL TREPOFF

The Latter Took Treatment to
Heart—His Death Soon
Followed.

Vienna, Sept. 18.—According to information received by the Neues Wiener Tagblatt, from "A Distinguished Russian Authority," General Trepoft, at the council at Peterhof, Aug. 15, remarked: "We have made a fearful mistake in not having formed a cabinet representative of society."

Emperor Nicholas, indignant at the observation, avoided General Trepoft henceforth. Later General Trepoft presented the Emperor with a project he had elaborated respecting the sale of the crown lands, but the Emperor coldly ordered him to hand it to Grand Duke Nicholas, his bitter enemy.

The grand duke, after reading the project, remarked: "It is extraordinary that you have now become a liberal after the attempt to poison you. You are a liberal from fear of revolution, not from conviction."

General Trepoft took this treatment to heart, coming from the hands of those to whom he had devoted his whole life, and passed his last days in the closest retirement, suffering intensely from depression. Early on the morning of Sept. 13, General Trepoft found on his writing table a document which he knew, as he unfolded it, was a death sentence from the revolutionary committee. Greatly agitated, he was seized with a cramp of the heart, eventually causing his death.

Was He Poisoned?

The Russian Banner, the reactionary organ under whose encouragement the czarist terrorist organization was founded, in trying to establish in the death of General Trepoft another case of vengeance. The paper intimates that the late commandant of the imperial palace was poisoned. Jews here are linking the name of ex-Premier Count Witte with this intimation. Witte is more hated by the reactionaries than by the revolutionists.

Nicholas Goes Hunting.

The imperial yacht Standart, with the Emperor and Empress and their children on board, has returned to Peterhof, according to programme. The Emperor devoted his outing to hunting on the islands about Bjorko. He will be present at the funeral of the late General Trepoft tomorrow.

TUNNEL SHIELDS BENEATH HUDSON

Great Triumph of Engineering
Skill—New York and New
Jersey United.

New York, Sept. 18.—After two and a half years of continuous work, the eastbound and westbound shields in one of the 23-foot twin tubes, which the Pennsylvania Railroad has been driving under the Hudson River, to connect New York and New Jersey, have met. Now men may walk through dry second from one state to the other. The two tubes, a few feet to the south, is expected to join about Oct. 1.

For many years the Pennsylvania Railroad has brought its passengers to Jersey City, and there they have had to stop. The company looked longingly across the Hudson River, but for decades it seemed impossible that this longing could ever be gratified. Engineers waged their heads doubtfully when the project of a tunnel was broached, and financiers were overcome at the thought of the expense of building a bridge across the river.

Soon after President Cassatt took office, however, at the head of the Pennsylvania system, he determined that the ambition of the railroad should be realized. In his annual report for the year 1899, he modestly stated to the stockholders:

"In order that your company may perform its duty to the public and secure its share of the growing traffic, it will be necessary to continue to improve, and add to your property."

Then in the report for the year 1901 Mr. Cassatt stated the determination of the road in the following simple language:

"The board have long felt that your interests, as well as the convenience of the public, require the extension of your line into New York and the establishment of a central station and passenger station in that city, through which the inconvenience and delays of transfer by ferry will be avoided."

In the report for 1901 Mr. Cassatt said:

The cost of the work will be large, but your board is satisfied that the expenditure will be fully justified by the results attained."

To carry through the extremely difficult undertaking the company designated its third vice-president, Mr. Samuel Rea, to take direct charge of the work, to consult with the New York city and state authorities with reference to the rights necessary to under water, and it takes an engineer of five of the most eminent civil engineers in the world to draw up the plans for the work itself.

The commission consisted of Col. Charles Raymond, United States army, chairman; Mr. Wm. H. Brown, chief engineer of the Pennsylvania Railroad Company; Mr. Chas. M. Jacobs, and Mr. Alfred Noble. All the work has been done under the direct supervision of Mr. Rea, and through his energy and ability innumerable difficulties of almost every kind have been surmounted. Among the special matters which he had to superintend was the purchase of the necessary real estate—millions of dollars' worth of it. He had also to appear before the board of rapid transit commissioners in New York city, to obtain the consent of the New York board of aldermen, and to superintend the awarding of the enormous contracts for doing the work itself.

CUBAN SITUATION KEENLY SCANNED

The Question of Annexation
and Free Trade Continue
to Crop Up.

