

43RD YEAR NO. 18027

THE ADVERTISER, LONDON, ONTARIO, THURSDAY, JANUARY 3, 1907—TEN PAGES.

PRICE TWO CENTS.

A GREAT FIRE AT MONTREAL; FIREMEN SWEEP FROM LADDER

Half a Million Dollars Go Up in Smoke in Early Morning Blaze That Kills One Man and Injures Many Firefighters.

Montreal, Que., Jan. 3.—The worst fire of the season occurred early this morning in St. Antoine and St. James street west, causing a loss close to half a million dollars, and resulting in the death of one man and the injuring of half a dozen firemen. This was caused by the collapse of one of the brick walls.

Horace Gannon, a carter, who lived in a little house in St. David's Lane, close by the burning structure, was the victim. He was going back to his house to see what detained his son, when he was caught under the falling wall. His son got out without hurt.

The injured firemen were working on a ladder in the same locality, when the

CUSTOMS RETURNS; A BIG INCREASE

London Collections for Last Six Months of 1906 Nearly Half a Million.

The customs collections for the port of London for the six months ending Dec. 31, were \$454,702.08, against \$435,289.52, for the corresponding period of 1905, showing an increase of \$19,412.56. The collections for December, 1906, were \$79,199.70, against \$70,359.91 in December, 1905, showing an increase of \$8,839.79.

STOLEN GEMS RECOVERED

Diamonds Valued at \$50,000 Disappeared on Railway Train.

Savannah, Ga., Jan. 3.—Jewels, principally diamonds, valued by a local expert at \$50,000, were recovered yesterday by the Atlantic Coast Line, and will be sent on to Diney Riss Miralida, a Cuban, who is awaiting their arrival at Jacksonville, Fla., before proceeding on his way to Havana.

Senor Miralida and his wife left New York on Dec. 31. They had a satchel containing the jewels. At Jacksonville they complained of the loss of the jewels. Two of their fellow-passengers, a woman and her daughter, were arrested, but subsequently released. The jewels were found by the negro porter in the closet of a combination car, where it is suggested they may have been left by the thief, to secure later when opportunity offered.

McINNES' SUCCESSOR

Commissionership of the Yukon May Go to Mr. Ralph Smith.

Ottawa, Jan. 3.—It is said that the Yukon commissionership will not be filled for some time. Mr. Lithgow is at present acting and, as Mr. McInnes when leaving did not intend to return to Dawson for a couple of months at the least, arrangements were made for his carrying on the duties for some time.

There is no urgency for a successor to Mr. McInnes. The only name mentioned so far in connection with the position is that of Mr. Ralph Smith, M. P., and should he desire it, there is no doubt he can get the appointment.

BRIAND LAW PROMULGATED.

Paris, Jan. 3.—The new law, known as the Briand law, amending the church and state separation law of 1905, was signed by the President and promulgated today.

DEATH IN THE BLIZZARD.

Odesa, Jan. 3.—Snowstorms and blizzards of exceptional severity are prevailing throughout Southern and Southwestern Russia. Traffic on the railroads is interrupted, and great loss of life is reported. According to reports, 160 persons succumbed to the cold in southwestern provinces alone.

49 DEAD IN THE KANSAS WRECK; NOT A WOMAN PASSENGER KILLED

Many Bodies Destroyed by Fire That Followed the Collision.

Topeka, Kas., Jan. 3.—It is still impossible to say exactly how many persons perished in the Rock Island train wreck at Alma, Kansas, yesterday, as a number of bodies of Mexicans were completely destroyed by the burning of the smoking car. The conductor says there would be 76 Mexicans on the train, and it is feared that 44 of them

were killed, together with four passengers, all men, and a negro porter, making the total dead 49.

A coroner's inquest will be held at Alma today, when John Lynes, the boy telegraph operator who is blamed for the collision, will testify. So far as known, all the women on the train escaped death, and none was even seriously injured.

W. H. Osgood, of Mitchellville, Iowa, was dragged from the ruins still alive, but soon died. Rescuers have found an arm of a passenger who was wedged in the wreckage.

MUNICIPAL FIGURES—No. 9



MR. M. H. ROWLAND,
Candidate for the Council.

MUNICIPAL CAMPAIGN.

The Free Press is performing an acrobatic feat this campaign which entitles it to a headline place on any vaudeville bill. With one breath it asks for the re-election of Chairman Darch, of the water commission. With the next it declares his Komoka scheme is no good.

Then the Free Press comes out strongly in favor of Niagara power, and in the same breath tells the people that Mayor Judd, who is stockholder in the London Electric Company, should be returned over Ald. Greenlees.

The people of London may be pardoned if they fail to reconcile such opposite arguments, and vote for Ald. Greenlees, who is no partisan, who is independent in all his actions, and who has no corporation connections to embarrass or influence him when making bargains for the city.

The Free Press says Mayor Judd is a good business man because the tax rate was reduced this year, and the city council has a surplus. Any man can make a good showing, however, if the money rolls to him as it did to Mr. Judd last year.

In the first place, there was the extra sum of \$9,000 derived through the increasing of the cost of liquor licenses in London from \$290 to \$700 per annum. The new law went into force last year.

Then the consolidation of the city debt saved \$40,000 annually in debt charges, and any credit for this move belongs to the late Auditor Jewell. There was an increase in the city's assessment last year over 1905 of \$1,600,000. Thus, at a 20-mill rate, Mayor Judd had within \$13,000 as much taxes to spend last year as had Mayor Campbell with a 23-mill rate the year before.

It is true that the water commissioners cut off \$10,000 from the council last year, but \$4,000 of this has been made up by the surplus which the commission is able to hand over to the council as the result of a large increase in the tax rate, the \$5,000 overdraft from 1905, and the \$6,000 lost to the council by the reduction of the water rates.

The overdraft from 1905 amounted to about \$5,000, so that the increase from liquor licenses alone made up for this.

Summed up, the figures show that Mayor Judd had this year \$22,000 more spending money than had Mayor Campbell. And this is taking into consideration the \$13,000 lost by the reducing of the tax rate, the \$5,000 overdraft from 1905, and the \$6,000 lost to the council by the reduction of the water rates.

The London Electric Company has a fat contract with the city of London for street lighting, and as its bills come due Mayor Judd signs the checks to pay his own company.

Until this year the trust of Victoria Continued on page eight.

THE GOOD BARONESS

London, Jan. 3.—Many hundreds of persons today visited the famous house on Stratton street, where the Baroness Burdett-Coutts died, in order to pay a last tribute to the popular philanthropist. She was particularly beloved by the people of the Whitechapel district of London, whose condition she did much to improve. The coffin was placed on a catafalque, with a life-size portrait of the baroness at its head. Long lines of people, many of them belonging to the poorer classes, stood for hours in the streets in the vicinity, awaiting their turn to enter the mansion.

WARMLY PRAISES LONDON SCHOOLS

Discipline and General Work of Teachers Unequaled, Says a British Pedagogue.

Miss E. M. Bowen, of Swansea, South Wales, is at present the guest of her brother, Rev. A. J. Bowen, pastor of the Egerton Street Baptist Church.

Miss Bowen is one of the British teachers sent to Canada and the United States by Alfred Mosley to study the methods in use in the schools on this side of the Atlantic. She was here about three weeks ago, since which time she has visited the schools of Buffalo, Washington, New York and Philadelphia and surrounding places. Miss Bowen is very warm in her praises of London's schools.

"It is true," she said, "that in places larger than London, more imposing school buildings are to be found, but in all my travels I did not visit one place where the discipline and general work of the teaching staff equal that which prevails in London. The schools of this city are certainly to the front in that respect."

Miss Bowen also expresses gratitude for the kindnesses shown her by the trustees and teachers on the occasion of her first visit to London, and she leaves tomorrow morning for St. John, N. B., where she will sail next week for England.

DECLARATION MAY NOT BE LEGAL

Point Raised in Connection With the Candidature of Mr. Joshua Garratt.

The nomination of Mr. Joshua Garratt for alderman is giving his friends much uneasiness. Just now, it is said, that his candidature is illegal, and that steps will be taken to prevent him taking his seat if he is elected.

He is now in England and no one appears to know when he will be back in London. It was said before he left that he would be absent the greater part of the year, and it is asserted that he has leased his residence on Princess avenue for a year beginning last November.

On Nov. 19 last, he made out a declaration of qualification before Squire Chittick, and this has now been handed in to the city clerk.

A well-known local lawyer says the declaration is not worth the paper it is written on. The qualification must, he says, be made after the candidature is nominated. Ald. Garratt's was made six or seven weeks before he was nominated.

The point has also been raised that a man cannot take his seat in the council in 1907 upon a qualification made out in 1906.

No one shed tears when Ald. Garratt left the council last November. He had been a thorn in the council's side for almost the entire year, and it is said that many of his own political friends would like to see him beaten this year.

BRITISH FLEET FOR JAMESTOWN.

London, Jan. 2.—The admiralty's decision to send the first cruiser division to Hampton Roads for the opening of the Jamestown Exposition will give Great Britain an exceptionally strong naval representation, as the division is made up of six of the best types of armored cruisers, including the Goodhope, Antelope, Amazon, and others.

The division will visit other American ports and will exchange amenities in American waters with other international fleets.

THE WEATHER.

TOMORROW—A LITTLE COLDER.

FORECASTS.

Thursday, Jan. 3—8 a.m.

Today—Fresh to strong winds, shifting to westerly; rain over Lake Superior.

Friday—Fair and colder.

Saturday—Rain or snow. Friday—Snow and colder; fresh to brisk southeast to south winds, shifting to northwest.

Stations. 8 a.m. Min. Weather.

Calgary -18 -26 Clear

Winnipeg 0 9 Fair

Port Arthur 30 28 Cloudy

Toronto 36 32 Rain

Ottawa 20 16 Cloudy

Montreal 10 10 Cloudy

Quebec 10 8 Cloudy

Pach Point 8 8 Cloudy

The sign indicates below zero.

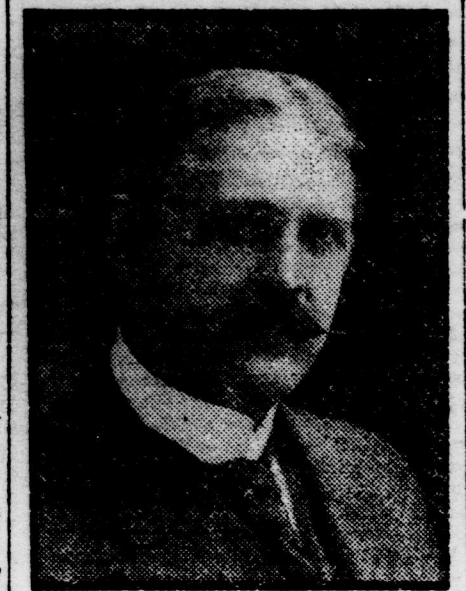
Toronto, Jan. 2—8 p.m.

Snow has fallen heavily today in Manitoba, and the weather remains very cold in Saskatchewan and Alberta, while from the Georgian Bay region to the Maritime Provinces it has been fine and colder. Rain is setting in tonight over the lower lake region, and snow over Lake Superior.

Minimum and maximum temperatures: Dawson, 22 below—16 below; Atlin, 32 below—12 below; Victoria, 28—34; Vancouver, 14—31; Barkerville, 22 below—10 below; Edmonton, 30 below—16 below; Calgary, 22 below—16 below; Qu'Appelle, 8 below—20; Winnipeg, 14—26; Port Arthur, 12—30; Parry Sound, 18—24; Toronto, 28—32; Ottawa, 20—28; Montreal, 22—30; Quebec, 20—32; St. John, 26—40; Halifax, 32—46.

LOCAL TEMPERATURES.

The highest and lowest readings of the thermometer at the local observatory for the 24 hours ended at 8 p.m. Wednesday were: Highest, 35°; lowest, 25° above.



A. A. CAMPBELL,
Candidate for School Board.

Mr. Campbell is a Middlesex boy, and, after leaving the Strathroy High School, spent a number of years in New York, San Francisco and Butte, Montana. While in the latter place he was secretary to Senator Clark, the multi-millionaire, of Montana, but his love for Canadian institutions induced him to return to Ontario.

For the past twenty years he has been actively engaged in real estate, and some of the largest realty transactions on the local market have been made through his office. Mr. Campbell's father, the late Archibald Campbell, was warden of the county for three consecutive years.

This is the first time Mr. Campbell has permitted his name to be submitted for any municipal office, but his record of the last twenty years should entitle him to the hearty support of the independent electors of the city of London.

CANDIDATES NOT ON PARTY SLATES

Trades Council Decided It Would Not Be in Their Interests to Allow It.

The Trades and Labor Council held a largely attended meeting last night, at which matters of much importance were dealt with.

The candidatures of Messrs. James Donnelly and G. E. Rose, who have been nominated by the trades council for aldermen, were discussed at length. Reports brought in by different members showed that the canvass for both gentlemen is proceeding vigorously, and that the chances of their election are very bright.

The council decided unanimously that it would not be in the interest of either candidate or the trades council to allow the names of the candidates to appear on party slates.

The council considered the Komoka waterworks bylaw and the Niagara power bylaw, and went on record as being in favor of both. Opposition was expressed to the granting of exemptions to any firm. The swimming baths bylaw and the sewer bylaw were not considered.

Committee Rooms.

It was announced that the council has opened up committee rooms for its candidates in the Musicians' Union rooms, where the secretary, Hollingshead, will be found every day until election day to give information to voters and friends of the labor candidates.

It was pointed out that there are several men in the field who claim they are in favor of both. Opposition desires to make it plain that only two candidates have been endorsed by that body, and they are Messrs. Donnelly and Rose.

A notice of motion to admit reporters to the meetings of the council was put in, and the matter will come up at the next meeting, which will be held in two weeks.

Officers Elected

The council elected officers for the year as follows:

President—J. W. McCandless (re-elected).

Vice-President—Charles Meaden (re-elected).

Recording Secretary—Harry Rymill.

Financial Secretary—Joseph Marks.

Treasurer—Joseph Goodburne.

Sergeant-at-Arms—Wm. Cooney.

Representatives to Western Fair Board—Joseph Goodburne and Charles Meaden.

Representatives to Manufacturers' and Reception Committee—Harry Rymill and Henry Clark.

FOUND NOT GUILTY

No Evidence to Prove Theft Charge Against William Hier.

William Hier, who has been out on bail on a charge of theft, appeared this morning at the police court. He was found not guilty.

Hier was arrested some time ago while drunk. He had in his possession a number of taps and fittings such as are used in barrooms. He could not give any explanation as to where he got the articles, and a charge of theft was laid against him. No evidence could be produced to show that Hier had stolen the property.

Charles Williamson, the boy who escaped from Mimico a few days ago and was rearrested by Detectives Egleton and Nickie, was remanded to jail for one week.

One first-time drunk was allowed to go.

Niagara Power for London; Public Meeting Favors It

CHAIRMANSHIP INCIDENT

How Ald. Matthews Was Crowded Out by Mayor Judd.

Chairmanships always cause trouble around the city hall. The question of who was to preside at the Niagara power meeting in the city hall last night led to trouble between such august personages as Mayor Judd and Ald. Matthews.

It was noticed by many people at the meeting that Ald. Matthews maintained a dignified and somewhat solemn position about six or seven feet to the left of the chairman, and somewhat without the pale of invited guests and people of importance. Mayor Judd on the other hand, basked in the big arm chair placed for the chairman.

When the mayor arose to tell the people that he is not overly much interested in his company, the London Electric, the chair of Ald. Matthews' eyes upon it. But the mayor overlooked him, and beckoned to Hon. Adam Beck to preside.

Ald. Matthews fumed for a moment, and then turning to the reporters, he quoted the last line of the chorus of "Waiting at the Church," which says, "My wife won't let me."

During the remainder of the evening, either Mr. Judd or Mr. Beck occupied the chair.

In the afternoon, Ald. Matthews, who is vice-president of the Western Ontario Municipalities Niagara Power Union, asked the mayor who was to preside.

"Me, of course," said the mayor, astonished to think that anybody else would ask for a look in.

"But I'm the vice-president," said the alderman.

"It cuts no ice with me," his worship replied. "It's me for the job."

And as stated, he worked at the job all evening.

\$3,000 DAMAGES WANTED

Action Entered on Behalf of Boy Who Lost a Hand.

Three additional jury cases have been entered for the winter assizes which open before Chief Justice Sir William Meredith on Monday.

Hagar vs. Ontario Springbed and Mattress Company—An action by Joseph Hagar, on behalf of S. Hagar, a minor, to recover \$3,000 damages from the Ontario Springbed and Mattress Company for the loss of a hand. The boy was injured while operating a work-picking machine in the factory of the defendant. Faulds & Campbell for plaintiff; Du Vernet, Jones & Co., for defense.

Ross vs. Pere Marquette and Judson Hannan—An action by Frederick L. Ross and George T. Ross to recover \$500 damages from the Pere Marquette through its receiver, Judson Hannan, for the loss of a horse which was struck by an engine at the Horton street crossing last July. Meredith, Fisher & McDonald for plaintiffs; McCarthy, Osler, Hoskin & Harcourt for defense.

Owen vs. Shaw—An action by M. Owen to recover \$1,055.50 damages from Dr. Shaw for alleged failure to supply furnaces on orders sold by plaintiff, and for balance of account. Edmund Wedel for plaintiff; Flock & Flock for defense.

MAY GO TO MONTREAL

Dr. Welch May Join Staff of the Presbyterian College.

Toronto, Jan. 2.—Rev. Dr. Welch, of the Bible Society, who has received an invitation to accept the chair of apologetics in the Presbyterian College at Montreal, said that the board of governors of the college had no power to make an appointment.

It had, however, made the request that he allow the board to make a recommendation for his appointment to the general assembly, which meets next June.

In any event, Mr. Welch would not sever his connection with the Bible Society till next October.

TO PUNISH NON-VOTERS

Ottawa, Jan. 2.—Hon. A. B. Aylesworth has informed the movers of the campaign for the suppressing of electoral bribery and corruption that during the session of Parliament a measure will be introduced, increasing the penalties for electoral corruption and the elections act so changed as to provide for compulsory voting.

DISASTROUS FIRE AT PORTSMOUTH

Entire Equipment of an Army Corps Wiped Out, at a Loss of \$1,250,000.

Portsmouth, England, Jan. 2.—The fire which broke out last night among the camp and equipment stores on the gun wharf here, caused damage, according to the official estimate, to the amount of \$1,250,000. The entire equipment of an army corps was destroyed.

Although the conflagration is under control, masses of smouldering blankets and other stores occasionally break out into fresh flames.

DISEASE DESTROYS A TURKISH ARMY

Remnant of Force Sent to Crush Arab Revolt Reaches Buzreh.

Bushire, Persia, Jan. 2.—A thousand Turkish soldiers, the remnant of about 4,000 sent to the Nejd Peninsula two years ago to suppress the Arab revolt, have returned to Buzreh, Asiatic Turkey, in a deplorable condition. Over 2,000 of their comrades died of disease, and the rest deserted.

VOTE FOR
Ald. Greenlees
AS MAYOR
ON JANUARY 7th, 1907
18-1t

VOTE FOR
the re-election of
J.C. JUDD
AS MAYOR
FOR 1907
27c

GEO. W. ARMSTRONG
Solicits your support for re-election to the
ALDERMANIC BOARD
23-n

Your Vote and Influence
Respectfully solicited for
Alderman for 1907
27u-wt

R. H. SMITH
24a
Your Vote and Influence respectfully solicited for the re-election of

Thos. Gillean
AS ALDERMAN
For 1907
25k

Alderman W. J. STEVENSON
25k
SOLICITS YOUR SUPPORT FOR RE-ELECTION.