New York, Sept. 18.—Commercial and financial men with interests in Cuba continue to watch keenly the situation in the island. Cables sent to Havana requesting answers to vital questions were replied to in the most unsatisfactory manner, and in this gave rise to comment, especially in Wall street. The opinion there was that the cables were all being subjected to a strict censorship.

Annexation.

The Times says that the almost universal opinion among financial men yesterday was that annexation was the only real solution of the problem. The Times quotes the head of one of the leading Cuban banking houses as saying:

"It is rumored in Havana that the commercial element in Cuba advocates free trade with the United States. If this is true there will be no opposition to annexation."

"President Palma is stubborn, but has no backbone. He has taken the advice of men outside of the Government, and been false to his friends in the cabinet. An arbitration board should be formed in Washington, and the United States should guarantee to remain for at least five years. Taft will say and do things when he arrives in Havana that will make the leaders of both sides squirm."

Both Sides Scared.

"Both sides are to blame, and have committed serious faults. The conditions are chaotic and do not know what will happen when Taft gets there."

While the members of the revolutionary junta expressed their pleasure over the suspension of hostilities, they declared in positive terms that there could be no permanent peace unless the Liberal Government of the island was restored.

"We will lay down our arms," said Col. Aguirre, "pending the negotiations for peace, but we cannot accept terms that do not include the annulment of the national elections held last December. Nor will we accept such a promise from the Palma Government, unless its fulfillment is guaranteed by the United States."

Taft Leaves Tampa.

Tampa, Fla., Sept. 18.—The Taft party arrived last night two and a half hours late, boarded the Government tug Pickering at Port Tampa, and proceeded to the cruiser Des Moines, which awaited the national elections here last December. The cruiser sailed immediately for Havana.

DECIDE TO KEEP THE WOMEN OUT

Methodist Conference Will Not
Admit Them to the
Church Courts.

Montreal, Sept. 17.—The question of admitting women to church courts came up before the General Conference through further consideration of the report of the committee on memorials. The clause bearing on the matter recommended that "lay members and laywomen" be substituted for "laymen" and "laymen" respectively, wherever the words occur in the discipline.

The superintendent ruled that it was a constitutional question and therefore required a three-quarters vote to carry.

Rev. R. Gundy, of St. Thomas, led the debate. He was glad the great M. E. Church in the United States had admitted women to their courts. He was satisfied the admission of women, with all the grace and tact which characterized the wise advice of the Women's Missionary Society, would be a great advantage and a great adornment to the General Conference.

In the Christian system, he said, there is neither male nor female, neither Jew nor Gentile. We are all one in Christ Jesus.

Mr. Joseph Gibson, Ingersoll, said the Presbyterians had so far made no objections to the Congregationalists admitting women, and continued the negotiations for union. The fact that the Presbyterians still negotiated indicated they had some doubt that union would come about. "If alliance with the Presbyterian Church will block our taking our women in, there are thousands of us who don't want a union."

Dr. Ellison, president of Mount Allison University, Sackville, N. B., was the first to take the opposite side. "All that has been said is not affected by my judgment that it is an unwise thing," he said.

Rev. Jasper Wilson, Leamington, opposed the memorial. He quoted Paul's words, "Let your women keep silence in the churches," and said women were not asking for admission to the church courts.

"You cannot discuss this question on its merits," said Rev. Dr. Sutcliffe. "You cannot discuss a woman on her merits. I have no very strong feelings on this question. If I believed there was any desire among the women of Canada to be represented here, I do not think I would hold up my hand in opposition. But in talking with women very frequently it is only in very exceptional cases that they have asked to be represented here."

Rev. Dr. Crothers, Peterboro, supported the motion, and said it would be only a fair measure of justice to the women very frequently it is only in very exceptional cases that they have asked to be represented here."

Rev. Dr. Antiliff, Galt, was persuaded it would not be to the advantage of the church that women be admitted to the General Conference. Christ chose twelve apostles, but he did not choose any women. There was a conference at Jerusalem, but no women were present. "The chief work of women is in the home, the main, the responsible work," Dr. Antiliff concluded.

Dr. Henry Hough, Toronto, was not prepared to be guided by women. "Paul was a bachelor," he said, "and had very little sympathy with women."