VOTE FOR
Wm. Gerry
for re-election as
Alderman for 1907
25c-wt

VOTE FOR
THOS. ROWE
Furnisher and Hatter,
—AS—
ALDERMAN FOR 1907
27c

VOTE FOR
THOS. ROWE
Furnisher and Hatter,
—AS—
ALDERMAN FOR 1907
27c

VOTE FOR
SCARROW
—AS—
ALDERMAN, 1907
26c-wt

Your Vote and Influence solicited for

GEO. EVERITT
—AS—
ALDERMAN for 1907
27c

Ladies and Gentlemen:
Your Vote and Influence respectfully solicited by

W. Scarlett
for re-election as
Alderman for 1907
25k

VOTE FOR
Jas. Donnelly
and
G. E. Rose
Indorsed by the Trades and Labor Council as
Aldermen for 1907
25k-wt

VOTE FOR
CHAS. E. MOORHEAD
As Alderman for 1907
24k-wt

VOTE FOR
M. H. Rowland
As Alderman for '07
24k-wt

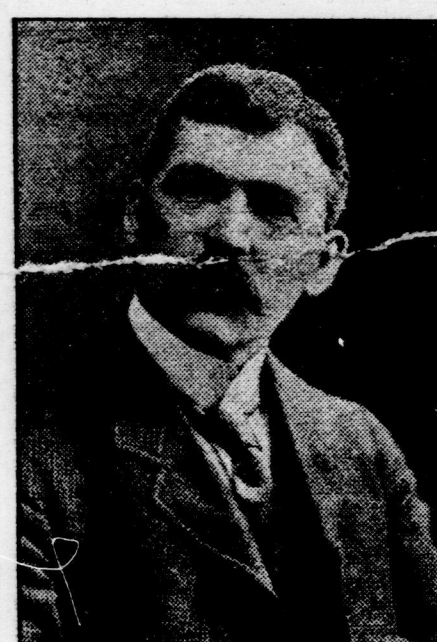
VOTE FOR
J. H. Saunders
For re-election as
ALDERMAN for 1907
27c

LADIES AND GENTLEMEN—Your Vote and Influence Solicited for
NEIL COOPER
AS ALDERMAN
FOR RE-ELECTION FOR 1907.
27u-wt

VOTE FOR
JOSHUA GARRATT
—AS—
Alderman for 1907
27c

VOTE FOR
RICHARD BOOTH
for re-election as
ALDERMAN FOR 1907
27u-wt

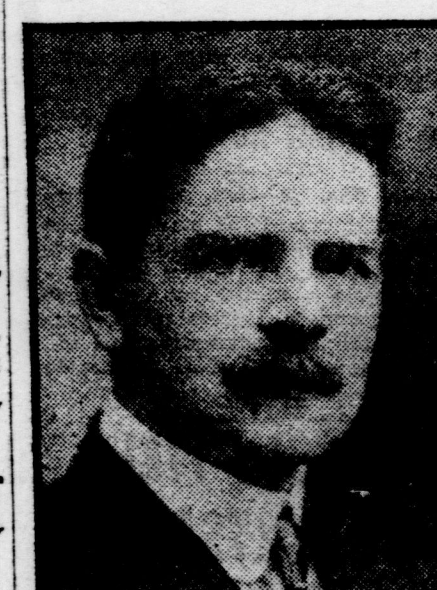
Your Vote and Influence solicited for
M. BALDWIN
for
Alderman for 1907
25k



Your support and influence respectfully solicited for re-election as

SCHOOL TRUSTEE
W. Gammage
27u-wt
As advocate of highest EFFICIENCY tempered with ECONOMY

VOTE FOR
A. A. Campbell
Solicits your vote and influence for
School Trustee
25k



VOTE FOR
Chas. M. R. Graham
For
SCHOOL TRUSTEE
25k

Considerable feeling is said to be showing itself in Ireland against the statue of Oliver Cromwell in the vicinity of the British House of Commons. The Irish leaders, on the re-assembling of Parliament, may bring forward a proposal for its removal.

WOULD BUILD ON SHORE
G. T. R. and C. P. R. May Go Through Black District at Toronto.

Toronto, Jan. 3.—Not one, but three, railways are now contemplating building new lines through the Kew and Balm Beach districts, and if the applications of the G. T. R. and C. P. R. receive a favorable hearing from the Government, the residents of these beautiful suburbs will be compelled to seek pure air and sylvan environment in some other quarter. The city's legal department has been notified by Hon. H. E. Emmerson, minister of railways and canals, that he is to hear the petition of the two companies for leave to deviate their tracks at the eastern entrance to the city. The Grand Trunk states in its application that it desires to deflect its tracks at Port Union, and from there build along the lake shore, at the foot of the bluffs, as far as Munro Park, where it will turn inland a distance of 400 feet from the shore, and strike a straight course through the heart of the residential district. Its intention is to run south of the Woodbine and along Ashbridge's Bay into the city.

VANDERBILT A BIG WINNER.
New York, Jan. 3.—W. K. Vanderbilt eclipsed all owners of race horses in the matter of money won during the season of 1906. His horses in France won \$225,000, which was \$29,000 in excess of his nearest competitor, Herr Weinberg, whose horses in Germany won \$186,875. Lord Derby was third with \$164,720, and James R. Keene fourth, with \$154,918.

GALT BIGAMY CASE.
Galt, Jan. 2.—Mrs. John Bates pleaded guilty before Judge Blake this morning to a charge of bigamy preferred against her by the chief of police, acting under advice of the deceived man. Her maiden name was Dalby and she married Bates in Buffalo some years ago. In 1905 the woman went through a marriage ceremony with Albert Roney, of Preston. The prisoner was remanded for sentence.

Headaches and Neuralgia From Colds.
LAXATIVE BROMO Quinine, the world-wide Cold and Grip remedy removes cause. Call for full name. Look for signature, E. W. Grove, 25c.

Writing in the London Mail in a series of articles entitled America Revisited, Bart Kennedy says: "The Kentuckians are undoubtedly the finest people in the States. And in some respects they are the finest white people in the world. They carry about them an atmosphere of manners and breeding. And though they speak with a very long drawl, their voices have not the harshness of the voices of the Americans in the east."

TESTED BY TIME—In his justly-celebrated pills, Dr. Parmelee has given to the world one of the most unique medicines offered to the public in late years. Prepared to meet the want for a pill which could be taken without nausea, and that would purge without pain, it has met all requirements in that direction, and it is in general use not only because of these two qualities, but because it also possesses alterative and curative powers which place it in the front rank of medicines.

VOTE FOR
W.C. Fitzgerald
—FOR—
SCHOOL TRUSTEE FOR 1907
25i

SCHOOL BOOKS AND SUPPLIES AT COST.
Vote for

Wm. A. Martin
For
SCHOOL TRUSTEE FOR 1907
25k

Ladies and Gentlemen
Your Vote and Influence respectfully solicited for

Rev. Dr. Ross
—AS—
School Trustee
25k

E. J. MacRobert
respectfully solicits your vote and influence for re-election as
School Trustee
For 1907
25k

VOTE FOR
MOSES MASURET
For Water Commissioner
27c

VOTE FOR
DARCH
For re-election as
Water Commissioner
27c

WHO PROMISED REDUCTION IN WATER RATES AND KEPT HIS WORD.
27c

HOW VICTORIA PUPILS STOOD

Report of the Upper Grades at Victoria School, S. London, at Late Examinations.

The following is the standing of the pupils in the higher grades of Victoria school, as determined by the recent examinations, the names in order of merit:

GRADE VIII.
Class I, 70 per cent and over—Helen Wold, Verney Scoyne, Alicia Element, Helen Raymond.
Class II, 60 per cent—Eula White, Clarence Sifton, Vera Shannon, Donna Edy, Agnes Miller, Edmund Land, Irene Stinson, Norman Land, Leona Emery, Roy Clinger, Charlotte Wilson, Clifford Spence, Mary Owen, Edith Mattland, George Alken, Ethel Lyon, Jack Harvey, Norman Newans.

Class III, 50 per cent—Dolph Coates, Ruth Wilson, Della Butson, Gladys Harris, Gertrude Ruse, Helen Fitzgerald, Lolo Allison, Frank Stewart, Mildred Clark, Edwin Moore, Alfred Waterman, Doris Moore, Gladys Robinson, Maggie Row, Robert Watt, Jack Buckingham, Edgar Bartlett, Vera Brazier.

Class IV, 40 per cent—Gladys Westland, Leonard Deacon, Eva Boyden, Willie Spettigue, Wilbur Archer, Wilmer Ball, Roy Spence, May Fox, M. Blashill.
Class V, below 40 per cent—Jessie Lawson, Roy Campbell, Fred Gardner.

Unclassified—Mary Weston, Ella Stewart, Pearl Needham, Daisy Hennessey, Alice Allport.

GRADE VII.
Honors—Ruth Lancaster, Bessie Hardie, Gladys Shannon, Valma Ried, Walter Fevings, Viola Bartlett, Floyd Matne, Harold Nugent, Doris Sifton, Helen Miller, Ruby Pack.

Class I—Mary Rutherford, Lizzie Avery, Edith Nash, Jean Loney, Tillie Moore, Ethel Burridge, Bert Cottam, Joy Penacook, Frances McKernan, Eva Moore.

Class II—Nita Westland, Martha Hodgins, Lolo McLeish, Alice Hicks, Stanley Skelly, Garfield Truesdale, Lorne Harriott, Whinnie Hey, Cora Pearce, Lawrence Chantler, Roy Jones, Arnold Dillon, Oswald Hicks, Harry Vanstone, Viola Wood, Ellis Wallace, Olive Parker, George Chantler, Gordon Galbraith, Maud Down, Doris Sabine.

Class III—John Westlake, Percy Routledge, Rhea Westlake.
Unclassified—Myrtle Rowntree, Walter Dutton, Calvin Kew, Genevieve Moore, Alfred Satterfield, Bertha Whitehead.

GRADE VI.
Ninety per cent—Wallace Shosonburg.
Seventy-five per cent—Dorothy Harvey, Herbert Scandrett, Stanley Reid, Ora White.

Sixty per cent—Mamie Phillipott, Joseph Walters, Geo. Fitchett, Fred Richardson, Florence Widden, Richard Pennie, Mary Spence, Madge Norris, Frank Vansone, Oliver Ellwood, Herman Alken, Stuart Mills, Melville Pethick, Reta Hey.

Fifty per cent—Bert Mills, Ernest Raymond, Monte Gilling, Olive Chantler, Geo. Fish, Pearl Micklethorpe, Lucy Land, Ernest Sproule, Willie Brown, Agnes Smith, Florence Hessel, John Genarow.

Forty per cent—Willis Stinson, Fred Armstrong, Jeffrey Lockyer, Norma McCallum.

Below 40 per cent—Willie Clarke, Willie Arthur, John Arthur.

NIAGARA POWER WAS DISCUSSED
(Continued from Page One.)

near Niagara, and are letting all others go without power. It's dividends they're after. He said the people—all the people—should be interested in Niagara power, because it will mean cheap power for the home as well as cheap power for the manufacturer. If the city sold the power it will contract for at the price it purchases it at, it will make enough money through overlapping to provide for the sinking fund and interest. The bylaw to be voted on will only empower the city to make a contract with the hydro-electric commission at the price quoted. If it should prove that the commission's figures are correct, the city will have the power to make a contract with the commission at any higher rate. Surely this showed that the city is taking no chances.

Mr. Fryer said that in London the people pay 9 cents a kilowatt hour for light.

"With Niagara power you can cut that in two," he declared.

Peeling the subject a little delicate, he turned apologetically to Mayor Judson and said:

"I don't know what connection your mayor has with the London Electric Company."

The mayor did not reply.

Figures Are Correct.
Mr. Cecil B. Smith, the commission's expert, said that the figures of the expert engineers, based on calculations covering a period of five years, and made by three different sets of engineers, are undoubtedly trustworthy. As to the service being a satisfactory one, he said that the breaks in continuity would be practically nil. Companies which supply power over long distance transmission lines have no fear in this regard, and accept heavy penalty claims in case of a break in the line. The service to London will be one which can be depended on. Hamilton, which gets its power largely from the DeCew Falls, has but little or no trouble. The DeCew Falls auxiliary steam plant has only been used once in two or three years. At present, the power which is being sold in Syracuse, 150 miles from the falls, whereas London is only 120 miles away. In a few years power from Niagara will be sold to points west of London. London is not on the extreme end of power

SMALLMAN & INGRAM

THE WEATHER TODAY. Sleet or rain.

Furs and Fur Coats
Quite a well assorted stock of Furs to select from at our Fur Department on the Main Floor.

Our Furs are up to the present fashion moment in style. Every Stole, Ruff or Muff, etc., is of high-class quality—purchased from makers who we know are thoroughly reliable. Our prices will, we believe, be very much in your favor.

A nice assortment of SABLE Muffs in Empire and round styles \$12 to \$16.50
Rich-looking Sable Ruffs, neatly adorned with frog ornaments and tails. \$9.50 to \$28

An elegant PERSIAN LAMB Scarf and Muff Set at.....\$35
Pretty, fluffy WHITE THIBET Furs for children. Collar\$4.50
Empire Muff.....\$5.00
Children's BLUE MONGOLIA Collar and Muff Set.....\$3.50

Good range of GRAY LAMB Scarfs and Collars for children. Various prices.
Fur Coats will be found on second floor. A suggestion or two:

Electric Seal Coats, satin-lined, blouse and refer styles\$38.50
Astrachan Coats, 32 inches long, satin-lined.....\$33.50
Astrachan Coats, 24 inches long, with high storm collar and large reverses, Italian lining.....\$29

Black Taffeta "Moderne" Fresh Shipment Arrived
Another shipment of Black Taffeta "Moderne" has just been passed into stock. And not before we needed it. So great has been the demand for this brand of silk lately that we have been sold out for the last week or so.

This Taffeta "Moderne" is a very firm, strong, durable, high-grade silk. Those who have worn it speak very highly of its wearing quality. And we think so well of it ourselves that we

Guarantee It to Give a Season's Satisfactory Wear
It is really one dollar value, but because we purchase it direct from the makers and take large quantities, we are able to turn it over to you at79c
Silk Department—Main Floor.

Cream Flannels
All wool and unshrinkable—what better recommendation is required for these pretty Cream Flannels?45c, 55c, and 60c
42 inches wide, all wool and unshrinkable at.....85c
Cream HEMSTITCHED AND DAINITY SILK EMBROIDERED Flannels for ladies' and children's fine undershirts. Per yard.....85c and \$1.00

Gray Flannels for ladies' and children's undershirts, men's and boys' shirts. Both plain and twilled, in light and dark tones of gray. Per yard.....12½c, 20c, 25c, 30c and 35c
Flannels—East Store.

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

Kersey Horse Blankets
A good combination of warmth and wear
\$1.35 to \$3.00
Be sure and see them before you buy.

English Hand-Made Horse Halters.
A Fine Stock of Men's Lined Mitts

Westman's Hardware
121 Dundas St. Market Sq.

EXPOSURE KILLED CASSATT
Attack Made Over Graft Hastened the Death of Penn. President.

Philadelphia, Jan. 2.—There is no doubt that Mr. Cassatt's life was shortened by the attacks that were made upon him last summer and the exposures concerning the business connections of some of his trusted subordinates on the Pennsylvania Railroad. He was the soul of honor. He was one of the most conscientious men and from the time he assumed the presidency he was full of confidence in the justice, the fairness and the honesty of the management of the property. Hence the exposures and the attacks hurt him keenly. He never recovered from the shock.

Mr. Cassatt's characteristics are illustrated by the manner in which the free pass system was abolished on the Pennsylvania Railroad. That company took the initiative and was immediately followed by the Baltimore and Ohio, the Reading, and other railways running out of Philadelphia. Later other trunk lines adopted the same policy, and their action led to the adoption of the amendment to the railway rate law by the senate last summer, making it unlawful for a railway company to issue free tickets or give reduced rates to favored persons.

Malta Vita
"The Perfect Food"
The grocer who offers you something "just as good" has no regard for your judgment or your health. It's delicious

As To Liability
The passing of the bylaw and the making of a contract with the commission will not affect the city's borrowing capacity, as the money to finance the scheme will be secured on the credit of the Province.

Distribution.
The city of London will only be liable for the share of the 10,000-horsepower if the Government decides to make a contract with the power companies at the Falls. There will be no charge to the taxpayer for transmission. The consumers will pay for everything. As to distribution, this is a matter for the people to attend to and regulate themselves, unless a contract is made with a private company. The city if it decides to build a distributing plant will have to have authority to issue debentures to cover the cost. But the general taxpayer will not be taxed for anything. The power will be sold at a price sufficient to cover the cost of distribution, etc. But if the city desires it may arrange with the Government to make a contract with the existing company to distribute the power, and then it would not be necessary to issue debentures.

As to the price of distribution it all depends upon whether the city builds its own plant, or has the Government make a contract with the existing company. The cost of transforming and stepping down the power is included in the prices quoted by the Government, who will put in the transformer stations with 25 per cent more capacity than the city orders.

The city will pay by meters for what power it gets, based on the post load as registered for fifteen minutes at a certain time during each month.

The cost of an electric pump to pump water at Springbank would cost \$9,000 or \$10,000.

If the city finds it can use more power than is at first estimated, there will be no difficulty in supplying it.

Mr. Masuret wanted to know the cost of a distributing plant for London, in

Ex-Mayor Bumball and ex-Ald.

BIRTHS, MARRIAGES AND DEATHS

BIRTHS.

WOODBURN—In this city, on Dec. 30, 1906, to Mr. and Mrs. C. W. A. Woodburn, a son.

MARRIAGES.

GEE—JUDGE—On Wednesday evening Jan. 2, 1907, Myrtle May, youngest daughter of Mr. and Mrs. William Judge, West Kincross, to Mr. Will Gee, North Dorchester, by Rev. J. W. Orr, Presbyterian minister, Cranlin.

HATCH—TAYLOR—At the residence of the bride's parents, on Jan. 1, 1907, by the Rev. W. T. Hill, Louie, daughter of Mr. and Mrs. George Taylor, to George A. Hatch, both of this city.

DEATHS.

CATER—At Victoria Hospital, on Jan. 2, 1907, Mary, beloved wife of John Cater, aged 66 years.

Funeral from her late residence, lot 5, con. 3, London Township, on Friday, Jan. 4, at 2 p.m.; service at 2 p.m. Friends and acquaintances please accept this intimation. Interment at Webster's Cemetery.

AITKEN—In this city, on Jan. 1, 1907, Chester Frederick McDonald Aitken, dearly-beloved and youngest child of Robert and Mary Jane Aitken, aged 3 months.

Funeral private, from the parents' residence, 668 William street, on Thursday, Jan. 3, at 2:30. Interment at St. James street Presbyterian Cemetery.

AMUSEMENTS, LECTURES, ETC.

ALWAYS **BENNETT'S** GOOD.

WEEK DECEMBER 31.
Stanton & Modena
COLUMBIA FOUR.

OTHER BIG FEATURES.
COMING—LISLE LEIGH & CO.

AUDITORIUM
SLAYTON JUBILEE SINGERS.
Greatest of their kind.
Saturday, Jan. 5, 8 p.m.

Y. M. C. A. COURSE

Allan Line
To or from the Old Country—F. B. Clarke, agent, Richmond street, next Bank of Commerce.

IT IS NOT TOO LATE to join the Seventh Regiment Minstrels. Next practice, Wednesday night, Jan. 2, at 8 o'clock, at the Armories. Something doing every night.

ORGAN RECITAL—OPENING OF NEW pipe organ, Empress Avenue Methodist Church, Thursday evening, Jan. 3, Mr. A. D. Jordan, Schubert Ladies' Quartet, and choir of church. Tickets, 25c.

Ideal Bowling Alleys and Billiard Parlors
Largest and best equipped parlors in Canada. GRAHAM & MITCHELL, 125 King street.

C. P. R. ATLANTIC SERVICE—FINEST and fastest express ships. Fastest records, 6 days, 7 hours, 50 minutes, port to port. Sure connections. Train No. 9 is a special steamship train. Elegant coaches. Boat waits. Lake Manitoba, Lake Champlain, Lake Erie call (west-bound) at Belfast, sailing from Canadian Pacific dock, Donaghy Quay. Low rates via Express and these ships to or from the Old Country. F. B. Clarke, Richmond street, next Bank of Commerce.

ENGLISH GOLD FURNISHED OCEAN passengers, also drafts on England; see F. B. Clarke's window for display of coins.

ILLUSTRATED LECTURE BY REV. J. J. Ross, on "The Earthly Footprints of the Heavenly King," in the Tabernacle Church, Jan. 3, 1907. Collection. 24c-zw

ADVANCED CLASS OPENING (LADIES and gentlemen), Palace Dancing Academy, Wednesday evening, Jan. 3, 8 p.m. Tickets. Special terms. Register first night. Dayton & McCormick.

DANCING SEASON NOW OPEN—LESSONS any hour. Call and register. R. B. Miller, 345 Princess avenue.

TONY CORTESE—ORIGINAL LONDON Players. Music furnished for all occasions. 151 Maple. Phone 1570.

MUSIC FURNISHED FOR PARTIES, balls, banquets. Phone 1256. Tony Viti's Italian Harpers. 125 Queen's avenue.

MEETINGS.

BOARD OF TRADE—A SPECIAL GENERAL meeting of the board will be held on Friday, 4th inst., at 8 o'clock, for general business and to consider the municipal bylaws coming before the council on Monday. Arthur W. White, president; J. A. Nelles, secretary.

REGULAR MEETING ST. GEORGE'S, 42, A. F. and A. M. G. R. C., in Masonic Temple, tonight, 3rd inst., 7:30 o'clock p.m. Conferring first degree. Visitors welcome. E. Wyatt, W. Master; A. Ellis, secretary.

REGULAR MEETING OF ST. GEORGE'S, 42, A. F. and A. M. G. R. C., will be held in Masonic Temple this (Thursday) evening, at 7:30. Visitors welcome. Edward Wyatt, W. M.; A. Ellis, P. M., secretary.

A MEETING OF THE ELECTORS will be held at Dyer's Hall, Portersburg, Friday night next, at 8 o'clock, to discuss municipal matters.

LOST AND FOUND.

LOST—Between TALBOT and RICHMOND streets, on Dundas, or in store—Red head chaise longue. Finder please leave at 295 Grey street.

LOST—GOLD WATCH and CHAIN, Wednesday night; inscription on inside of case, "From Father to Flora." Finder please leave at Hever's music store. Reward.

FOUND—SMALL GRIP, BETWEEN HYDE Park and London. Owner can obtain same on proving property and paying expense. Apply D. A. Graham, Ivan.

LOST NEW YEAR'S MORNING—MILITARY belt buckle, No. 2 in center. Reward 415 Grey street.

STRAY—YEARLING BULL, FOUND ON premises of J. T. Marsh, Odell P. O. Owner can have same on paying expense.

MONEY TO LOAN.

PRIVATE FUNDS AT LOWEST RATES—M. P. McDonough, barrister, 43 Talbot.

PRIVATE AND TRUST FUNDS TO LOAN at 4% to 8% per cent on real estate security, suits to suit, no commission charged. T. W. Scandrett, solicitor, 35 Dundas.

PRIVATE FUNDS TO LOAN—LOWEST rates. Buchner & Gunn, 43 Dundas.

THE MISSES WESTCOTT'S SCHOOL—441 Ridout street, will reopen Jan. 14.

REMOVED—THE WESTERN BUSINESS and Shortland College have removed to new headquarters in the new building, corner Dundas and Talbot. W. C. Coo, principal.

J. A. YOUNG PREPARES PUPILS FOR matriculation, etc. Class in civil service commencing. 249 Princess.

MALE HELP WANTED.

COATMAKERS, EXPERIENCED—STEADY work, highest wages paid in Canada. The Lowndes Company, Limited, opposite Union Station, Toronto.

WHEN YOU LEARN TELEGRAPHY you want the best instruction in the world. This is exactly what you get at the Dominion School of Telegraphy and Radiotelegraphy, 10 Adelaide street, Toronto. Send for our free book.

ANY INTELLIGENT PERSON MAY EARN \$75 to \$100 monthly corresponding for newspapers; sure, steady work; no canvassing; experience unnecessary. Send for particulars. Press Syndicate, Lockport, N. Y.

SALESMEN WANTED FOR SEED POTATOES; latest and choicest varieties in the market. Carvers Bros., Galt, 594-596-598-599-600-601-602-603-604-605-606-607-608-609-610-611-612-613-614-615-616-617-618-619-620-621-622-623-624-625-626-627-628-629-630-631-632-633-634-635-636-637-638-639-640-641-642-643-644-645-646-647-648-649-650-651-652-653-654-655-656-657-658-659-660-661-662-663-664-665-666-667-668-669-670-671-672-673-674-675-676-677-678-679-680-681-682-683-684-685-686-687-688-689-690-691-692-693-694-695-696-697-698-699-700-701-702-703-704-705-706-707-708-709-710-711-712-713-714-715-716-717-718-719-720-721-722-723-724-725-726-727-728-729-730-731-732-733-734-735-736-737-738-739-740-741-742-743-744-745-746-747-748-749-750-751-752-753-754-755-756-757-758-759-760-761-762-763-764-765-766-767-768-769-770-771-772-773-774-775-776-777-778-779-780-781-782-783-784-785-786-787-788-789-790-791-792-793-794-795-796-797-798-799-800-801-802-803-804-805-806-807-808-809-810-811-812-813-814-815-816-817-818-819-820-821-822-823-824-825-826-827-828-829-830-831-832-833-834-835-836-837-838-839-840-841-842-843-844-845-846-847-848-849-850-851-852-853-854-855-856-857-858-859-860-861-862-863-864-865-866-867-868-869-870-871-872-873-874-875-876-877-878-879-880-881-882-883-884-885-886-887-888-889-890-891-892-893-894-895-896-897-898-899-900-901-902-903-904-905-906-907-908-909-910-911-912-913-914-915-916-917-918-919-920-921-922-923-924-925-926-927-928-929-930-931-932-933-934-935-936-937-938-939-940-941-942-943-944-945-946-947-948-949-950-951-952-953-954-955-956-957-958-959-960-961-962-963-964-965-966-967-968-969-970-971-972-973-974-975-976-977-978-979-980-981-982-983-984-985-986-987-988-989-990-991-992-993-994-995-996-997-998-999-1000-1001-1002-1003-1004-1005-1006-1007-1008-1009-1010-1011-1012-1013-1014-1015-1016-1017-1018-1019-1020-1021-1022-1023-1024-1025-1026-1027-1028-1029-1030-1031-1032-1033-1034-1035-1036-1037-1038-1039-1040-1041-1042-1043-1044-1045-1046-1047-1048-1049-1050-1051-1052-1053-1054-1055-1056-1057-1058-1059-1060-1061-1062-1063-1064-1065-1066-1067-1068-1069-1070-1071-1072-1073-1074-1075-1076-1077-1078-1079-1080-1081-1082-1083-1084-1085-1086-1087-1088-1089-1090-1091-1092-1093-1094-1095-1096-1097-1098-1099-1100-1101-1102-1103-1104-1105-1106-1107-1108-1109-1110-1111-1112-1113-1114-1115-1116-1117-1118-1119-1120-1121-1122-1123-1124-1125-1126-1127-1128-1129-1130-1131-1132-1133-1134-1135-1136-1137-1138-1139-1140-1141-1142-1143-1144-1145-1146-1147-1148-1149-1150-1151-1152-1153-1154-1155-1156-1157-1158-1159-1160-1161-1162-1163-1164-1165-1166-1167-1168-1169-1170-1171-1172-1173-1174-1175-1176-1177-1178-1179-1180-1181-1182-1183-1184-1185-1186-1187-1188-1189-1190-1191-1192-1193-1194-1195-1196-1197-1198-1199-1200-1201-1202-1203-1204-1205-1206-1207-1208-1209-1210-1211-1212-1213-1214-1215-1216-1217-1218-1219-1220-1221-1222-1223-1224-1225-1226-1227-1228-1229-1230-1231-1232-1233-1234-1235-1236-1237-1238-1239-1240-1241-1242-1243-1244-1245-1246-1247-1248-1249-1250-1251-1252-1253-1254-1255-1256-1257-1258-1259-1260-1261-1262-1263-1264-1265-1266-1267-1268-1269-1270-1271-1272-1273-1274-1275-1276-1277-1278-1279-1280-1281-1282-1283-1284-1285-1286-1287-1288-1289-1290-1291-1292-1293-1294-1295-1296-1297-1298-1299-1300-1301-1302-1303-1304-1305-1306-1307-1308-1309-1310-1311-1312-1313-1314-1315-1316-1317-1318-1319-1320-1321-1322-1323-1324-1325-1326-1327-1328-1329-1330-1331-1332-1333-1334-1335-1336-1337-1338-1339-1340-1341-1342-1343-1344-1345-1346-1347-1348-1349-1350-1351-1352-1353-1354-1355-1356-1357-1358-1359-1360-1361-1362-1363-1364-1365-1366-1367-1368-1369-1370-1371-1372-1373-1374-1375-1376-1377-1378-1379-1380-1381-1382-1383-1384-1385-1386-1387-1388-1389-1390-1391-1392-1393-1394-1395-1396-1397-1398-1399-1400-1401-1402-1403-1404-1405-1406-1407-1408-1409-1410-1411-1412-1413-1414-1415-1416-1417-1418-1419-1420-1421-1422-1423-1424-1425-1426-1427-1428-1429-1430-1431-1432-1433-1434-1435-1436-1437-1438-1439-1440-1441-1442-1443-1444-1445-1446-1447-1448-1449-1450-1451-1452-1453-1454-1455-1456-1457-1458-1459-1460-1461-1462-1463-1464-1465-1466-1467-1468-1469-1470-1471-1472-1473-1474-1475-1476-1477-1478-1479-1480-1481-1482-1483-1484-1485-1486-1487-1488-1489-1490-1491-1492-1493-1494-1495-1496-1497-1498-1499-1500-1501-1502-1503-1504-1505-1506-1507-1508-1509-1510-1511-1512-1513-1514-1515-1516-1517-1518-1519-1520-1521-1522-1523-1524-1525-1526-1527-1528-1529-1530-1531-1532-1533-1534-1535-1536-1537-1538-1539-1540-1541-1542-1543-1544-1545-1546-1547-1548-1549-1550-1551-1552-1553-1554-1555-1556-1557-1558-1559-1560-1561-1562-1563-1564-1565-1566-1567-1568-1569-1570-1571-1572-1573-1574-1575-1576-1577-1578-1579-1580-1581-1582-1583-1584-1585-1586-1587-1588-1589-1590-1591-1592-1593-1594-1595-1596-1597-1598-1599-1600-1601-1602-1603-1604-1605-1606-1607-1608-1609-1610-1611-1612-1613-1614-1615-1616-1617-1618-1619-1620-1621-1622-1623-1624-1625-1626-1627-1628-1629-1630-1631-1632-1633-1634-1635-1636-1637-1638-1639-1640-1641-1642-1643-1644-1645-1646-1647-1648-1649-1650-1651-1652-1653-1654-1655-1656-1657-1658-1659-1660-1661-1662-1663-1664-1665-1666-1667-1668-1669-1670-1671-1672-1673-1674-1675-1676-1677-1678-1679-1680-1681-1682-1683-1684-1685-1686-1687-1688-1689-1690-1691-1692-1693-1694-1695-1696-1697-1698-1699-1700-1701-1702-1703-1704-1705-1706-1707-1708-1709-1710-1711-1712-1713-1714-1715-1716-1717-1718-1719-1720-1721-1722-1723-1724-1725-1726-1727-1728-1729-1730-1731-1732-1733-1734-1735-1736-1737-1738-1739-1740-1741-1742-1743-1744-1745-1746-1747-1748-1749-1750-1751-1752-1753-1754-1755-1756-1757-1758-1759-1760-1761-1762-1763-1764-1765-1766-1767-1768-1769-1770-1771-1772-1773-1774-1775-1776-1777-1778-1779-1780-1781-1782-1783-1784-1785-1786-1787-1788-1789-1790-1791-1792-1793-1794-1795-1796-1797-1798-1799-1800-1801-1802-1803-1804-1805-1806-1807-1808-1809-1810-1811-1812-1813-1814-1815-1816-1817-1818-1819-1820-1821-1822-1823-1824-1825-1826-1827-1828-1829-1830-1831-1832-1833-1834-1835-1836-1837-1838-1839-1840-1841-1842-1843-1844-1845-1846-1847-1848-1849-1850-1851-1852-1853-1854-1855-1856-1857-1858-1859-1860-1861-1862-1863-1864-1865-1866-1867-1868-1869-1870-1871-1872-1873-1874-1875-1876-1877-1878-1879-1880-1881-1882-1883-1884-1885-1886-1887-1888-1889-1890-1891-1892-1893-1894-1895-1896-1897-1898-1899-1900-1901-1902-1903-1904-1905-1906-1907-1908-1909-1910-1911-1912-1913-1914-1915-1916-1917-1918-1919-1920-1921-1922-1923-1924-1925-1926-1927-1928-1929-1930-1931-1932-1933-1934-1935-1936-1937-1938-1939-1940-1941-1942-1943-1944-1945-1946-1947-1948-1949-1950-1951-1952-1953-1954-1955-1956-1957-1958-1959-1960-1961-1962-1963-1964-1965-1966-1967-1968-1969-1970-1971-1972-1973-1974-1975-1976-1977-1978-1979-1980-1981-1982-1983-1984-1985-1986-1987-1988-1989-1990-1991-1992-1993-1994-1995-1996-1997-1998-1999-2000-2001-2002-2003-2004-2005-2006-2007-2008-2009-2010-2011-2012-2013-2014-2015-2016-2017-2018-2019-2020-2021-2022-2023-2024-2025-2026-2027-2028-2029-2030-2031-2032-2033-2034-2035-2036-2037-2038-2039-2040-2041-2042-2043-2044-2045-2046-2047-2048-2049-2050-2051-2052-2053-2054-2055-2056-2057-2058-2059-2060-2061-2062-2063-2064-2065-2066-2067-2068-2069-2070-2071-2072-2073-2074-2075-2076-2077-2078-2079-2080-2081-2082-2083-2084-2085-2086-2087-2088-2089-2090-2091-2092-2093-2094-2095-2096-2097-2098-2099-2100-2101-2102-2103-2104-2105-2106-2107-2108-2109-2110-2111-2112-2113-2114-2115-2116-2117-2118-2119-2120-2121-2122-2123-2124-2125-2126-2127-2128-2129-2130-2131-2132-2133-2134-2135-2136-2137-2138-2139-2140-2141-2142-2143-2144-2145-2146-2147-2148-2149-2150-2151-2152-2153-2154-2155-2156-2157-2158-2159-2160-2161-2162-2163-2164-2165-2166-2167-2168-2169-2170-2171-2172-2173-2174-2175-2176-2177-2178-2179-2180-2181-2182-2183-2184-2185-2186-2187-2188-2189-2190-2191-2192-2193-2194-2195-2196-2197-2198-2199-2200-2201-2202-2203-2204-2205-2206-2207-2208-2209-2210-2211-2212-2213-2214-2215-2216-2217-2218-2219-2220-2221-2222-2223-2224-2225-2226-2227-2228-2229-2230-2231-2232-2233-2234-2235-2236-2237-2238-2239-2240-2241-2242-2243-2244-2245-2246-2247-2248-2249-2250-2251-2252-2253-2254-2255-2256-2257-2258-2259-2260-2261-2262-2263-2264-2265-2266-2267-2268-2269-2270-2271-2272-2273-2274-2275-2276-2277-2278-2279-2280-2281-2282-2283-2284-2285-2286-2287-2288-2289-2290-2291-2292-2293-2294-2295-2296-2297-2298-2299-2300-2301-2302-2303-2304-2305-2306-2307-2308-2309-2310-2311-2312-2313-2314-2315-2316-2317-2318-2319-2320-2321-2322-2323-2324-2325-2326-2327-2328-2329-2330-2331-2332-2333-2334-2335-2336-2337-2338-2339-2340-2341-2342-2343-2344-2345-2346-2347-2348-2349-2350-2351-2352-2353-2354-2355-2356-2357-2358-2359-2360-2361-2362-2363-2364-2365-2366-2367-2368-2369-2370-2371-2372-2373-2374-2375-2376-2377-2378-2379-2380-2381-2382-2383-2384-2385-2386-2387-2388-2389-2390-2391-2392-2393-2394-2395-2396-2397-2398-2399-2400-2401-2402-2403-2404-2405-2406-2407-2408-2409-2410-2411-2412-2413-2414-2415-2416-2417-2418-2419-2420-2421-2422-2423-2424-2425-2426-24

London Advertiser.
FOUNDED IN 1863.
TWO EDITIONS DAILY—WEEKLY.
TELEPHONE CALLS.
Business Office 107
Editorial Department 134
Job Department 175
The London Advertiser Company,
Limited, 191-193 Dundas street, Lon-
don, Ont.

TO SUBSCRIBERS.
Readers of The Advertiser are re-
quested to favor the management by
reporting any irregularities in deliv-
ery. Communicate with the Circula-
tion Department or phone 107.

LONDON, THURSDAY, JAN. 3.

THE WATER BYLAW.
The waterworks bylaw will probably
meet with defeat. It is making a large
demand upon public confidence to ask
nearly six hundred thousand dollars for
a scheme to which two of the three
water commissioners admit they are
very recent converts.

The Advertiser is not prepared to
pronounce against the Komoka scheme,
but citizens have only the word of the
water board and its officials that it is
the best solution of the problem. It
originated with Commissioner Saun-
ders, who has shown praiseworthy ac-
tivity in exploring the spring water
districts within reach of the city. Three
or four months ago the chairman of the
board, Mr. Darch, advocated going to
Lake Erie for water, which would mean
throwing the Springbank plant on the
scrapheap. Later he fell in with Commis-
sioner Saunders' views, turning a pret-
ty sharp curve, and the two won over
the mayor, who admits that he has no
independent information on the sub-
ject, having merely taken the word of
his colleagues. The scheme was not put
forward by the board until October,
allowing only three months for its con-
sideration by the ratepayers.

Two eminent engineers, Willis Chip-
man, and the late W. T. Jennings, were
engaged at different times in the past
three years to go over the ground and
prepare reports for the guidance of the
commissioners and the public. They
collected valuable data upon the spring
water supply along the north branch
of the river and in the neighborhood
of Springbank, and submitted esti-
mates of the cost of supplementing the
supply from these sources, or estab-
lishing a river water system. Their
inquiries, however, did not extend to
Komoka. If expert outside advice was
secured in the one case, why not in the
other? The engineer of the department,
Mr. Moore, has reported favorably upon
the commissioners' plan, but he would
be the last man to object to sharing
his responsibility with other en-
gineers.

If the bylaw is defeated it will be the
duty of the commissioners to at once
call in experts to report upon their
plan. The testimony of three or four
engineers will have more weight than
the testimony of one, however compe-
tent, and citizens are entitled to the
very best advice before being asked to
vote so large a sum. With a million
gallons of spring water going to waste
along the north branch of the Thames,
just outside the city limits, and another
million between Byron and Kilworth
not yet impounded, the situation will
not be desperate even if the Komoka
springs are not worth going after.
We have the river as a last resort, and
there is many a community that would
be glad to have a Thames at its door to
solve a similar question.

THE SCHOOL BOARD.

Rev. Dr. Ross, pastor of St. Andrew's,
if elected to the school board, will not
be the first clergyman to serve the
city in that capacity.