Rev. Dr. J. S. Williamson, Hamilton, believed women as majorities should have their place on all church boards and courts. However, in view

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Strong's Drug Store

184 DUNDAS STREET.

THERE'S DOUBLE VALUE AND DOUBLE STRENGTH IN STRONG'S BAKING POWDER, 25c A POUND.

of the negotiations for union, he did not think it would be the part of wisdom for them to enact such legislation at this General Conference, as it would be an obstacle in the way of union.

Before another speaker was heard, a motion was made that the vote be now taken. This was carried on a show of hands. The result of the vote on the motion to admit women was: Votes cast, 252; necessary to carry motion, 188; votes for, 105; votes against, 147.

"So that there is not even a majority, let alone a three-fourths vote," commented Dr. Carman.

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Lord Aberdeen, who opened Sept. 14 at University of Toronto, to REV. J. J. HARE, Ph.D., Principal.

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BETWEEN 100-124 at University of Toronto, the examinations in Music, Toronto University, winning 11 medals and 52nd class honours, 10 Toronto Conservatory, winning 2 first places.
Write for Illustrated Booklet Sept. 12.
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CARLIST AGITATION IN CATALONIA.

San Sebastian, Spain, Sept. 18.—The recurrence of Carlist agitations in Catalonia has caused the civil and military authorities of that province to adopt most severe measures for its suppression. There has been concerted action among the extreme elements of the Carlists, whose activity is attributed to the influence of Don Jaime of Bourbon, son of Don Carlos, the Spanish pretender. Large sums of money from an unknown source have been distributed recently among the Carlists. The frontiers and the coast liners are constantly watched by gendarmes. All dispatches are subjected to the strictest censorship.

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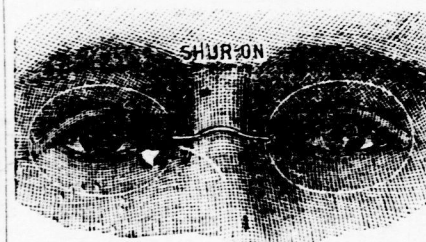
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LONDON AND DISTRICT

—Mrs. J. J. Ross will receive on Friday afternoon and evening, Sept. 21, at her home, 569 Ridout street, city.
—Rev. Dr. Ross, of St. Andrew's Presbyterian Church, city, preached in the Presbyterian Church in Ingersoll on Sunday on the occasion of the annual harvest home services.

INJUNCTION CONTINUED.

At Osgoode Hall, Toronto, yesterday, before the chancellor, in the case of the Ideal Concrete Machine Company vs. Pocock and the London Concrete Machinery Company, the injunction was continued until the trial restraining Pocock from using, making or selling any of the London concrete block machines until he establishes his right to do so by trial, and providing that he might show his machine to intending purchasers, that he shall keep a list of the names and addresses of prospective buyers, and if he fails in his action, he is then to hand the list over to the Ideal Company. Costs in the cause to the successful party, unless the judge at the trial otherwise orders. McEvoy, for plaintiff; Buchner, for defendant.

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PERSONAL MENTION.

Miss Beatrice Hill has returned to her home in Parkhill after a pleasant visit with Miss Edna Simpson, of 255 Talbot street.

Mrs. (Dr.) A. B. Curran and two children, of Brooklyn, N. Y., have returned home from a five weeks visit with Mrs. Curran's sister, Mrs. R. Christopher, Adelaide street.

Mrs. W. E. Fitzgerald, of Watford, accompanied by her three children, has been spending a few days in West Nisour Township and in this city, as the guest of relatives and friends.

Mrs. L. Keenan, of Toledo, Ohio, accompanied by her daughter, has returned home after spending the summer with her parents at 354 Hamilton road.

Mr. and Mrs. Harry Cornwall paid a short visit to London, en route to their home in Detroit, Mich., from Montreal, where they have been visiting relatives. They were the guests of Mr. and Mrs. W. J. Hesson while in this city.

THOSE NOISY CARS

Senator Coffey Makes Protest to the Finance Committee.

Senator Coffey appeared before the finance committee of the council yesterday afternoon and protested against the noise made by trolley cars on Richmond street. He said that when a car passes his office it is absolutely impossible to use the telephone unless the doors and windows are closed. The new cars run quietly, he said, but the old cars are the cause of the complaint. Other business men on Richmond street were also annoyed by the noise.

Manager King attributed the noise partly to the use of the groove rail, which was harder to keep clean than the T-rail. As far as the South street belt was concerned, Mr. King had ordered the easiest running cars to be placed on the line to avoid the complaints from the hospital.

The committee decided to remit G. F. Mottishaw's business tax on the ground of charity.