Rev. William Proudford, the pioneer
minister who founded the First Pres-
byterian Church, virtually organized
the educational system in this city. In
Scotland he had conducted a school
of high merit and reputation. He was
accomplished not only as a preacher,
but as an educationist. London was a
village of 1,500 inhabitants when he
began his work here, more than 70
years ago, and from the first he took
an active interest in school affairs. His
school trusteeship forms a distin-
guished precedent for Dr. Ross. Indeed,
the man who framed the school system
of this Province was a Methodist cler-
gyman, Rev. Dr. Ryerson—a great edu-
cational statesman.

Dr. Ross has the same class of qual-
ifications as Dr. Proudford and Dr.
Ryerson. He has been engaged for
years in higher education, and would
bring scholarship and the equipment of
an experienced educationist to bear up-
on the work of the school board. It is
unthinkable that citizens of London
will lose the opportunity to enlist his
services. Dr. Ross is not a politician,
and deprecates partisanship in municipal
affairs. His election would be an em-
phatic protest against the system.

MR. JUDD AND THE POWER MEETING.

The meeting in the city hall last
night augured well for the Niagara
power bylaw. The bylaw should be
adopted, so that the scheme may as-
sume practical shape.

A touch of irony was given the pro-
ceedings by the presence in the chair
of Mr. Judd, a shareholder in what Mr.
Beck describes as an outpost of the
trust which is trying to monopolize
Niagara power. Mr. Beck had more
regard for the feelings of Mr. Judd
upon this occasion than upon a pre-
vious one, when, in Mr. Judd's presence,
he dilated upon the moisture in the
London Electric Company's stock, sev-
eral thousand dollars of which stands
to his worship's credit. However, one
cannot help admiring the courage of
Mr. Judd in facing the music again.
Perhaps he had an inkling that Mr.
Beck would clap on the soft pedal this
time.

Ald. Fryer, of Guelph, was not so
thoughtful. He told the audience that
the price of incandescent light in
London would be cut in half by Niagara
power, and suddenly recollecting his
cue, turned apologetically to the chair,
saying, "of course, I don't know what
connection your worship has with the
London Electric Company." This little
episode is not reported in Mr. Judd's
organ, but it tickled the audience im-
mensely.

Mr. Judd alleges that if he is elected
mayor he will be in no way com-
promised by the power question, be-
cause the expropriation of the London
Electric Company or the distribution
of Niagara power by the company, if
decided upon, will be arranged be-
tween the company and the hydro-
electric commission. It will be for the
city to determine, however, whether it
shall build a municipal plant or allow
the plant of the London Electric Com-
pany to serve the purpose. The merits
of the different schemes can only be
ascertained by negotiations between the
council and the company. Are the nego-
tiations on the city's behalf to be in-
trusted to Mr. Judd, one of the com-
pany's shareholders?

The current is with Greenlees and is
getting stronger every day.

Another year of Coatsworth, and a
Socialist will sweep Toronto.

Keep your temper, neighbor. Intelli-
gent readers are laughing at you.

A vote for the Niagara power bylaw
is a vote against the personal interests
of Mayor Judd.

Keep politics out of the school board.
Good citizens resent the attempt to
divide them upon party lines in the
election of trustees.

The temperature of the Free Press
is rising fearfully. A cold application
on election day would really do our
neighbor good.

Vote for the power bylaw, for the
Wortman & Ward bylaw, and the Lon-
don Canning Company bylaw. The wa-
terworks bylaw can stand for further
information.

A couple of weeks ago the Free Press
announced that Ald. Greenlees' can-
didature was a joke. The joke appears to
be on the Free Press.

The "dead set" that is being made on
Mr. Wm. Gammage insures his re-
election for the school board. His op-
ponents confess that they are afraid of
him.

Were the London Free Press in the
pay of the Electrical Trust it could not
better serve the purposes of the Trust
than in the effort it is putting forth to
elect a shareholder in a concern which
Mr. Beck describes as a branch of the
Trust.

"Compulsory voting" is a misnomer.
Men cannot be forced to vote, but they
can be forced to go to the polls.
The so-called compulsory voting mea-
sure to be introduced at Ottawa pro-
vides a penalty for failure to go to the
polls. Voters will be at liberty to mark
their ballots or return them unmarked.
The object of the law is to do away
with the necessity of "getting out the
vote," which opens the door to corrup-
tion.

ORNITHOLOGY.

[Portland Oregonian.]
Here's to the stork—
A most valuable bird.
That inhabits the residence districts;
He doesn't sing tunes,
Nor yield any plumes.
But he helps out the vital statistics.

REASON ENOUGH.

[Yonkers Statesman.]
Mother—"What is your little brother
crying about, Mildred?"
Mildred—"Cause we won't let him play
with us."
"But why don't you let the little fellow
play house with you dear?"
"We're not playing house, mamma; we're
playing fat, and they won't let any child-
ren in this fat!"

AMERICAN DIVORCE LAWS.

[Chicago Tribune.]
The Census Taker—"Your name, mum?"
"I don't know."
"I've been divorced. At present my name
is Mrs. Jones in this state. In several
states it is Miss Smith, my maiden name,
and in three states it is Mrs. Brown, my
first husband's name."
"This your residence, mum?"
"I eat and sleep here, but I have a trunk
in a neighboring state, where I am getting
divorced."

a divorce from my present husband."
"Then you're married at present?"
"I'm married in Texas, New York and
Massachusetts; divorced in South Dakota,
Missouri, Alaska, Oklahoma and California;
a bigamist in three other states, and a sin-
gle woman in eight other states."

REVERIE.

[Boston Transcript.]
'Tis a merry old world when the heart is
young.
When happiness beckons and hope lures
on.
When the moonlight entices and songs are
sung.
Eyes shining with laughter, and every
tongue
Full of promise and faith in the things
to be—
'Tis a merry old, jolly old world!
'Tis a busy old world when the season's
tide
Is rushing us on in the high noon glow,
And strength and power and manhood's
pride
Stom the forces of nature, and side by
side
Goes the struggle of living, of riches, and
need—
'Tis a hard old, busy old world!
'Tis a funny old world that the plans we
—laid
Should fall and miscarry—'tis strange to
see
Time's vista illumine the parts we played!
How the roles have altered, the changes
made.
Quite other from what we had hoped it
to be—
'Tis a queer old, funny old world!
When hope has vanished and pleasure is
gone!
'Tis a queer old world when the skies turn
gray,
When the heartbeats are ticking the end
of the day—
The summons that beckons from earth life
away.
And world values perish, its glories decay.
'Tis a weary old, dreary old world!

A MILLION BETWEEN THEM.

[Judge.]
"Yes," said Lassitudinous Luke as he
traded his battered tomato can for a nice,
fresh one from the dump, "they was once
when me an' a New York copper had a
million dollars between us."
"What!" yelled Frayed Francis.
"Fact," said Lassitudinous Luke as he
fastened the string securely to his new
carry-all. "I see, I was in do alley on one
side uv a savings bank, he was lookin'
fer me in do alley beyant."

A VOTE LOST.

[Chicago Tribune.]
Husband—Marie, this is going to be a
closely contested election, and we've got to
get everybody out. You'll have to hurry
or you'll be late.
Wife—Gracious, John! I can't vote to-
day. There's no use in talking about it.
I haven't a thing that's fit to wear to the
polls.

CAUSE AND EFFECT.

[Chicago News.]
Gyer—My typewriter is suffering from a
severe cold, due to the effects of hypnotic
suggestion.
Myers—How's that?
Gyer—The janitor washed her window
yesterday, and every time she looked at
it she thought it was open.

NOTHIN' DOIN'.

[Chicago News.]
He was a sandy-haired and badly
freckled youth, but he had matrimonial
aspirations just the same, so he proposed
to the maid of his choice.
"No, John, there's nothing doin'." she
replied. "I'm willing to marry, all right,
but I want a man that's all one color."

HOME TRAINING.

[Philadelphia Record.]
A teacher in a downtown public school
the other day received this note from the
mother of a pupil who is supposed to be
a girl being taught physical culture, as she
feels perfectly able herself to teach her
"the jumps": "Please don't teach my
Mina any fisticuff. Make her hit the
sograpy, and lie give her the jumps."

FORTUNE'S WHEEL.

[Puck.]
"See that old chap?" remarked the club-
man, pointing out the window to an old
peddler, who carried a basket of shoe laces.
"Well, he came to this country from Russia
ten years ago. He borrowed some money
to purchase a basket and began to peddle
shoe laces. How much do you think he
worth today? Just make a guess?"
Several large sums were mentioned ex-
pectantly.
"Wrong," said the clubman. "He isn't
worth a cent and he still owes for his
basket."

HER LITTLE HINT.

[Puck.]
The full moon flooded the porch with
shafts of steel-blue rays. It was late, but
he showed no signs of departing.
"It has been said," he remarked dream-
ily, "that the moon is dead."
"What, that reason?" she inquired with
a yawn. "Why we should sit up with the
corpse?"

A TWENTY-WORD TRAGEDY.

[Scottish Newspaper.]
Erring Wife—"In the hurry of sloping
you have taken away the key of the wine
cellar. Please return it, as all will be
forgotten—Heart-Broken Husband."

CONSIDERATE.

[Exchange.]
"I suppose," said the timid young man,
"when you recall what a handsome man
your first husband was, you wouldn't con-
sider me for a minute?"
"Oh, yes, I would," replied the widow,
instantly, "but I wouldn't consider you
for a second."

GIVE HIM A CHANCE.

[Phegenda Blatter.]
Mother to daughter who requests that
young doctor be called in to attend her:
"My dear, better have the old family
physician. This man is young and has no
experience."
Daughter (pouting)—If no one calls him
in how will he ever get any experience?

FAST-GROWING FISH.

[Le Rire.]
First Small Boy—"Do fishes grow quick-
ly?"
Second S. B.—"Yes, indeed. Papa caught
one two years ago and it grows six inches
every time he speaks of it."

By order of the Minister of Railways
all the women who have hitherto sold
the tickets at Prussian railway sta-
tions have been replaced by men. The
women are said to have been too ner-
vous, irritable and prone to get into
disputes.

FRENCH THRIFT IN THE SCHOOLS

How the Republic inculcates
Saving Habits Early in
Life of Citizens.

Washington, Jan. 1.—French thrift
and French savings permeate the na-
tion to such an extent that home gov-
ernment bonds are held by the French
people, principally the industrial
classes, to the extent of over five bil-
lion dollars. How the republic begins
early to inculcate the saving habit in
the people is explained in the following
article by J. Martin Miller, consul at
Rheims:

"The public schools of France teach
the pupils, both boys and girls, how to
save money by depositing regularly in
the government savings banks, no mat-
ter how small the amount. The Gov-
ernment will furnish money to all pub-
lic school pupils, under certain condi-
tions, with which to help start an ac-
count to provide an income in old age.
"Pupils attaining certain degrees of
proficiency in their classes receive as
prizes bank books with 10 francs (franc
103 cents) credited in each. It is dem-
onstrated to them what this will
amount to at compound interest at 3
per cent when 21 years of age, also the
amount they will have saved at that
age if they deposit regularly one franc
a week, one franc a month, etc.

Old Age Annuities.
"Another plan opens to all pupils a
means which provides an annuity in
old age. Each pupil can deposit as
much as he or she can, daily or week-
ly, up to 10 centimes (2 cents) per day,
one-half of which applies to the fund
for an old-age pension and one-half is
added to the amount the pupil has
to be available in case of the sickness
of the pupil or the parents.

"For every account of this kind the
Government will, annually, give each
pupil one-half the amount he has paid
the school in this way, being a sum
equal to the amount the pupil has
credited to him for a fund to provide
a pension in old age. So it turns out
in the end that the pupil has all the
money he paid in credited to him on
the old-age pension account, and has
in addition a sick fund to draw upon
if needed. In case the sick fund is
not used it is finally deposited to the
credit of the old-age pension fund.

"No savings account in the Govern-
ment savings bank is allowed to exceed
1,500 francs. This does not apply, how-
ever, to the Caisse Nationale des Re-
traites pour la Vieillesse. When an
account has reached that sum the de-
positor is given notice of the fact and
is informed that the money will be
invested for him in government rentes,
non-redeemable bonds bearing 3 per
cent.

While this bond is not redeemable
by the Government, it can be disposed of
at any time to any bank for practi-
cally what it cost. After the 1,500
francs are thus disposed of the de-
positor must open a new savings ac-
count if he desires to continue. This
method of investment is so popular with
the farmers and peasant class that 22,
221,000,444 francs, or \$4,288,780,504 in
rentes have been bought, principally
by the working people of France.

There are two kinds of savings
banks under Government control. The
Caisse d'Epargne has banks in the
principal towns and while the Govern-
ment does not own that system it is
under its direct control. Deposits in
the postal savings bank can be made
at any postoffice. The Cash National
of Pensions for Old Age, guaranteed
by the state and under its control, is
more of an old-age pension and life
insurance institution than a bank.
Children can have an account opened
for them when they are 3 years of age.
There are two kinds of accounts,
capital aliene and capital reserve. A
capital aliene account provides for the
payment of a certain sum after the
age specified (never before 50), but the
policyholder gets only the annuity dur-
ing life, the amount paid in goes to
the heirs of the policyholder at his
death.

For Either Sex.

These policies may be purchased by
members of either sex at any age
from 2 to 65 years. In case the parents,
or anyone for the child, should take
out a policy at 3 years of age on the
capital reserve plan, with a pension to
begin at 50, its nearest relative
would get the amount paid in. If, how-
ever, the policy is on the capital aliene
plan, the amount invested goes to the
institution.

"The institution has been under the
guarantee of the Government since
July 18, 1859. It now has 2,065,015
policyholders and has had during its
history 33,466,224. It now has 248,369
pensioners, to whom it pays annually
\$6,870,855, or an average of nearly \$28
each, and has paid insurance on ac-
count of the death capital reserve
policyholders from the beginning \$4,
840,983. Altogether, since the founda-
tion of the Caisse Nationale des Re-
traites pour la Vieillesse, there has been
paid in as premiums by the policy-
holders \$219,000,338.

CANDIDATES AT GODERICH.

Goderich, Jan. 2.—The following are
standing for election to municipal
offices:
For Mayor—Joseph Elliott and G. F.
Blair.
For Deputy—Robert McLean (accla-
mation).
For Reeve—Reeve—George M. El-
liott, Wm. Young, Robert Elliott.
For Councilors—C. A. Reid, H. B.
Beckett, C. H. Munster, J. T. Gold-
thorpe, E. C. Munster, A. H. Mack-
lin, W. P. Clark.

For Water and Light Commissioners—
J. C. Martin, F. W. Doty, W. T.
Murray.
Water and light commissioners will
be elected this year for the first time.
The bylaw to appoint them is to be
voted on Jan. 7. Should this pass,
the commission will consist of the
mayor and the two of those nominated
who obtain the largest number of votes.
No salary will be attached to the posi-
tion.

The two candidates for mayor are
both 1906 councilmen, Mr. Blair having

J. H. CHAPMAN & CO

FRIDAY AND SATURDAY BARGAINS

A Clean-Up of Ladies' Underwear from a Great Woolen Mills

350 dozen Ribbed Vests, fleece finish, natural color. Regular 25c to 30c for **21c**
200 dozen Natural Fleece Ribbed Vests, worth 40c for **29c**
200 dozen Ribbed Union Vests, nice warm garments. Worth 50c to 60c for **43c**
75 dozen Children's Ribbed Vests, sizes 1, 2, 3 years. On sale 2 for **25c**

Vests

Men's Overcoats

The first big reduction of the season takes place tomorrow in our regular \$10 Men's Overcoats, full assortment, all sizes, popular styles. On sale tomorrow and Saturday **\$6 95**

Boys' Overcoats and Reefers

Manly-looking Long Overcoats for boys, 8 to 15 years, made of fancy tweeds, warm linings, silk velvet collars, all sizes, on sale tomorrow and Saturday **\$2 95**
Boys' Black and Gray Frieze Reefers, tweed lined high storm collars, sizes 8 to 15 years, reduced tomorrow and Saturday to **\$2 25**

Youths' Blue and Black Suits

An accumulation of Blue and Black Suits, in sizes 33, 34 and 35, for young men. **\$6 95**
\$12 suits for **\$8 95**
\$15 suits for **\$9 95**

Room and Hearth Rugs

A price flurry on Rugs for Friday and Saturday.
1 only, Wilton Velvet Room Rug, 10x12, Regular \$20 for **\$15**
1 only, same as above, size 9x12, was \$23, for **\$17 25**
2 only, Templeton's Axminster Room Rugs, 10x12, 13.6. Regular \$52, for **\$39**
14 only, English Axminster Hearth Rugs, beautiful colorings and designs, extra heavy, weighted at both ends, will not kick up **\$2 75**
Large size, was \$3 50, for **\$2 25**
20 only, Fine Reversible Rugs, sizes 30x60, extra value at \$3, for **2 48**
Extra Heavy English Axminster Door Mats, some are fringed. Were 50c and \$1, for **68c**

Men's Underwear

Penman's Steel Gray, extra wool fleeced Under-shirts and Drawers, well finished goods, pearl buttons, edged neck and front plait, all sizes, Worth \$1 50 a suit, for **\$1 25**

J. H. Chapman & Co., 126, 128, 128 1/2 Dundas St.

THE GREAT TUNNEL.

October was the record month for progress in the excavation of the Pennsylvania Railroad tunnel being driven under Manhattan Island. In the 27 working days the best gain in ground in many of the headings was 206 feet, an average of more than 7 1/2 feet a day. The engineers report that firm rock has been encountered all along the line. This means that every foot forward has to be made by blasting, but it saves the excavators the trouble of putting in timber supports.

INSPECTION OF MEAT

All Animals May Be Examined Before Being Slaughtered.

Ottawa, Jan. 2.—Two bills introduced into the House of Commons by the Minister of Agriculture before adjournment for the Christmas and New Year's holidays were distributed in printed form today. One is the act respecting the inspection of meats and canned goods, and the other the act to encourage the establishment of cold-storage warehouses for the preservation of perishable food products. The former measure provides that the minister may order the inspection of all animals intended for slaughter in any establishment. No animal is to be allowed to enter a slaughter house unless it has undergone inspection and been found healthy and fit for food. Every animal affected or suspected of being affected with contagious or other disease is to be slaughtered under supervision and disposed of as provided by the regulations. Provision is made for the inspection of carcasses of all animals intended for export wherever slaughtered, slaughtering by farmers and retail butchers on their own premises is not subject to inspection unless otherwise directed by the minister. Healthy carcasses of all animals, the inspector, but their disposal is subject to further supervision.

THE HONOR OF THIEVES.

A merry fancy distinguished the theft of Parisian robbers who asked a house in the Rue de la Chapelle in the spring. "Your clock has stopped chiming; we will take it to the watchmaker," ran the note which they left behind them. "For fear you should be robbed, we are removing your jewels."

It could only have been coincidence which brought thieves to the vestry of the Mortlake Congregational Church last May to steal the overcoat of the pastor while he was in the pulpit preaching from the text, "Lay not up for yourselves treasure upon the earth, where rust and moth doth corrupt, and where thieves break through and steal." Some thieves have a sense of fitness.

A fight with brigands in Chalcedi a year or two ago resulted in the death of a soldier. The brigands sent \$300 to his widow. Busbrugers who held up Sir Arthur Hodgson discovered later the identity of their victim. They returned his horse to his pack, with his wallet tied about his neck and his money and watch inside. Even the Chinese pirates have some honor, one of our consuls reports, and will pay for the hire of vessels which they have commandeered for cruise expeditions. London Evening Standard.

HEART ACTION ON SHIPBOARD.

"All hearts sound alike on these modern ships," said the surgeon of a transatlantic liner. "Although the hull of the average modern steamer is bigger and supposedly less subject to the violence of the sea, the machinery to drive the enlarged hulls has been increased in size. With the increase in the size of the engines there has followed greater vibration.

"It is this vibration which makes it impossible for us to read. Truly the action of the average human heart. I have tried repeatedly by all manner of means to overcome the influence of the vibration on the heart, but I find that even by swinging a patient in a hammock, where the shaking up is not greatly felt, the result of the heart reading is far from satisfactory.

"The first day at sea in this ship on her maiden voyage I had occasion to treat an Englishman who was enroute to Canada on business. I was startled to hear his heart. Yet he had the finest kind of cardiac action, as I ascertained once the ship's machinery stopped. I have since found it to be an invariable rule that the engine's vibration makes it appear as though the heart of the average man was going to stop before I could get the stethoscope away from his breast.

"Vibration does not hurt the heart any. Do not make the mistake of supposing that it does. It just sounds as though the end was positive, and while the patient's heart is beating in regular form the shaking of the ship does away from the practiced ear."—New York Sun.

FROM MR. SPURGEON'S NOTEBOOK

Mr. Spurgeon was a keen collector of mixed metaphors, finding a rich field in the correspondence that daily overwhelmed him. Two or three are given in the Cornhill Magazine. A lady, including a small contribution for his school, wrote: "I hope this widow's mite may take root and spread its branches until it becomes a Hercules in your hands."

The pulpit prayers of ambitious probationers added something to the great preacher's store. One prayed that "God's rod and staff may be ours while tossed on the sea of life, so that we may get the good fish of faith, and in the end soar to rest."

"We thank thee, Lord, for this spark of grace; water it, Lord," was the sentence, almost imperious, treaty of another promising young man.

Still another prayed: "Gird up the loins of our minds, that we may receive the latter rain."

HEART ACTION ON SHIPBOARD.

"All hearts sound alike on these modern ships," said the surgeon of a transatlantic liner. "Although the hull of the average modern steamer is bigger and supposedly less subject to the violence of the sea, the machinery to drive the enlarged hulls has been increased in size. With the increase in the size of the engines there has followed greater vibration.

"It is this vibration which makes it impossible for us to read. Truly the action of the average human heart. I have tried repeatedly by all manner of means to overcome the influence of the vibration on the heart, but I find that even by swinging a patient in a hammock, where the shaking up is not greatly felt, the result of the heart reading is far from satisfactory.

"The first day at sea in this ship on her maiden voyage I had occasion to treat an Englishman who was enroute to Canada on business. I was startled to hear his heart. Yet he had the finest kind of cardiac action, as I ascertained once the ship's machinery stopped. I have since found it to be an invariable rule that the engine's vibration makes it appear as though the heart of the average man was going to stop before I could get the stethoscope away from his breast.

"Vibration does not hurt the heart any. Do not make the mistake of supposing that it does. It just sounds as though the end was positive, and while the patient's heart is beating in regular form the shaking of the ship does away from the practiced ear."—New York Sun.

A Knot of Blue

BY WILLIAM R. A. WILSON.
Copyright by LITTLE, BROWN & CO., BOSTON.

"It is very unfortunate you cannot prove yourself to have been elsewhere at that hour. You will see by this letter that a time and place were appointed for the delivery of the plans referred to. How do you explain the fact that you reached a spot on the river on the day and hour appointed in this letter, when a messenger was in waiting who called you by name and asked about the plans also mentioned in the letter?"

The governor was silent in turn. Then in an altered tone he went on: "A coincidence merely, your excellency; I went to that particular spot to gather flowers for a friend."

The governor frowned. He guessed the friend referred to might be Raoul was silent. The evidence pointing to his guilt was forcing its weight upon his mind. The governor misinterpreted his silence.

"No other person was seen approaching the spot where the emissary of the English lay in wait, save yourself. However, all the evidence is purely circumstantial. Only one witness claims to have seen you drop the letter, and he admits he was walking some distance behind; therefore it was possible he was mistaken as to the identity of the person. You can probably prove from your friend that you set out with the determination to gather flowers. The men who followed you have said that you were busily engaged on that occupation when they landed. They might be mistaken in the name uttered by the hidden messenger; the English make but a poor mouth at pronouncing French, at the best. I would, therefore, encourage you by saying that while your position is extremely unfortunate, yet nothing has been brought forth that cannot possibly be explained."

At this juncture the officer who had captured Raoul advanced and whispered something in the governor's ear, who flushed and nodded, then resumed in an apologetic tone:

"Nothing has been presented which justifies me in doing anything other than release you. I should not be doing my whole duty, however, if I omitted a very unpleasant task. It will be necessary to search you. It is a mere form, and nothing of an in-

scrutinizing nature found. A man who sets out to deliver a set of plans would naturally carry them with him. The governor breathed more easily. He would now be able to dismiss the affair, and nothing further need be known about the matter.

Raoul started at being stung, and reddened visibly at this humiliation, but said nothing. At a sign from the governor the officer approached and began his work. Raoul assisted him as much as possible.

An oppressive silence ensued, broken only by the sounds made by the officer engaged at his disagreeable task. The governor felt that the candles showed the pale, drawn face of the governor, his teeth set, his hands clasped tightly over the chairarms, and the look of an awful suspense in his eyes. The soldiers stood motionless. Lieut. Liotot from his shadow looked silently on, a faint smile of expectation on his face. Carefully the officer felt in all of the prisoner's pockets, removed his coat and examined its lining with a deft touch, then the waistcoat, but without result. He removed a shoe; nothing there. He took off the other. A paper fell to the floor. The eyes of all were upon the officer as he stooped, picked it up, and handed it to the governor. Stupidly the old man gazed at it a moment; then, recovering himself, opened it before Raoul's wondering gaze, and cried in a heart-broken voice:

"Mon Dieu! Raoul, a copy of the missing plans!"

At these words, and before Raoul could frame a reply, a muffled scream was heard and the figure of Aimee de Marsay, who had been concealed behind one of the heavy curtains at the further side of the room, staggered forth and sank, half unconscious, to the floor. Through some womanly intuition, as well as from the looks and actions of the governor at dinner, she had surmised that Raoul was in trouble, and had taken an early opportunity of slipping behind the protecting hangings. The proceedings had at first filled her with dismay, then anger. Finally, when she realized from the governor's cry that the plans had been found concealed on Raoul's person, everything grew black before her eyes, and she emerged from her hiding place.

She was up in an instant, all eddiness gone, and approaching the group she stepped in front of Raoul and earnestly looking into his eyes, cried:

"Raoul de Chaudenac, you have never lied to me. Tell me on your honor, by the memory of your mother's soul in Paradise, and your father's spotless name, are you guilty of this deed?"

Raoul's surprise at her appearance vanished before a feeling of joy at her presence. Here was one who would not believe him guilty, despite all the devilish evidence that could be produced. All his soul rose to meet her glance, and in its innate nobility and honor, freed for the moment from the blighting power of Madame Duvalier, it flashed back an answering look, as he said firmly and impressively:

"I am innocent; I swear it!"

"I believe you," exclaimed Aimee in exultant tones, "and know that whatever appearance of guilt there may be is but the result of some vile plot to ruin you, and with a firm step and a farewell glance that said: 'Have courage!' she quietly left the room.

The governor had had time to recover his self-control. The whole situation was changed. The evidence seemed to him mind complete.

"To prison!" he said coldly to the officer, and rising he tottered unsteadily across the floor to his own chamber and disappeared.

CHAPTER XIV.

The next morning saw Armand hurrying to the Chateau to seek an interview with Aimee. He was surprised, when she entered the room, to see how little the calamity seemed to have affected her. A little paler she was, perhaps, than usual, but she greeted him with her accustomed kindly frankness.

"I knew that you would come quickly," said she calmly, "as soon as you heard the news of Raoul's misfortune."

"I heard nothing of it until a few moments ago," was the reply. "I rushed off at once to learn from you the particulars of this unfortunate affair."

Aimee thereupon related in detail all that she knew. When she began, her friend's face expressed genuine astonishment, but as she proceeded this gave way to a look of alarm, and when she reached the point in her narrative where the accusing plans were found within the prisoner's shoe, he buried his face in his hands, and the cry: "Mon Dieu! this is terrible!"

"You surely do not believe him guilty of such dishonor?" she cried in a tone of bitter reproach.

He shook his head.

"It is all a dreadful mistake," she continued, "one that can surely be explained."

"That is true, but alas! we have only a short time in which to help him. The council meets this afternoon to try him. Unless he can clear himself he will die."

It was Aimee's turn to become agitated. "But he will swear upon his honor that he knows nothing about it," she cried.

"Alas! ma chère amie, his word will not stand against the damning evidence that has been revealed. The discovery of the plans has sealed his fate."

"It is all some vile plot against his life," the girl exclaimed, wringing her hands. She then related the confused words of warning of Farouche against Gaspard Roguin. Armand again shook his head sadly. "The testimony of that half-witted fellow will avail us nothing."

Aimee stamped her foot angrily. "You refuse to consider my suggestions. Have you none of your own to make? Or are you, too, turned against him, and unwilling to lift a finger in his behalf?" Then passionately: "Oh, that I were a man! I should surely find some means of helping a friend, an innocent, injured, slandered friend."

charged with a foul crime, instead of sitting here doing nothing but shake my head. Have you no brain—cannot guards be bribed? have you no hands—cannot prison bars be sawn asunder?"

Magnificent she stood with head erect, flashing eyes, her hair of a color, an embodiment of scorn, distress and anger. Never had she appeared so beautiful to Armand, never had he felt so passionate a desire to do her service. Then the wind of the tempest veered, and she was a helpless, grief-stricken woman again. She seized his arm. "Forgive me, mon cher Armand, I know not what I am saying. I know only this, that he, my friend, your friend as well, is innocent, yet in great danger; is the victim of some intrigue, and we are powerless to aid him," and she fell into a chair, convulsed with sobs.

Armand was deeply moved as he witnessed her grief. A sudden purpose thrilled him. He approached the young girl and leaning over her, said softly: "I shall do my best. Remember, I shall do my best for you."

An overwhelming desire seized him to press his lips to the glorious mass of hair so near his face, but he restrained himself with an effort, and, touching her head lightly with his hand as though in benediction or farewell, he hastily quitted the room.

Directing his steps toward that portion of the fort where Raoul was confined, he was admitted to his cell. The prisoner sat in gloomy meditation, scarcely looking up when Armand entered.

"My poor Raoul!" was his greeting, "what a terrible misfortune has befallen you! But be of good cheer; your friends will do all in their power for you."

"Friends!" said Raoul bitterly. "I have no friends. Such as I thought I had, I find have higher duties than those of friendship. Liotot was my friend, but he imagined he saw me drop that cursed letter, and straightway considered it necessary to inform the governor. Tisserand was my friend, but he felt obliged to sneak behind me up the river and place me under arrest. The governor was my father's friend as well as mine, but he conceived it to be his duty to cast me into a dungeon for committing a crime I never dreamed of. Bah! give me a few enemies; they could not treat me any worse."

"Come, mon ami," said Armand quietly, as he seated himself beside Raoul and placed his arm affectionately about him, "do not let your anger warp your judgment. Lieut. Liotot and Tisserand may have your interests at heart, but they are also soldiers, sworn to a high duty. The governor is your devoted friend. We can neither of us guess what an agony of soul he underwent last night. Had you been his own son the task could not have been harder. But he is also the governor, the trusted servant of the King, the guide and bulwark of all New France. There are others, too, who are your friends."

"Yes," was the reply, "I received a note from one of them this morning, Madame Duvalier, thinking me for the flowers I managed to have conveyed to her, and hoping that I would soon be at liberty."

"And still another," was Armand's calm rejoinder, "Aimee de Marsay, our old playmate, Raoul, whose affectionate heart is torn with anxiety and distress over your trouble. The speaker winced a little at his own words.

"True," murmured Raoul thoughtfully. "I know she is loyal, and believes me innocent. Her action last night showed that. But she is only a woman, and powerless to aid me."

"And I, too, have come to claim the right to help her friend's calamity," went on Armand steadily. "Cannot you think of anything that would assist in unraveling out this skein of tangled circumstances?"

Raoul shook his head ruefully. "Nothing!"

"Then," continued his companion firmly, "there is but one thing to be done. The council is convened to meet at five. Unless something can be brought forward to explain this mystery you are lost. You will be shot at sunrise."

Raoul was unmoved.

"Listen carefully to my plan," continued Armand earnestly, in lowered tones. "I shall obtain permission to visit you at dusk, wearing a night cloak, night shoes, and a night cap. Once here I shall exchange clothes with you, and you will walk out a free man. I can arrange to have a canoe, filled with ammunition and supplies, ready for you in charge of one of your servants, and you can escape to the forest and there live the life of a woodsman until the enigma is solved and your name cleared."

"But what will be done to you when my flight is discovered?"

"Paradise that is my affair. I am willing to risk it."

Raoul turned upon his friend a look of affection and gratitude. "And you think, my dear old comrade, that for one moment I would be willing that you should take my place and endanger your own life? Forgive me if in my bitterness I seemed blinded to the worth of a devoted friend when in his better moments I thoroughly appreciate him. Nay, my good Armand, I am guiltless, and await my trial, strong in the knowledge of my innocence. If I am freed, it is well. If I am to die, that is the affair of le bon Dieu, and I shall strive to meet the end like a brave man," and he grasped his friend's hand warmly, while his face glowed with feeling.

"But think of all who would rejoice to have you spared—the governor, Aimee and all," persisted Armand.

"And could I ever meet the contempt of that brave old soldier, or behold the scorn in her womanly eyes, caused by my acceptance of your proffered sacrifice? No, Armand, my friend, my brother in all but birth, I leave it all to you. My cause is just. I leave it all with God."

(To be Continued.)

When a baby gives a shrill cry everyone in the house runs to it, and when it keeps it up everyone runs away from it except its mother.

A GOOD NAME IS TO BE PRIZED.—There have been imitations of Dr. Thomas' Electric Oil which may have been injurious to its good name, but if the injury has been only temporary, goodness must always come to the front and throw into the shadow that which is worthless. So it has been with Electric Oil; no imitation can maintain itself against the genuine article.

RENOUNCES WORLD; ENTERS CONVENT

A Well-Known Chicago Philanthropist Winds Up Her Affairs.

Chicago, Jan. 2.—Dr. Sarah Hackett Stevenson, physician, philanthropist, educator and one of the best-known professional women in America, thus laid aside the implements of her profession, abandoned the notable works and societies in which she was a most prominent figure, and will end her days as a religious recluse in St. Elizabeth's Hospital.

Dr. Stevenson has been an inmate of the institution for many months. She was stricken with paralysis three years ago, and since that time has been an invalid. For a time her recovery was hoped for, but several months ago fellow physicians informed her that her affliction was a permanent one.

Succumbing to the inevitable, her thoughts turned to religion and shortly after she embraced the Roman Catholic faith.

With the firmness and decision that has characterized her career she has arranged her affairs, bequeathed her property as if she had already passed away, and even doubtless the value of the Catholic Medical Institute of which she is an inmate.

The tragedy attending the death of her favorite nephew, Attorney Charles H. Stevenson, the mystery of which has never been explained, is said to have aided in impelling Dr. Stevenson to her present resolution.

Charles Stevenson was found dead at the foot of an elevator shaft in the year 1895. His death was a mystery, and the cause of it was never ascertained. Relatives sought to conceal the news of his death from her, fearing the effect. Through his death it was learned for the first time that Dr. Stevenson had been married and divorced in her youth.

EXPANSION IN CANADIAN WEST

A Remarkable Boom in Land Values and a Record Wheat Crop.

Winnipeg, Jan. 2.—During the past year the Canadian west has gone forward with many strides. It is now apparent to even doubting Thomases that the progress has not been due to fortuitous causes, but that it represents the legitimate expansion of a country of great and varied resources which has come to its own at last. A quinquennial census is taken in Western Canada by the Dominion Government for the purpose of readjusting the subsidies to the provinces, and the 1906 figures of population, just made public, make a good showing.

One most notable result of the gain in population has been the rapid increase in the value of land—both in city lots and farms. One of the railway companies as recently as 1901 sold a syndicate of United States speculators 750,000 acres at \$1.50 an acre, with discounts for cash, which considerably reduced this figure; and the Dominion Government sold the same syndicate 250,000 acres at \$1 an acre, subject to certain conditions.

The Manitoba and Northwestern Railway, since absorbed by the Canadian Pacific, in 1899 liquidated a debt of one and a quarter millions to the Manitoba Government by transferring to the province 142,000 acres of specially selected land. There was then so much unsettled land that, whatever its quality, it was not considered as worth more than \$2 or \$3 an acre. Now for land adapted for raising at least \$10 an acre is asked, and if located advantageously for shipping purposes the prices are higher.

This is not only true of land in Manitoba, but hundreds of miles to the westward in Alberta plains, these high prices are asked, and are being paid for the products of the farm to the sea. It is, however, believed that the grain grown in Alberta will find its way to the world markets by way of the Pacific coast, the Grand Trunk Pacific Railway is in operation. Immigrants with capital, particularly those from the United States, prefer to buy land from the railway and land companies, even at higher prices, in order to be in proximity to the towns and railway stations, but poorer settlers go to the free lands, which can only be found now by going long distances from railway lines. This is, however, merely a temporary disability, since the whole country is being rapidly gridironed with railways.

A Record Wheat Crop.

The wheat crop of the Canadian west during the past year was the largest in the history of the country. Although official figures will not be available until all the wheat has passed through the elevators, it is believed that the certain yield will approximate ninety million bushels, in comparison with eighty-five millions last year. Up to the end of November the total receipts at the elevators had been forty-seven million bushels, and of this amount, thirty-two million bushels have been inspected in Winnipeg, and have gone east en route to the world's markets. The wheat has been marketed slowly, owing to an acute car shortage. One result has been that there has been a difference of some 6 cents a bushel between the track and the street price of wheat. Track wheat is wheat already loaded in cars, while street wheat goes into the elevator subject to storage charges until it is shipped.

The discontent created by this difference led a Government investigation, and the result has been the institution of criminal prosecutions against an association of elevator owners, charging them with combining to depress the price.

CASTORIA. The Kind You Have Always Bought

Bears the Signature of J. C. Watson

Advertiser Correspondence

London Township and Toll Roads.

To the Editor of The Advertiser: I have been asked to state the position I take in reference to the Proof Line Road question, and in order that I may not be further misrepresented in this matter, I have put in writing what I have to say. Last spring you will remember that an influential deputation, representing the county council, waited on the members of the township council to see if the township could suggest any steps that might be taken to free the road from the obnoxious tolls. The deputation consisted of County Councillors Robotham, Hutchinson, Cousins and County Clerk Robson. Chairman Robotham addressed the council and expressed, on behalf of himself and the deputation, the sympathy of the county council in their having perpetuated such a relic of barbarism as a toll road. He said it was unfortunate that this road had not been dealt with when the other roads were relieved of this tax. At the last meeting of the township council a deputation had been appointed to look into the matter and they were here to discuss it with the township councillors. The county were of all as prepared to do what was right in the matter, and he would suggest that in order to get the thing into business shape the township should ascertain the very lowest price at which the road could be purchased and then for the township to decide what portion of that price they would feel justified in granting, and then come to the county council at their June sitting with the best proposition they could make. The county was not prepared to be driven in the matter, they were not to be obliged to pay one cent of the cost, but the county came to them in a spirit of friendliness, hoping that the township would meet them in this same spirit. Councillor Cousins said he could only endorse all that Chairman Robotham had said. He thought the matter should be dealt with by the township taking the initiative, and he would assure them that the county would meet them in a fair and liberal way.