D. S. Perrin & Co wrote that in 1905 they paid \$205.50 excess taxes, and they asked that the sum be remitted. Assessment Commissioner Grant will report on the matter.

STRUCK BY AN ENGINE

Grand Trunk Brakeman Receives a Severe Scalp Wound.

Alex. McEachern, a Grand Trunk brakeman, who was struck by a light engine at Simcoe, was brought to this city last night on the Pere Marquette and taken in the ambulance to St. Joseph's Hospital.

McEachern was working on a way freight and got off to turn a switch. The engineer did not notice him, and backed his engine onto him, throwing him to the track and cutting his head so severely that the wound required several stitches. McEachern is 23 years of age, and until recently resided in this city. Of late he has been on a run out of St. Thomas.

If you want to lift people to better things, the best way is to begin to look for the best in them.

Board to Get an Estimate of Cost of Water from Erie

Commission Will Have It Included in Report on Increasing City Supply.

At the meeting of the water commissioners yesterday afternoon, Superintendent Moore was instructed to submit a report showing the estimated cost of increasing London's water supply by pumping from Lake Erie and Lake Huron, and also by acquiring additional springs, if any are available, in the vicinity of Springbank. The report will be prepared in accordance with a resolution passed by the city council at its last meeting. The council, however, had not mentioned Lake Erie in the resolution, but Chairman Darch wanted figures presented on the cost of a plant there, with a main to the city. He said Lake Erie was fourteen miles nearer to London than the nearest point on Lake Huron, while there was a difference of only twelve feet in the elevation of the two bodies of water. It should also be remembered that London also owned a right-of-way to Lake Erie, which would mean a considerable saving, even if it was not utilized the entire distance. Erie was the shallower of the two lakes, but this could be overcome by extending the intake pipe farther out. The chairman expressed himself as opposed to the use of river water. "We don't want it," he said. "Even if we do draw from the river, we are not guaranteed a big supply at all seasons of the year. The scheme is not at all feasible."

Available Around Byron.
When the increasing of the water supply was under discussion, Superintendent Moore, showing the measured and estimated flow of six springs which are available near Springbank. The springs are the Morden, Summers, Lawrey, Hobbs, Blizard and Kilworth, the total measured output of which is 415,222 gallons a day, as follows: Morden,

21,528 gallons; Summers, 34,473 gallons; Lawrey, 18,662 gallons; Hobbs, 157,507 gallons; Blizard, 52,416 gallons; Kilworth, 130,636 gallons. The estimated flow of the springs is much in excess of the above figures, amounting to 555,000 gallons a day, as follows: Morden and Summers, 41,000 gallons each; Lawrey, 25,000 gallons; Hobbs, 200,000 gallons; Blizard, 100,000 gallons; Kilworth, 150,000 gallons.

The report was filed for reference, the remark being passed that half a million gallons a day was not a large addition considering what the springs would cost the city.

Switch Satisfactory.
Superintendent Moore notified the board that the proposed location of the T. R. switch for the Springbank line, east of the Wharfedale road, was quite satisfactory, as long as cars may be delivered by the Grand Trunk to the street railway in a manner acceptable to the latter. Mr. Moore notified the board that the raising and widening of the G. T. R. embankment over the supply main from the reservoir to the city will increase the pressure on the main and render it much more expensive and difficult to repair it in the event of a break. The construction of a tunnel over and around the main and through the embankment or the removal of the main south and through the Wharfedale road subway, to connect with the main on Stanley street, would obviate the difficulty.

The report was sent to the council to be considered in connection with the Grand Trunk agreement.

Engineer Simcoe's report for the fortnight ended Sunday showed 49,598,833 gallons pumped. There was now over seven feet in the reservoir, and the amount being pumped daily was up to the average.

John Mulligan's claim to be allowed damages for injuries sustained while working, was referred to the chairman for a report.

Commissioner Saunders was the only absentee.

PAVEMENT FILLER ERROR PUTS THE CITY COUNCIL IN A HOLE

York St. People Getting Something They Needn't Pay For—Last Night's Meeting.

The city council, before it began the consideration of the Grand Trunk agreement last night, dealt with a large number of matters of public interest.

City Solicitor Meredith reported to the council that until such times as the west end of King street is closed, it will be impossible for the city to lease 30 feet of it, as proposed, to the London Foundry Company.