Councillor Hutchinson, of McGillivray, said he felt the existence of this toll road was a reproach not only to the township, but in a sense to the county. It was a relic of barbarism that should be no longer continued, and now that the county was prepared to meet them in a liberal way, he hoped the township would awaken to the sense of their duty as well as the co-operation and assistance in obtaining the relief for the ratepayers he felt they were entitled to. We pointed out to the deputation that the cost of the road was not so serious a consideration as the cost of maintenance, the road was in a bad state of repair, but has since that been improved. They could not get away from the fact that in view of the big cost of future maintenance, they would expect a very liberal grant from the county, as well as the co-operation and financial assistance of the city of London, who were equally interested in having the road free. What I said at that meeting I now repeat, and I have no reason to change the views then held by me. I said that I wished to take that opportunity of placing myself on record as to the position I felt it right to take in the matter. I knew that to any man seeking the suffrages of the electors in the northeast or northwest parts of London township, the purchase of the Proof Line Road was not a popular theme, and if any proposition were submitted that had for its object the purchase of the Proof Line Road by the township alone, I could not and would not give it my support. I felt, however, that we could not be blind to the fact that a very serious grievance existed amongst those who for many years had been burdened with these tolls. As the representative of the people in the township, I felt we would be recreant to our trust and unmindful of our duty towards them if, in view of the very kindly manner in which the deputation from the county had placed this matter before them, they did not respond, and endeavor to do their share in thus relieving their own people in this burden, this relic of barbarism as it has been aptly called. The deputation that had waited on them today were residents of outlying townships representing in the county council the townships of Adelaide, McGillivray and Westminster. Surely when these gentlemen show such an interest in a matter that should be manifestly of even local interest to the township of London, they would not be recreant to duty if they were not prepared to adopt the suggestions made, and endeavor to get from the county some proposition that might be acceptable to all interested. I suggested that the township council, as a committee of the whole, or a committee from the council, be appointed to ascertain from the directors of the road the very best cash terms at which they would dispose of the road. Upon motion of Councillors Hudson and Hodgins, the matter was referred to the council as a committee of the whole. Later a meeting was arranged with the directors, and they were asked to give a price. This, however, they were not prepared to do other than to say that they would likely accept the amount of the former award under arbitration, which was \$11,000. The township was not in a position to make any offer without knowing just what proportion of cost the other municipalities interested would sanction, and thus the matter dropped, and we had to so report the thing to the county council at their June session. Now, gentlemen, I have been and am being misrepresented as to the position I take in this matter, and I just want to say here the opinions expressed by me at the meeting, which the county deputation are my opinions now, and I trust I may never prove so unworthy of your confidence as to be afraid to say plainly to you, and to any elector in this great township of London, what my views are on a great question of this kind. I think if this question is met in a spirit of fairness and without sectional prejudice, no man in this township, north, south, east or west, will dispute the fact that a most serious grievance exists, that for years many of our best respected ratepayers have been subjected to a tax that is a disgrace and blot on the fair reputation of London township. Something must be done, and something will be done to redress this grievance. Right will prevail, and the time must come when this matter will be settled, and settled in a manner

There's Health in its Savor, and Strength in its Flavor—

Blue Ribbon Tea

Is nature's nerve restorer. It's a stimulant for the enervated; and a delicate tonic for all.

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

For a small kitchen



THE SOUVENIR STEEL RANGE

has many advantages over the common cast iron range. Requires only half the room, and yet possesses the same capacity. Aerated oven-roasts meats perfectly without impregnating with smoke and impure odors. Easily kept clean. It has a solid steel unbreakable base, and is very durable.

Every Souvenir is absolutely guaranteed by the makers.

THE GURNEY-TILDEN CO., Limited
HAMILTON, WINNIPEG, MONTREAL, VANCOUVER

W. F. WYATT, AGENT
349-351 TALBOT STREET, LONDON.

Purity, Brilliance and Uniformity

Found in

CARLINGS

Are Porter and Lager

Matches

The "Flint and Steel" have passed away, The Lucifer has had its day, The Eight-Day Match has ta'en its flight And paled its ineffectual light. Not one of these could "hold a patch" On Eddy's SILENT PARLOR MATCH.

The E. B. EDDY CO., Ltd., Hull, Canada
DONALD McLEAN, Agent, 426 Richmond Street, London.

that will be fair and equitable to all concerned.

Questions of this kind are not settled, however, unless approached in a spirit of equity and justice. Prejudice and sectionalism must be set aside, and the electors, when the time comes, will feel to a man, approve of any settlement that is right. It is unfortunate that we cannot get a rock-bottom price for this road. The directors ask \$11,000, but we know they do not expect to get this amount. The arbitration gave them more than they were entitled to, but they are not prepared to say just what rock-bottom cash price; they have said that they will take the amount of the award, which is \$11,000. This would form a basis at least for negotiation. The Ontario Government say they will give the county and township respectively 33-1-3 per cent of whatever share of the total cost we have to pay. We know that a few years ago the city offered to pay \$3,000 towards the purchase of the road, and at the same time the county council offered to contribute \$5,000; this would make \$8,000 of the total cost. I take the position that when a proposition is presented which the county of Middlesex and the city of London can accept as satisfactory, that the township of London should do its share, and if this is not acceptable to the electors of this township, then I mistake their appreciation of justice and fair play towards their fellowman. I can see no more injustice in the township refusing to build a bridge to give convenient access to the city for the farmers who use it than in refusing to do a reasonable share towards relieving the electors of this great burden. I say again, consider the matter fairly without prejudice and without selfishness, and the man who will not admit of the justice of our meeting this matter in a spirit of fairness, I do not believe lives in London township.

S. F. GLASS.

PREMIER'S BROTHER BURED.

Montreal, Que., Jan. 2.—The funeral of the late Charlemagne Laurier, M. P., took place at St. Lin this morning, and was very largely attended by local people and friends, his half-brother, Sir Wilfrid Laurier, being also present. A special train, which left Montreal this morning, took out a large party, including senators and members of Parliament.

Service was held in the parish church, which was crowded. Sir Wilfrid was the chief mourner.

Corn Cure intolerable pain. Hello way's Corn Cure removes the trouble. Try it, and see what amount of pain is saved.



GILLETT'S PURE POWDERED LYE

Ready for Use in Any Quantity. For making SOAP, softening water, removing old paint, disinfecting sinks, closets and drains and for many other purposes. A can equals 20 pounds Sal Soda.

SOLD EVERYWHERE.

E. W. GILLETT COMPANY LIMITED
TORONTO, ONT.

Advertiser Patterns

DESIGNED BY MARTHA DEAN.



A BOXCOAT FOR A MISS—4141.

The loose, hanging coats are very becoming to slender undeveloped figures, and one which is suited to home-making is shown in front and side back seams are stitched in slot, seam effect to the shoulders, while the front closes in double-breasted fashion. The trim collar and lapels may be of velvet or the cloth stitched. This style of coat is very practical for the growing girl, as it can be worn longer than the more closely-fitted ones. A cheviot, broadcloth or covert may serve, of which 1-7-8 yards 44 inches wide are needed for the medium size.

4141—SIZES, 12 to 17 years.

The price of this pattern is 10 cents.

PATTERN DEPARTMENT OF THE ADVERTISER.

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

Name

Street 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 wanted measure you need only mark, 22, 34, 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 "yards." Patterns cannot reach you in less than one week from the date of order. The price of each pattern is 10 cents in cash or a postage stamp.

Address.....

PATTERN DEPARTMENT, ADVERTISER, LONDON, ONT.

JAPS IN PEACE PREPARE FOR WAR

Mikado's Arsenal and Ship-yards Very Busy.

POWER IS KEPT A SECRET

The Island Empire Independent of World in the Manufacture of All Its Supplies.

New York, Jan. 2.—An English engineer, at present stopping in New York en route from Tokyo to London, who for the last three years has enjoyed peculiar opportunities for observation by reason of his business relations with the Japanese war office, today gave some facts concerning Japan's reserve war strength and its arsenal and shipyard production.

Since the war, he said, the office in Tokyo has been a chary of admitting foreigners to knowledge of what is being done in the manufacture of war material as during the struggle. Outside of the possible information gathered by secret agents of European war offices, the world at large has no conception of the high pressure work going on in all the war supply factories of Japan, nor is anything known of the facilities these factories possess for the scientific production of instruments of war.

Japan has two military arsenals, employing approximately 50,000 workmen. These arsenals have extra night-shifts. At times they run week in and week out, continuously. The empire operates four shipyards and naval arsenals. In two of them battleships have been built and two more are building. Aside from these, there are government steel works for the production of armor plate and material for big guns, a government powder factory, two auxiliary private shipyards and drydocks capable of being used for war purposes within twenty-four hours.

This in a mass is the potential war equipment of Japan. Today there are the works there is at present not one foreigner, neither teacher nor workman. The gates are closed to every Japanese who is not in the employ of the government.

Glance of Navy Yards.
The navy yards at Kure, on an island some of the largest and best equipped in Japan, employ about 55,000 and 50,000 machinists, artificers and laborers living there. The keel of a battleship can be laid down at Kure, and the whole vessel built with no importation either of machinery or materials.

At the present time, a sister ship of the battleship *Satsuma*, recently launched at the Yokosuka naval yards, which is larger than the *Dreadnaught*, is under construction in the Kure shipyards. The Kure naval arsenal, employing over 3,000 men, makes guns of all sizes, from three inches to twelve. Besides big guns for the navy, the Kure arsenal soon will be ready to turn out heavy rifles and disappearing guns for land fortifications. A special plant installed within the area already has been at work on artillery.

The Yokosuka naval yards, next in size, are situated on Yokohama Bay, about 15 miles from the city of Yokohama. The Yokosuka yards comprise a shipbuilding plant, dry docks, machine repairing shops, and a torpedo factory, the only one in Japan. The Yokosuka yards turn out engines and boilers for all war vessels now being constructed by Japan. The *Miyabara* boiler, the largest of a Japanese naval officer, is said by expert shipbuilders to be the finest of its kind.

Largest Arsenal at Tokio.
The largest military arsenal in Japan is at Tokio. Here there is a complete plant for the manufacture of small arms, field artillery, cavalry equipment and cartridges. The Tokio arsenal manufactures employs about 10,000 hands. Branches of this arsenal are at Nagoya, halfway between Tokio and Kobe. A new arsenal just completed about ten miles north of the capital employs about 5,000 men. At the present time with the equipment that has been installed at Tokio 500 of these rifles can be turned out in a day.

The shell works at Tokio have a daily capacity of 600 three-inch shells for field pieces with fuses complete. This plant was installed during the war, and in addition to it is projected. Fuse works with a daily capacity of 1,100 fuses for shells of three inches to twelve inches is now working in conjunction with the Tokio arsenal.

Cartridge works operated in conjunction with the arms manufacture at Tokio supply the entire Japanese army. The powder works are of Japanese manufacture. To this list of Japanese arsenals, arsenals, powder works, and torpedo stations there must be added as reserve forces of Japan's potential war strength—the Koyasaki and the Mitsui Bishi at Nagasaki. Both are equipped with dry docks, machine shops, and machinery necessary to remodel or repair the largest vessels.

It is evident, according to this engineer, that Japan is intent upon making herself independent of the world in construction and equipment of her naval forces. At the present time there are now under construction, or about to be laid down in government yards, three battleships, nine armored cruisers, and ten fast cruisers.

"Before I left Tokio," said the engineer, "I was the general consensus of opinion among naval designers that the new programme of naval expansion should provide a battleship squadron of eight ships of the strongest and newest types; two armored cruisers of eight ships each, and three fast cruiser squadrons of four ships each."

"The Diet has appropriated 100,000,000 yen (\$20,000,000) for the improvement of the Japanese navy. I believe people outside of Japan do not realize what a tremendous activity the government is putting forth to secure armament defense. Nor is it generally known that even the reduction of the expense incurred by war weighing down Japan as a possible opponent is today a minus quantity."

RAIL HORRORS STIR U. S. GOV'T.

Commission Prepares Drastic Report for Congress.

SAFETY DEVICES HARD HIT

Largest Losses of Life Said To Be Due to Their Failure to Work Properly.

Washington, Jan. 2.—Aroused by the recent series of horrors of the railroads, the interstate commerce commission, it was learned today, will send a sensational report to congress, probably within a few days after the lawmakers reconvene. The report will embrace the results of an exhaustive investigation made by experts into the block signal and safety appliance problem, and it was intimated that, in view of the very recent "preventable accidents," attended with great loss of life, some suggestions which will excite the interest of every traveler in the United States will be put forward in connection with it.

Sunday night's rear-end collision on the Baltimore and Ohio, in many respects the bloodiest and most heart-rending railroad accident in recent years, has brought the question of safeguarding life on the rail home to national lawmakers and other federal officials as it never has been brought before. Every cloud has a silver lining, according to the old saying. In this particular case the loss of life that has caused the authorities of the District of Columbia to order the flags of the city placed at half-mast and has plunged the holiday season at the capital into mourning may turn out an act of providence in the direct interest of the hundreds of thousands of persons who daily journey upon the steel highways of the country.

Three train wrecks have formed the objects of particular study on the part of the interstate commerce commission in framing the report that is to go to congress in connection with the results obtained by the experts who, several months ago, were assigned to the work of investigating the safety appliance. The wreck on the Southern Railroad, in which the passenger train of that road and several of its companions met death; the immigrant train wreck on the Baltimore and Ohio near Chicago, in which some three-score or more aliens lost their lives, and finally the *Terra Costa* horror, with a death list upward of fifty, form the examples that furnish the commission with a text for the lecture it proposes to read.

Members of the interstate commerce commission are struck by the fact that each of these appalling wrecks was of the rear-end collision type, which modern block signals are especially designed to prevent. They have been impressed with the further fact, as a result of their investigations and observations, that nearly every wreck where great loss of life results is caused by something that forces the blame back directly on the very safety devices provided to prevent such accidents.

Defective block signals or disregard of the same, misplaced switches and the like give death its greatest harvest on the railroads. The commission is of the opinion that the block signal system, as it now exists, is a veritable obstacle, and even head-on collisions and accidents on curves that are more or less preventable seldom have the same accompaniment of killed and injured.

Sunday night's wreck, for instance, was on a stretch of track so straight that the colliding locomotive split the air as it passed, and the wreckage lay clear as a runway for the length of a mile. Why this unjust discrimination in the matter of life and death between preventable and semi-preventable accidents? is the question that is asked.

Do block signals, and are safety appliances worth anything at all? These are the questions that are informally asked by members of the interstate commerce commission in consideration of the recent horror. In this connection there is something significant in a secret conference some members of the commission had today with George Westinghouse, the air-brake and safety appliance man. A high official of the Baltimore and Ohio Railroad also was summoned in conference with the commissioners, who is most prominently identified with the work of preparing the forthcoming report. These conferences may have an important bearing on the suggestions for drastic regulation of common carriers along lines of safety as well as in matters of transportation charges, that are to be put to Congress very soon.

That block signals are really worse than the no signals at all, as far as the declaration may sound, has come to be the belief of some of the experts. The reason is the well-grounded idea that the block signal system, as it now exists, is imposed by the railroads and valuable to them on account of advertising it afford, are deserved only technically.

The real root of the age is responsible for the existing situation. The mere presence of block signals is relied upon to aid in preventing accidents, and the train crews, impelled by the mad impulse to make time and prevent delays that looms the curse of their superiors upon their heads, have, it is declared, become careless in the days when they were supposed to be faithful, way, so to speak. In this same connection the question as to whether employees are overworked is receiving attention of the commission, and will form a chapter in the report to be made to Congress.

G. T. Bell Combats Statement by W. F. Maclean as to Two-Cent Rate.

An interesting statement was made by Mr. G. T. Bell, general passenger and ticket agent of the Grand Trunk, yesterday, in connection with the two-cent rate bill, and other legislation now being pressed in the House of Commons by Mr. W. F. Maclean, M. P. Mr. Bell took strong issue with Mr. Maclean, and produced facts and figures to bear out his contentions. His attention was particularly drawn to the following statement made by Mr. Maclean in the parliamentary debate:

"I defy the representative of any railway company in Canada or of the United States to show a case where the maximum standard passenger rate has been reduced since the year 1890 to the detriment of the company."

Mr. Bell said he was surprised to hear Mr. Maclean was again making such an argument. Mr. Maclean had made a similar assertion in Parliament in 1905, and when his passenger rate bill of that year was under consideration of the railway committee the following statement had been made in behalf of the railways which Mr. Maclean did not attempt to and could not successfully challenge:

"On a small part of the railway mileage in Michigan the maximum fare is two cents a mile, as the result of arbitrary legislation that is not credit to the wisdom or justice of those responsible for it. This law requires railways earning from their passenger trains \$3,000 per mile of railroad per annum to charge two cents a mile. It is evident that such a law is based upon a principle that must force the railways to limit their passenger service or or else at a loss. It does not take into consideration the amount of train service given and consequently the cost of earning this \$3,000 per mile of railroad."

In the year ended December 31, 1902, the railroads in Michigan earned under the arbitrary law an average of 86 cents per train mile from their passengers, against an average for all railroads in the United States of 98 cents.

"The railways in Canada in the year ended June 30, 1902, earned an average of only \$1,208 per mile of railroad, or only 40 per cent of the amount fixed by the Michigan law as a basis for the two-cent mile fare."

"It does not require the expert, continued Mr. Bell, 'to see that the legislation which reduced the earnings of Michigan railways ten cents per train mile below the average of all the railroads in the United States, was not only detrimental to the railways, but almost confiscatory and more disastrous to railway development in that state.'"

"Nearer home we have convincing evidence of Mr. Maclean's fallacy," said Mr. Bell. "You recall, passing over as I infer from his remarks, the great reduction in 1898 owing to a disagreement between the two principal railways with the result that a while when it was thought by the public they would have the rates on a short time, but at the end of a few months the travel was about normal in numbers and unprofitable in earnings. The reduction lasted nine months and about the same time the Grand Trunk carried that year an increased cost and earned over one hundred thousand dollars less than in the preceding year. I am assured the Canadian Pacific experience was substantially similar."

"But," said Mr. Bell, "Mr. Maclean's object seems to be to compel the railways to operate at a loss and force the Government to take them over as I infer from his remarks in Parliament. For example, when he introduced the two cents per mile bill, Hansard quotes him as follows: 'We have expressly declared that we undertake the absolute control of rates, and I believe the ultimate end of that will be that we will undertake the absolute control of the operation of railways.' Let us hope for the good of this country such an undesirable event may be long deferred. However, it may only be one of Mr. Maclean's rash statements, and we are not to be misled by them."

"The law (in Ohio), went into force, the people got two cents a mile, the railroad, the Pennsylvania lines in Ohio, got more travel than it could carry, and not a single privilege that the people of Ohio enjoyed previous to that law going into force was abandoned."

"Now," said Mr. Bell, "I met in New York last week Col. Sanford Moly, general passenger agent of the Pennsylvania lines, and he informed me that when the 2c per mile maximum became law last March, every train was cut off except for commuters and Sunday excursionists, and for these the fares were advanced. This means to benefit comparatively few transient passengers, the working people and vast majority of all classes who can only afford to travel at holiday seasons, and who formerly enjoyed one fare for local trips and excursions on such occasions as Decoration Day, Fourth of July, etc., now must pay 2 cents per mile. The people of limited means are thus helped to make up the deficit in the fares created by a compulsory rate reduction of the maximum fare. This must always be the case when the railways are forced by legislation to carry passengers or perform other services at rates that are not sufficient to recoup themselves by restricting privileges and raising excursion fares they otherwise would be glad to accord. Why even in populous New England States and in New York and Pennsylvania, the railroads are forced to pay two cents per mile or more against an average of one and one-half cents on our railways in Quebec and Ontario."—*Montreal Gazette*, Dec. 25, 1906.

RUINED BY AERIAL DREAMS
Count Zeppelin, Who Has Tried for 50 Years to Fly, Is Practically Penniless.

Berlin, Jan. 2.—In these days of the Wright Brothers and M. Santos-Dumont, it is pathetic to contemplate the present condition of Count Ferdinand Zeppelin, the pioneer, in the attempt to solve the problem of air-flight, who began a study of the question fifty years ago, when his contemporaries regarded him as a madman.