It appears that the company has already begun to build on the land, the council having some time ago agreed to allow the concern to use the land.

Ald. Wyatt said that it was not right to close up the street in this way.

"The night of the Gerry fire, the chief told me to use it," he said. "Why should we close up King street and deprive the whole west end of the use of river water in case of a fire?"

Ald. Garratt declared that the council had settled the matter and could not go back on it.

The solicitor's letter was finally sent to No. 2 committee to deal with, the mayor explaining that before the bylaw can be passed, the city must first close the street by resolution of the council.

ADVISED A SETTLEMENT.

City Solicitor Meredith reported that in the case of Cochrane vs. the city of London, the plaintiff has agreed to accept \$200 in full of all claims, and he advised the council to accept the settlement.

The advice of the solicitor was accepted by the council. Ald. Garratt alone objecting.

The residents of Wellington street, between Grosvenor and Louisa streets, asked for a tile sewer.

The petition was referred to the assessment committee. If it is found to be sufficient, the committee has power to proceed with the work.

The contract for the city printing for the current year was awarded to C. P. Heil & Co., he being the lowest tenderer.

George Powell, on behalf of a number of interested citizens, asked that the London Traction Company be compelled to plank its crossing on the river bank where it crosses the river near Richmond street, so that the bank may be used in the future as in the past, by the public at large. No. 2.

CRITICISED THE CHAIRMAN.

When No. 1 committee's report was read, Ald. Cooper objected to an item of \$800, which had been paid the Sea-grove Company in part payment of the \$1,160 to be paid for the new combination chemical and hose wagon recently placed in No. 2 fire station.

"It's a piece of high-handed business," he said. "The money has already been paid. I think the treasurer should be censured for paying this amount before the item passed the council. The chairman of No. 3 committee had no right to agree to the payment of this money. It's \$800 now, but it might be \$8,000 later. He gave Seagrove the money because, he said, he was in a hurry to get away."

Ald. Garratt censured Ald. Cooper for casting aspersions upon Ald. Matthews. "I'd cast them upon you just as quickly," Ald. Cooper said.

"You can't do it," Ald. Garratt retorted. "I want to call you down, down, down—diddy-down." (Laughter.)

Ald. Cooper said the chemical wagon is not according to specifications, and that such it should not be paid for by the city.

An Explanation.
Ald. Matthews explained that the original specifications had been changed by the committee, but it was for the betterment of the wagon. The city retains the sum of \$350 as a guarantee that the wagon will be found all right. By the terms of the contract the city

PAVEMENT TANGLE.

All the clauses of No. 2 committee's report carried without discussion, with the exception of the one which recommended that Manager King's protest against the use of asphaltum filler on the York street brick pavement be filed.

Ald. Garratt said that the bylaw called for asphaltum filler and the council could do nothing.

The bylaw was produced and it stated that a cement filler should be used. Then the specifications were read and it was found that they called for asphaltum filler.

The mayor said the people of York street cannot be compelled to pay for the asphaltum filler, which costs a yard dearer than cement, as the latter is called for in the bylaw.

"MONKEYING" ALLEGED.

Ald. Matthews declared that somebody had been "monkeying" with the decisions of the council.

"It's a shame," he declared. "Something should be done to get at the bottom of this."

Ald. Garratt declared that someone had "monkeyed" with the bylaw and had inserted the word "cement" instead of "asphaltum," as was intended by No. 2 committee.

"No," said the mayor, "the bylaw is in accordance with the council's instructions to the committee."

The city solicitor, who was present, confessed that the city has a nice tangle to deal with in the matter. If any of the ratepayers cared to object they could not be compelled to pay for the asphaltum filler, as cement filler has been advertised.

"The serious part of this matter," Ald. Matthews said, "lies in the fact that the street railway company has objected to the asphaltum."

The whole matter was finally referred back to No. 2 committee, to see what had been done to get the city out of the trouble.

WHO'S TO PAY?

The council discussed at length the action of Dr. English, chairman of the board of health, who went ahead and built an isolation hospital at a cost of \$1,137.46.

Ald. Gillean, acting chairman of the finance committee, stated that the board was given \$200 at the first of the year, and now that body faces an overdraft of about \$1,200.

"We have no money for the purpose," he said, in conclusion.

The item was referred to No. 1 committee.

The property owners of Adelaide street, from York street to a point 123 feet 9 inches northerly, asked for a tile sewer.

No. 2.

League of American Municipalities invited the council to send a delegation to Chicago to attend the annual convention, to be held Sept. 26, 27 and 28. The clerk was instructed to reply that as many of the aldermen who can find it convenient to go to Chicago it will be at their own expense.

William T. Parsons notified the council that the drain on High street, from Grand avenue to the river, is being used as a sewer, and is becoming a nuisance and a danger to the public health. No. 2.

Full line of fall fashion magazines for sale by the Red Star News Company, 8 Market Lane, city.

Plant Your Dollars

in our Savings Bank and see how rapidly they will grow.

Dimes grow into dollars—on them we pay the highest rate of interest and give you the advantage of

RECEIVING 4 TIMES INTEREST A YEAR
\$1.00 Opens an Account.
Now is the best time to start.

THE SOVEREIGN BANK OF CANADA

LONDON BRANCH, Opposite City Hall, F. E. KARN, Manager.

LONDON EAST BRANCH, 635 Dundas St., W. J. Hill, Manager.

Imperial Bank of Canada

Capital (Paid Up) - \$4,280,000.00
Reserve Fund - \$4,280,000.00

London Branch:
CORNER RICHMOND AND KING STREETS

SAVINGS DEPARTMENT

\$1.00 Opens an Account
Highest Rate of Interest Paid

R. Arkell, - Manager

DOCTOR LABORS FOR THE LEPERS

Risks His Life in Study of a Loathsome Disease—Malady Curable.

Washington, Sept. 15.—After displaying rare heroism by the devotion of a lifetime to a study of leprosy, Dr. Eugene H. Plummer, American consul at Maracaibo, Venezuela, has decided that the dread malady is not contagious, but is hereditary to a degree not reached in any other disease.

He has made an exhaustive report to the state department telling of his personal attendance upon lepers afflicted in the most revolting form. His report indicates that leprosy is curable, but that there is little hope in Venezuela or other Latin-American leper colonies, where nutritious foods and expensive drugs rarely are provided.

Dr. Plummer was appointed to Maracaibo in 1878, where, in conjunction with his duties as consul, he has constantly observed leper cases and their treatment, and where he experimented in no small way. In this he has had the benefit of correspondence with the most advanced scientists of the United States and Europe, and it was through his efforts that the "Tua Tua" plant, used in treating the disease, is now planted in all countries which have leper stations.

At the request of these scientists Dr. Plummer took a large number of photographs of lepers, personally removing the bandages of the afflicted in order that the best results might be attained. It was prophesied that he would contract the disease, but this did not happen.

He was allowed to visit secretly many lepers in Maracaibo concealed by their families, to avoid their being sent in perpetual banishment to the island.

Using a secret medicine, which he obtained through Dr. S. C. Rathwell, former marshal of the supreme court of Porto Rico, he experimented with it on these private cases.

The medicine was expensive, but the board of directors of the leper colony allowed him a small sum to prepare the medicine, and ten lepers were given into his special charge. These cases embraced both classes of the disease, the dry class, where extremities becoming calcified so that fingers and toes may be broken off without pain to the patients, and the class known as wet, or soft, leprosy, where every part of the body becomes rotted away, leaving at last nothing but a trunk of a human being.

The money given Dr. Plummer lasted about two months, after which he carried the cases eight months at his own expense. His reports pointed out that the treatment produced much good results, but that the lack of proper food made absolute cure impossible.

Dr. Plummer says in his report that as he was successful and full of hope for continued good results, he concluded that he would rather drop the society of his friends of the foreign colony than to abandon the leper colony to their fate.

Though he observed minute care to avoid danger from contagion, a boy at the leprosy institution, and a few days after the incident small sores appeared on his hands, but after some months these dried up, although discolored marks remained.

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GRANDSON OF NAPOLEON

Count Leo Is Traveler for a Wine House in Bordeaux.

Paris, Sept. 18.—Because of contention with some German papers, which spoke disparagingly of his father, it has just come to light that a direct descendant of the great Napoleon, a grandson, is now a drummer for a wine house in Bordeaux.

His name is Count Leo, and he is the only son of the late Count Leo, who was the natural son of the great Emperor and the Countess Revel, a lady in waiting of the Emperor's sister, Caroline, Queen of Naples, became notorious during his life because of his duel and endless fights in the European courts.

The present Count Leo is about 40 years of age, and the father of several children. A half-sister of his is a teacher in one of the public schools of this city, and receives a yearly salary of \$400.