The count inherited a magnificent landed estate at Gyslar, Wurtemberg with a residence at Stuttgart. Of all this nothing now remains to him. Every house and every acre has been spent in futile experiments, and the count with his devoted wife has been living for the last few years in a small four-roomed cottage in a remote village in South Germany, on a small allowance made him by wealthy relatives.

Year after year from 1856, with only a break of one year, when he got married, Count Zeppelin has constructed all sorts of flying machines, making expensive journeys to Paris, London and other capitals to watch the progress of other aeronauts. At last his income did not suffice and Count Zeppelin, the equally enthusiastic countess began to sell the estates and were finally forced to face ruin and destitution.

After devoting some forty years to a futile attempt to construct a successful flying machine, Count Zeppelin applied himself to the construction of a navigable airship, borrowing the necessary funds from sympathetic friends. The last unsuccessful attempt was made in 1901, when the count, who was then 63 years of age, despairing of success, announced that he was determined to abandon his effort.

He managed, however, to collect funds to build another airship, which was completed last year. It had its first trial in September and was reported to be a comparative success. Subsequent trips, which were watched by the King of Wurtemberg and a distinguished company of expert aeronauts, were comparatively failures. The witnesses unanimously passed an unfavorable verdict on the machine.

Nevertheless the count will try once more this year. It is feared that after fifty years of unexampled perseverance he is doomed again to failure.

A COUGH is often the forerunner of serious pulmonary afflictions, yet there is a simple cure within the reach of all, in the form of a cough syrup, an old-time and widely-recognized remedy, which, if resorted to at the inception of a cold, will relieve the trouble, and by overcoming the trouble, guard the system from any serious consequences. Price, 25 cents, at all dealers.

Bylaw No.

To Provide for Partial Exemption of The Wortman & Ward Company, Limited.

WHEREAS THE WORTMAN & WARD COMPANY, Limited, have petitioned this council to exempt their manufacturing establishment in the City of London from taxation for the period of ten years from the final passing of this bylaw in so far as each annual assessment during the said period shall exceed the sum of \$25,000, and in the opinion of this Council it is expedient and in the interest of the City of London that the said manufacturing establishment, and the said Company in respect thereof, shall be exempted from taxation (except taxation for school purposes) for the period of ten years from the final passing of this bylaw in so far as each annual assessment during the said period shall exceed the sum of \$25,000.

BE IT THEREFORE ENACTED by the Municipal Council of the Corporation of the City of London, as follows: 1. That for and during the term of ten years from the final passing of this Bylaw, the said manufacturing establishment of the said Wortman & Ward Company, Limited, in the said City of London, and the said Company in respect thereof, shall be exempted from taxation (except taxation for school purposes) in so far as each annual assessment during the said period shall exceed the sum of \$25,000.

2. This Bylaw shall take effect on and after the passing thereof. 3. That the votes of the electors of the said City of London will be taken on this Bylaw on Monday, the Seventh day of January, A. D. 1907, commencing at the hour of nine o'clock in the morning and continuing until five o'clock in the afternoon at the several polling places, and by the several Deputy Returning Officers, appointed to hold the municipal elections on the said day.

4. That on Wednesday, the Second day of January, A. D. 1907, at his office in the City Hall, in the said City of London, at the hour of eleven o'clock in the forenoon, the Mayor shall appoint in writing, signed by him, two persons to attend at the final summing up of votes by the Clerk, and one person to attend at each polling place in and desirous of promoting the passing of this Bylaw, and a like number on behalf of the persons interested in and desirous of opposing the passing of this Bylaw.

5. That the clerk of the said Municipal Corporation shall attend at the City Hall at the hour of twelve o'clock noon, on Wednesday, the Ninth day of January, A. D. 1907, to sum up the number of votes given for and against this Bylaw.

6. That the clerk of the said Municipal Corporation shall attend at the City Hall at the hour of twelve o'clock noon, on Wednesday, the Ninth day of January, A. D. 1907, to sum up the number of votes given for and against this Bylaw.

7. That the clerk of the said Municipal Corporation shall attend at the City Hall at the hour of twelve o'clock noon, on Wednesday, the Ninth day of January, A. D. 1907, to sum up the number of votes given for and against this Bylaw.

8. That the clerk of the said Municipal Corporation shall attend at the City Hall at the hour of twelve o'clock noon, on Wednesday, the Ninth day of January, A. D. 1907, to sum up the number of votes given for and against this Bylaw.

9. That the clerk of the said Municipal Corporation shall attend at the City Hall at the hour of twelve o'clock noon, on Wednesday, the Ninth day of January, A. D. 1907, to sum up the number of votes given for and against this Bylaw.

10. That the clerk of the said Municipal Corporation shall attend at the City Hall at the hour of twelve o'clock noon, on Wednesday, the Ninth day of January, A. D. 1907, to sum up the number of votes given for and against this Bylaw.

By-Law No.

To Provide for Partial Exemption of The London Canning and Evaporating Company Limited.

WHEREAS, THE LONDON CANNING AND EVAPORATING COMPANY, Limited, have petitioned this council to exempt their manufacturing establishment in the City of London from taxation for the period of ten years from the final passing of this bylaw in so far as each annual assessment during the said period shall exceed the sum of \$25,000, and in the opinion of this Council it is expedient and in the interest of the City of London that the said manufacturing establishment, and the said Company in respect thereof, shall be exempted from taxation (except taxation for school purposes) for the period of ten years from the final passing of this bylaw in so far as each annual assessment during the said period shall exceed the sum of \$25,000.

BE IT THEREFORE ENACTED by the Municipal Council of the Corporation of the City of London, as follows: 1. That for and during the term of ten years from the final passing of this bylaw in so far as each annual assessment during the said period shall exceed the sum of \$25,000, and in the opinion of this Council it is expedient and in the interest of the City of London that the said manufacturing establishment, and the said Company in respect thereof, shall be exempted from taxation (except taxation for school purposes) for the period of ten years from the final passing of this bylaw in so far as each annual assessment during the said period shall exceed the sum of \$25,000.

2. This Bylaw shall take effect on and after the passing thereof. 3. That the votes of the electors of the said City of London will be taken on this Bylaw on Monday, the Seventh day of January, A. D. 1907, commencing at the hour of nine o'clock in the morning and continuing until five o'clock in the afternoon at the several polling places, and by the several Deputy Returning Officers, appointed to hold the municipal elections on the said day.

4. That on Wednesday, the Second day of January, A. D. 1907, at his office in the City Hall, in the said City of London, at the hour of eleven o'clock in the forenoon, the Mayor shall appoint in writing, signed by him, two persons to attend at the final summing up of votes by the Clerk, and one person to attend at each polling place in and desirous of promoting the passing of this Bylaw, and a like number on behalf of the persons interested in and desirous of opposing the passing of this Bylaw.

5. That the clerk of the said Municipal Corporation shall attend at the City Hall at the hour of twelve o'clock noon, on Wednesday, the Ninth day of January, A. D. 1907, to sum up the number of votes given for and against this Bylaw.

6. That the clerk of the said Municipal Corporation shall attend at the City Hall at the hour of twelve o'clock noon, on Wednesday, the Ninth day of January, A. D. 1907, to sum up the number of votes given for and against this Bylaw.

7. That the clerk of the said Municipal Corporation shall attend at the City Hall at the hour of twelve o'clock noon, on Wednesday, the Ninth day of January, A. D. 1907, to sum up the number of votes given for and against this Bylaw.

8. That the clerk of the said Municipal Corporation shall attend at the City Hall at the hour of twelve o'clock noon, on Wednesday, the Ninth day of January, A. D. 1907, to sum up the number of votes given for and against this Bylaw.

9. That the clerk of the said Municipal Corporation shall attend at the City Hall at the hour of twelve o'clock noon, on Wednesday, the Ninth day of January, A. D. 1907, to sum up the number of votes given for and against this Bylaw.

10. That the clerk of the said Municipal Corporation shall attend at the City Hall at the hour of twelve o'clock noon, on Wednesday, the Ninth day of January, A. D. 1907, to sum up the number of votes given for and against this Bylaw.

11. That the clerk of the said Municipal Corporation shall attend at the City Hall at the hour of twelve o'clock noon, on Wednesday, the Ninth day of January, A. D. 1907, to sum up the number of votes given for and against this Bylaw.

12. That the clerk of the said Municipal Corporation shall attend at the City Hall at the hour of twelve o'clock noon, on Wednesday, the Ninth day of January, A. D. 1907, to sum up the number of votes given for and against this Bylaw.

13. That the clerk of the said Municipal Corporation shall attend at the City Hall at the hour of twelve o'clock noon, on Wednesday, the Ninth day of January, A. D. 1907, to sum up the number of votes given for and against this Bylaw.

14. That the clerk of the said Municipal Corporation shall attend at the City Hall at the hour of twelve o'clock noon, on Wednesday, the Ninth day of January, A. D. 1907, to sum up the number of votes given for and against this Bylaw.

15. That the clerk of the said Municipal Corporation shall attend at the City Hall at the hour of twelve o'clock noon, on Wednesday, the Ninth day of January, A. D. 1907, to sum up the number of votes given for and against this Bylaw.

16. That the clerk of the said Municipal Corporation shall attend at the City Hall at the hour of twelve o'clock noon, on Wednesday, the Ninth day of January, A. D. 1907, to sum up the number of votes given for and against this Bylaw.

17. That the clerk of the said Municipal Corporation shall attend at the City Hall at the hour of twelve o'clock noon, on Wednesday, the Ninth day of January, A. D. 1907, to sum up the number of votes given for and against this Bylaw.

18. That the clerk of the said Municipal Corporation shall attend at the City Hall at the hour of twelve o'clock noon, on Wednesday, the Ninth day of January, A. D. 1907, to sum up the number of votes given for and against this Bylaw.

By-Law No.

To Provide for Partial Exemption of The London Canning and Evaporating Company Limited.

WHEREAS, THE LONDON CANNING AND EVAPORATING COMPANY, Limited, have petitioned this council to exempt their manufacturing establishment in the City of London from taxation for the period of ten years from the final passing of this bylaw in so far as each annual assessment during the said period shall exceed the sum of \$25,000, and in the opinion of this Council it is expedient and in the interest of the City of London that the said manufacturing establishment, and the said Company in respect thereof, shall be exempted from taxation (except taxation for school purposes) for the period of ten years from the final passing of this bylaw in so far as each annual assessment during the said period shall exceed the sum of \$25,000.

BE IT THEREFORE ENACTED by the Municipal Council of the Corporation of the City of London, as follows: 1. That for and during the term of ten years from the final passing of this bylaw in so far as each annual assessment during the said period shall exceed the sum of \$25,000, and in the opinion of this Council it is expedient and in the interest of the City of London that the said manufacturing establishment, and the said Company in respect thereof, shall be exempted from taxation (except taxation for school purposes) for the period of ten years from the final passing of this bylaw in so far as each annual assessment during the said period shall exceed the sum of \$25,000.

2. This Bylaw shall take effect on and after the passing thereof. 3. That the votes of the electors of the said City of London will be taken on this Bylaw on Monday, the Seventh day of January, A. D. 1907, commencing at the hour of nine o'clock in the morning and continuing until five o'clock in the afternoon at the several polling places, and by the several Deputy Returning Officers, appointed to hold the municipal elections on the said day.

4. That on Wednesday, the Second day of January, A. D. 1907, at his office in the City Hall, in the said City of London, at the hour of eleven o'clock in the forenoon, the Mayor shall appoint in writing, signed by him, two persons to attend at the final summing up of votes by the Clerk, and one person to attend at each polling place in and desirous of promoting the passing of this Bylaw, and a like number on behalf of the persons interested in and desirous of opposing the passing of this Bylaw.

5. That the clerk of the said Municipal Corporation shall attend at the City Hall at the hour of twelve o'clock noon, on Wednesday, the Ninth day of January, A. D. 1907, to sum up the number of votes given for and against this Bylaw.

6. That the clerk of the said Municipal Corporation shall attend at the City Hall at the hour of twelve o'clock noon, on Wednesday, the Ninth day of January, A. D. 1907, to sum up the number of votes given for and against this Bylaw.

7. That the clerk of the said Municipal Corporation shall attend at the City Hall at the hour of twelve o'clock noon, on Wednesday, the Ninth day of January, A. D. 1907, to sum up the number of votes given for and against this Bylaw.

8. That the clerk of the said Municipal Corporation shall attend at the City Hall at the hour of twelve o'clock noon, on Wednesday, the Ninth day of January, A. D. 1907, to sum up the number of votes given for and against this Bylaw.

9. That the clerk of the said Municipal Corporation shall attend at the City Hall at the hour of twelve o'clock noon, on Wednesday, the Ninth day of January, A. D. 1907, to sum up the number of votes given for and against this Bylaw.

10. That the clerk of the said Municipal Corporation shall attend at the City Hall at the hour of twelve o'clock noon, on Wednesday, the Ninth day of January, A. D. 1907, to sum up the number of votes given for and against this Bylaw.

11. That the clerk of the said Municipal Corporation shall attend at the City Hall at the hour of twelve o'clock noon, on Wednesday, the Ninth day of January, A. D. 1907, to sum up the number of votes given for and against this Bylaw.

12. That the clerk of the said Municipal Corporation shall attend at the City Hall at the hour of twelve o'clock noon, on Wednesday, the Ninth day of January, A. D. 1907, to sum up the number of votes given for and against this Bylaw.

13. That the clerk of the said Municipal Corporation shall attend at the City Hall at the hour of twelve o'clock noon, on Wednesday, the Ninth day of January, A. D. 1907, to sum up the number of votes given for and against this Bylaw.

14. That the clerk of the said Municipal Corporation shall attend at the City Hall at the hour of twelve o'clock noon, on Wednesday, the Ninth day of January, A. D. 1907, to sum up the number of votes given for and against this Bylaw.

15. That the clerk of the said Municipal Corporation shall attend at the City Hall at the hour of twelve o'clock noon, on Wednesday, the Ninth day of January, A. D. 1907, to sum up the number of votes given for and against this Bylaw.

16. That the clerk of the said Municipal Corporation shall attend at the City Hall at the hour of twelve o'clock noon, on Wednesday, the Ninth day of January, A. D. 1907, to sum up the number of votes given for and against this Bylaw.

17. That the clerk of the said Municipal Corporation shall attend at the City Hall at the hour of twelve o'clock noon, on Wednesday, the Ninth day of January, A. D. 1907, to sum up the number of votes given for and against this Bylaw.

18. That the clerk of the said Municipal Corporation shall attend at the City Hall at the hour of twelve o'clock noon, on Wednesday, the Ninth day of January, A. D. 1907, to sum up the number of votes given for and against this Bylaw.

A GUIDE FOR TRAVELERS

PERE MARQUETTE RAILWAY

Depart—5:45 a.m., 6:45 a.m., 9:45 a.m., 2:30 p.m., 3:40 p.m., 17 p.m.

Arrive—8:45 a.m., 12:10 p.m., 1:50 p.m., 4:40 p.m., 9:20 p.m., 11:20 p.m.

*To and from Walkerville, without change. Trains not "starred" to Port Stanley. Between London and St. Thomas only.

GRAND TRUNK RAILWAY.

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., 12:20 a.m., 11:20 a.m., 1:25 p.m., 4:10 p.m., 8:25 p.m.

Depart for the east—12:20 a.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 4:25 p.m. local, and the 11:20 a.m., and 4:25 p.m. expresses have 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., 11:19 a.m., 11:32 a.m., 1:55 p.m., 8:01 p.m.

The 7:40 a.m. and the 1:55 p.m. trains stop at all stations. The 4:15 a.m., 11:32 a.m., and 8:01 p.m. expresses run through to Chicago without change.

SNAP-SHOTS AT VARIOUS SPORTS

Special Notice.—The opening game of the City Hockey League will be played in swimming suits and with the aid of rowboats. Incidentally it might be said that the officials are still gagged on the Rambler question.

Now that Hod Stuart has jumped to the Wanderers there will probably be peace and quiet in that professional league of sluggers (?)

Herman says he is satisfied with the result of the bout. Of course, he is. Had not the bout terminated when it did the little Hebrew might have been the recipient of another bundle of choice Baltimore punches.

The Toronto Telegram offers the following: The Eastern Canada Hockey League plunged into professionalism on an amateur basis, and are gathering knowledge surrounded by large overcoats of trouble. They forgot to put any restrictions on what players a club could sign, and to provide any means of holding those they signed. As a consequence, the club with the most money can just pick over the others and take any players it wants. Of course, the club that holds the Stanley cup is the richest, and more than that, it is likely to stay richest, and consequently to become the possessor of the Stanley cup. Of course, if Kenora Thistles lift the cup it will straighten out things a bit. But judging from the showing the Thistles made against Ottawa, they are not likely to lift anything except their salaries.

The frequent press reports to the effect that "Chaucer" Elliott will go to the Copper Country to referee the International League pro games are astray, as usual.

"I'm not going," said Chaucer, today. "It's no place for an ordinary referee. They want bloodshed, and plenty of it, in their hockey in the Copper Country, and the official that cuts out the rough house work is simply signing his own death certificate. I had one season through that country, and the very best I got was the worst of it. The referees have not the strong backing of a powerful organization like the O. H. A., and some members of the executive of the league are as bad as the players and rooters. No, I don't want the job again, and I wouldn't take it on a bet."—Toronto News.

Catcher Peltz, of Pittsburgh, who is to go to the minors this year, seldom lost his temper. On one occasion he made a dumb play in Cincinnati, and J. Ed Grillo, a local baseball writer, roasted him to a crisp in his paper the next day. That night the team left town for a trip, and "Grill" went to the station. One of the first to see him was Peltz. A broad grin spread over the German Baron's face, and, turning to the scribe, he said: "You must have worn out a couple of pencils last night."

That was all. Not a roar, but an observation that wiped out ill-feeling as a sponge removes pencil marks from a slate.

Joe Gans, besides being the premier lightweight slugger of the world, is mamma's man, and when he don't go broke on the ponies or a crap game after a battle, he always sends her a wad of the greenbacks. It is reported that the ducky one forwarded \$5,000 to the old homestead in Baltimore a few minutes after he slapped Herman so mildly on the lower jaw. Isn't it nice to have a press agent?

Things being dull in the sporting line at present, the scribes on the other side are digging up old scores, and incidentally trying to manufacture some pipes.

DURNAN AND TOWNS COWAN HOCKEYISTS TO ROW MARCH 2 LEAD THE LEAGUE

Canadian and Australian to Have Not Lost a Game—Put It Over Westman's Six to Nothing.

Sydney, N. S. W., Jan. 2.—George Towns, the Australian sculler, and Ed-ward Hanlan, Durnan, of Toronto, Canada, have signed articles to row on the Nepean River, March 2, for the sculling championship of the world and \$2,500 a side.

Towns in July last captured the world's sculling championship, defeating James Stanger by twenty lengths on the Paramatta River.

LONGBOAT'S GREAT FIVE-MILE RUN

Toronto, Jan. 2.—Yesterday, at Dufferin Park, between heats in the 2:30 and 2:17 pace, Thomas Longboat, the human running machine, ran an exhibition five miles to beat the Canadian record.

The going was very bad, he having to run in the middle of the track in the slush. It is estimated that in going the ten laps he must have gone about 6 1/2 miles. He had on only a pair of light running shoes, with spikes, and with everything against him, he came within eight seconds of equaling the record. This is truly a marvelous performance and establishes him more firmly as the champion long distance runner today in the world.

The following is his time by laps—the Canadian record is 27:17:

First lap	5:23
Second lap	5:17
Third lap	5:08
Fourth lap	5:02
Fifth lap	4:54
Sixth lap	4:46
Seventh lap	4:38
Eighth lap	4:30
Ninth lap	4:24
Tenth lap	4:17

Longboat ran the last lap in 2:51, and made a great sport coming home.

FOOTBALL COLEY'S GOOD SHOWING.

St. Catharines, Jan. 2.—Friends of Coley, who secured second place in the Martin electric road race on New Year's Day, are anxious for a matched race between him and Adams, of Hamilton, winner of the event. The wonderful showing made by Coley, with no training whatever, leads to great praise for him, and many sports in Merriton are willing to back him to the limit against Adams. Coley's friends claim he can run very few races in England, but that he always made an excellent showing. Endeavors will be made to bring about a matched race.

BATTLE ROYAL IN THE EASTERN; WANDERERS WIN IN EXTRA TIME

Victorias Put Up Great Game—Watford's Application for Bye Refused.

Montreal, Jan. 2.—The first of the Eastern League hockey matches, which was played at the Arena tonight between the old-time rivals, Victorias and Wanderers, resulted in a battle royal between the giants of the hockey world.

The Wanderers won out, but only by a head, and after a startling contest and regular time was up the score was a tie, 5 to 5, and extra time had to be played to decide the game. The Wanderers secured the deciding game after seven minutes. Hod Stuart played for the Wanderers and put up a great game. The teams:

Wanderers—Goal, Hearn; point, Kennedy; cover, Stuart; rover, Patrick; center, Glass; left wing, E. Russell; right wing, Johnson.

Victorias—Goal, Fry; point, Davidson; cover, Howard; rover, Bowler; center, Hale; left wing, Gillett; right wing, Russell.

Referee—Chapman.

NO ICE AT MIDLAND.

Midland, Jan. 2.—The Intermediate O. H. A. match between Parry Sound and Midland, scheduled for tonight, has been called off. No ice.

MORE CERTIFICATES.

The following certificates were filed at O. H. A. headquarters this morning: Stratford (seniors)—Chas. Farquharson, Ed. Dunsmore, Walter Hearn, Austin Miller, Charles Lloyd, Bob Eason, William Eason, Charlie Roberts, R. F. McLaren, D. W. Forbes.

Little Current (intermediate)—Chas. E. Tran, Albert Sutton.

Meaford (intermediate)—Fred Rose, Frank Rose, Melville Oliver, W. D. Smith, W. H. DeBorinier, C. S. Cummer.

St. Thomas (intermediate)—Fred Brown, P. F. A. Gilbert, Lorne Cook, Everett Pracey.

Guelph (intermediate)—A. F. Aylesworth, A. York.

Galt (senior)—Morris Preston.

Fourteenth Regiment, Kingston (senior)—W. J. Potter, John Powell, Earl R. Ashley, George V. Richardson, Edgar T. Hiseock, C. F. Constantine, W. J. Robertson, George L. Van Horne, A. G. Bernier.

GAME POSTPONED.

The Junior O. H. A. game at Kingston between the Frontenacs and Petrolia, scheduled for Friday, has been postponed owing to the senior game.

THE GUN. EXETER GUN CLUB'S SHOOT.

The Huron Indians held a holiday shoot on Tuesday at Exeter, the following scores being made. There were ten targets in each event, except the third, in which there were twenty:

Felton	10	8	15	9	42
Carling	10	10	10	9	39
Bisset	5	5	5	5	20
Freibner	8	9	9	9	35
Johns	8	10	9	9	36
Kerr	8	10	10	9	37
Carrick	3	9	9	9	27
H. Smith	7	7	7	7	28
W. Smith	8	9	11	7	35
Hartley	9	9	15	7	40
C. Stanlake	8	8	8	8	32
Sanders	9	9	9	9	36
Crech	6	6	6	6	24
Salter	6	6	6	6	24
N. Stanlake	3	4	4	4	15
Green	5	5	5	5	20

The club will hold its second annual shoot on Good Friday, March 29.

ATHLETICS. A RECORD JUMP.

Munising, Mich., Jan. 2.—Gustave Bye, of Duluth, tied the American record for high jumping at the tournament here today. His record was 106 feet.

But his jump in the trial was 112 feet, though this was not counted, as he did not retain his feet on landing. Elfring Delsen, of Minneapolis, took first prize of \$100. Ole Mangseth, of Red Wing, was second, and John Mangseth, of Duluth, third. Delsen got the gold given by the Munising ladies for the most graceful rider. The gold medal given by President W. G. Mather, of the C. C. I. Company, went to Albert Quill, of Munising. The hill was in fine condition and an immense crowd was present.

OSTRICH'S \$800 A PAIR.

The ostrich business in the United States is fairly prosperous, especially in the Salt River Valley, Arizona, where 1,500 of the 2,200 ostriches in the country are owned.

This is a new line of animal industry for Americans and there is much to be learned. We have not thus far produced such fancy birds as have some of the more experienced breeders in South Africa, but the size seems to be increasing and the health of the birds is all that could be desired.

So far serious ostrich diseases have not troubled the American raiser; even the so-called barring of the feathers has not been observed. Ostriches need a hot, dry climate, such as is found in the southwest. The rainy portion of the south is far less desirable, although this is sometimes mentioned as suitable for ostrich raising.

Alfalfa pasture is also essential; an acre of alfalfa will carry four ostriches and, which is of far more importance, will keep them in good health. Our American ostriches are now worth \$800 a pair at four years of age. No one should imagine that ostrich farming is a get rich quick scheme, for the birds are not ready for market until they become four years old.—Country Life in America.

that they have only reached the same stage of development as the children of this country. The negroes of the Congo Free State are bright and intelligent, according to the professor. Questioned about the Congo atrocities, he replied:

"Of course, I have my opinions, but under no circumstances can I discuss the political situation in the Congo Free State now."

Professor Starr visited twenty-eight different tribes of people. He said he went up the Congo as far as the falls, and then took a 200-mile trip around the falls to the upper stream and explored a number of the tributaries. He kept close to the stream, however.

A trip up the Olu River was mentioned as especially interesting in view of the fact that the professor said he was the second white explorer to go into that region to such an extent. The other man was Professor Wolf, an agent of the Louisiana Purchase Expedition, who went after an exhibit of pygmies and who has since returned to that country and is living among the natives. The two explorers were to have met, but in some way missed each other.

Professor Starr has a large collection of photographs taken on the trip. When he started he expected to have to provide food and canvas and accessories, but after reaching the Congo he found steamboats plying many of the rivers.

Professor Starr's interest in cat's cradle is shared by many ethnologists, who have found uncivilized tribes playing the game in various parts of the world. The subject has already been productive of at least one important book.

Advertiser Correspondence

THE NORTH OXFORD SPRINGS.

To the Editor of The Advertiser:

It seems to me very absurd for the water commissioners to want to go twelve miles for so small a quantity of water, while we have an unlimited quantity of probably better water right within the city limits. Some years ago when I had charge of the public works in London West, I discovered a perfect underground stream of pure, ice cold spring water, unlimited in quantity, running from north of Oxford street south to the river.

I thought that if the city should ever want to increase its water supply what a chance is here offered, so near the city, so easy to collect, pure as crystal. All my houses are supplied with this water. I just drive a pipe down into this Artesian stream and you have water that for coldness and purity is as good as any in the city. Springbank water won't hold a candle to it, and I may say here London West has nothing to do with the creation or supply of this water. It comes from the great north and northwest watershed, and if a receiving pond were made large enough it would never be exhausted. When the city hospital gets pure water say 200 feet from the river. This water is at least three-fourths of a mile from the river, in gravel and sand, nature's best purifier. While we have this abundance of abundance of water from artesian wells in the city, and the Oxford springs offer best advantages. In place of artesian wells, I would make a pond large lake that will hold 200,000,000 gallons or more, an unlimited supply, probably five times more than Kanaka will ever supply. Now Commissioners Darch and Saunders want us to believe Engineer Moore's figures as we believe the world is round. Well, figures do look plausible on paper, but then experience us that they are astray in nine cases out of ten, that it is just as likely as not if we commit ourselves to the Komoka scheme, two or three hundred thousand dollars more will be needed before it is through, and when it is understood that the engineer gets 5 per cent commission on this \$750,000 (\$25,000) no one will wonder why he advocates the Komoka scheme. The water near home it too cheap.

Re-meters. Now, I am not a user of city water. If I was I would certainly want a meter. I would want to pay for what I got and no more. The commissioners contend that every consumer must pay for 100 gallons per head whether he uses it or not. This looks like robbery to me. Take a house that uses say 10 gallons, he is paying for 90 gallons somebody else is using or wasting. Is that fair? Would any coal company, gas company, electric light company do business on the unlimited basis? Not much. Surely water is cheap enough for every one to pay for what they get and use, but it is not right for anyone to pay for what another wastes.

JOHN CHAPMAN.

ENGLAND GROWING IN SIZE.

Giving evidence yesterday before the royal commission on erosion of the coast, Mr. Clement Reid, of the Geological Society, considered that upon the whole it was diminishing. Why the sea should alternately grow upon the land and the land upon the sea was an unsolved geological problem. Upon the Cornish coast the change must have been very slow. There were prehistoric rubbish heaps always close to the coast. It looked as if this coast could not have lost more than a dozen yards in the last 2,000 years. He believed that the area of the United Kingdom was increasing rather than diminishing. He was distinctly of the opinion that on certain places on the Norfolk coast defenses should be erected, and that this should be regarded as a national affair. He was not sure of the cliff area, in his opinion no measure would be taken to the outlay, having regard to the fact that the detritus was so slight, and that the districts would lose their picturesqueness.—London News.

CASTORIA

For Infants and Children.

The Kind You Have Always Bought

Bears the Signature of *Dr. J. C. Fitch*

CASTORIA.

The Kind You Have Always Bought

Bears the Signature of *Dr. J. C. Fitch*

CASTORIA.

The Kind You Have Always Bought

Bears the Signature of *Dr. J. C. Fitch*

CASTORIA.

The Kind You Have Always Bought

Bears the Signature of *Dr. J. C. Fitch*

CASTORIA.

The Kind You Have Always Bought

Bears the Signature of *Dr. J. C. Fitch*

CASTORIA.

The Kind You Have Always Bought

Bears the Signature of *Dr. J. C. Fitch*

CASTORIA.

The Kind You Have Always Bought

Bears the Signature of *Dr. J. C. Fitch*

CASTORIA.

The Kind You Have Always Bought

Bears the Signature of *Dr. J. C. Fitch*

CASTORIA.

The Kind You Have Always Bought

Bears the Signature of *Dr. J. C. Fitch*

CASTORIA.

The Kind You Have Always Bought

BARONESS NOTED FOR GOOD WORKS

The Long Life of Lady Burdett-Coutts Given to the Helping of Others.

London, Jan. 2.—The Baroness Burdett-Coutts, who has passed away with the old year, was the greatest of London philanthropists, and possibly the most notable of givers to good enterprises in the world. There was no benevolent object, no plan for the aid of the suffering or the oppressed, to which she was not ready to contribute liberally, and, in fact, royally. Of course, she had the advantage of possessing the means; but there were many people with plenty who did not know how to administer their wealth. The characteristic of the baroness was the circumstance that she gave not only freely and heartily, but in a manner which encouraged in the recipient the virtues of self-help.

The baroness was originally Miss Angela Georgina Burdett. Her father was Sir Francis Burdett, a prominent statesman in the early years of the nineteenth century. This notable man fought for the amelioration of the condition of the masses. He was a great friend of the workman, and his sympathies for the prisoners and the sick were strong. To him is in a large measure attributed the reform of the prison system in England. Sir Francis is said to have been the idol of the London people for thirty years. On his death his fortune went to his daughter, Angela, who also enjoyed the fortune of another relative, Thomas Coutts, the London banker. At the age of 23, Miss Burdett received her inheritance, which consisted of thirteen tons of British sovereigns, or \$300,000,000, and the control of Coutts Bank, an institution next in importance to the Bank of England. Thereupon the name of Coutts was assumed, and Miss Burdett became Miss Burdett-Coutts.

Victoria's Friend.

Miss Burdett-Coutts came into her great wealth in the year that Queen Victoria ascended the throne, and the two young women were warm friends. There was, indeed, a good deal in common between them. Both were leaders in their respective spheres, and both had opportunities of doing good. Miss Burdett-Coutts made her plan to give, but to give as to give as to avoid the cultivation of the idea of dependence. With a view to carrying out this principle she sought the friendship of Charles Dickens, and with him visited the squalid districts of London, and devised schemes of relief. She saw the dens in which the poor of the east end lived, and determined to sweep them away. As a consequence, slums were purchased in Bethnal Green, and there arose model lodging houses, which housed the poor, and were practically self-sustaining. The system was followed in other parts of the east end, and there the name of Miss Burdett-Coutts was soon recognized as that of an angel sent to uplift the poor and to add to the distressed.

But the benevolent lady did not restrict herself to any one class of work. Great troubles befell the Spitalfields weavers, and the Berners' taverns as a result of trade depression. Miss Burdett-Coutts helped them all, either starting them in small businesses or assisting their emigration to Australia. During the cholera epidemic of the early sixties the same good heart attended to the relief of the suffering. In one week the Burdett-Coutts fund supplied for the cholera victims of the east end 1,500 shilling tickets, entitling the holders to meat, 50 pounds of arrowroot, 500 pounds of each of sugar and tapioca, 30 pounds of black currant jelly, 50 gallons of port wine, 50 gallons of brandy, 20 gallons of beef tea, 500 quarts of milk, 100 blankets, 400 yards of flannel, 400 pairs of stockings, and in addition vast quantities of bedding.

Especially good was the baroness for such Miss Burdett-Coutts became through the appreciation of Queen Victoria—to children. She instituted the National Society for the Protection of Children, an institution which secures instruction for the unprotected and starts them out in life, and she aided most generously the Destitute Children's Dinner Society, which provides 500,000 dinners annually to the children of the poor. But her most important work for the young is that which she has done through the establishment of technical institutions and schools at which the ambitious can acquire useful knowledge. She gave largely to the aid of the distressed Irish fishermen, and, in that case, as usual, made benevolence a means of promoting industry, for fishing schools were opened to teach the people such of the mysteries of their business as they were not familiar with. In all parts of the world the benevolence of the baroness has been experienced.

Help for Everybody.

She aided the Russians, and the starving Turks. She gave to the British soldiers who fought the battles of their country, whether in the Crimea, or in the more recent African campaign. Three colonial bishoprics were endowed by her, and no end of religious societies have experienced her liberality. In Canada she took an interest, and gave largely for colonization purposes. To the Northwest the Burdett-Coutts colony was sent from London in the eighties, but it cannot be said that it was a success, for it was composed of persons who were not familiar with farming. Finally, the baroness offered to equip an expedition to rescue General Gordon, a man whose work she sincerely admired. The life of Lady Burdett-Coutts has been a blessing to the country in which she lived, and indeed to the world, for it was devoted to the task of distributing to the needy. Late in life the baroness married Ashmead Bartlett, an accomplished American, who took her name, and became Mr. Burdett-Coutts. He will inherit much of her fortune. The marriage is said to have been a disappointment to Queen Victoria, but that is only rumor.

The popularity of Victoria Falls, Rhodesia, as a winter resort for English men and women is increasing to such an extent that it has been found necessary to augment the railway service and to increase the hotel accommodations.

BLONDES DOOMED, SAYS SCIENTIST

Light-Haired Men and Women to Disappear Within 600 Years.

New York, Jan. 2.—Another man has come forward to declare that the woman with the golden tresses is doomed. This does not mean that she is to be absent next summer from the beaches, when her bathing suit is of the proper color, or that she is not to be found the next winter wearing a white veil to accentuate the head of hair nature or a chemist designed for her.

But in about six hundred years the blonde will be a curiosity. She is to join the horse with five toes and the dodo. The leading lady doing Ophelia in a play by Shakespeare will not be able to wear her own hair unless she violates tradition. The color probably will predominate in the department stores around Christmas time and still be a favorite for dolls.

The future scientist will dig up that old song of "Silver Tresses Among the Gold" to prove that in this day there were many blondes. It is a doubtful gathering attempts to hoot him down, he may sing "How I Love My Ada, Ada With the Golden Hair."

The scientist of the future may have a great many things to say, and that all hair was chemically treated to suit the color of the dress millinery wore. To prove it he will show that we had different shades of blondes. Perhaps it may come to the point where the rehashed P. T. Barnum may have "the only blonde lady, whose every hair is a strand of pure gold, discovered in a far off corner of North America, running wild, and one of a family of five captured at great expense by the expedition sent to the remote spot by the enterprising showman."

Of course it is all six hundred years away, but the blonde of the present day has the satisfaction of knowing now that she belongs to a dying race. This has been said in regard to individual blondes before and has proved unpopular when overheard by the woman referred to.

Now, however, Major C. E. Woodruff of the American Association for the Advancement of Science is bringing the curfew for golden tresses. If caught out after six centuries they will be under suspicion of having visited a drug store to obtain the necessary coloring matter. Until then they are safe.

Major Woodruff comes from Pittsburgh, and his address is expected to be one of the most interesting delivered during the meeting, which will continue at Columbia University until today. Major Woodruff is to appear before the section on anthropology. He is bringing a batch of statistics to prove that the American blonde must go. His remarks apply to the men, as well as to the women; so that girls who have in mind blonde ideals for husbands had better take advantage of the present market conditions and get one while the supply lasts.

Two years ago Prof. Otis T. Mason, of the Smithsonian Institution, announced nearly the same thing. He found a great many scientists to agree with him and now Prof. Woodruff is coming forward to sustain him. The proposition as put forth by these eminent scientists is not based on any prophecy drawn from the fact that Mars is six hundred years away, but on a greater influence than some other planet. It is based on the facts that blondes are growing rarer and that the pigment in the skin which controls the color of the face is an indication of strength of race.

The dark haired persons will outlive the blondes, and marriage and commingling of types mean that the stronger will predominate. Statistics show that even now this is true, and the fair-haired goddesses that have inspired the muse in man for centuries are doomed.

The blonde is of a lower vitality than the brunette. This is put forth as a general proposition, and there are men who will read it even then with a certain amount of disbelief, based on personal experience. But if any of the doubters are around America six hundred years from now they may be able to see for themselves.

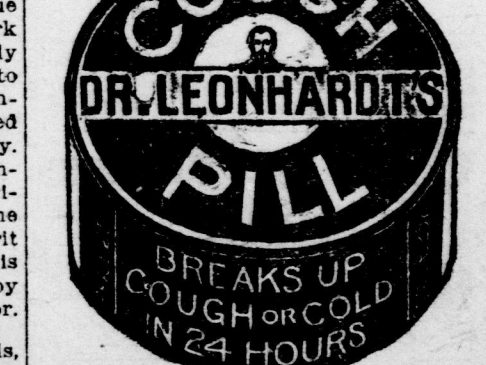
There is a great amount of speculation as to just what new facts Prof. Woodruff has managed to gather in regard to the passing of the fair-haired and whether there will be an intermediate degree wherein, for a while, she will run to the crushed strawberry stage before she has joined the extinct classes that overran America and before she was here.

Among blonde women prominent in the city are Mrs. William E. Carter, Mrs. William G. Roelker, Misses Beatrice and Gladys Mills, Mrs. William R. Travers, Miss Anna Sands, Mrs. William T. Bull, and included among the actresses are Lillian Russell, Grace George, Louise Dresser, Mrs. Leslie Carter-Payne, Rose Stahl, Della Fox, Pearl Hunt.

It Will Cure

Any Cold or Cough. It prevents and positively cures

La Grippe



Tell your Druggist you have got to have it. Sold by all druggists, or from THE WILSON-PYLE CO., LIMITED, Niagara Falls, Or.

THE LONDON TEAM IS A FAST ONE

What the Detroiters Think of the Y. M. C. A. Basketball Players.

Detroit, Jan. 3.—The Detroit Free Press has the following today: It is probable that the next game will be with the London Y. M. C. A. team, some time within a fortnight. If Manager Al Huebner, of the locals, can arrange to bring them here, their manager recently wrote here asking for a game. It was thought that the Canadians were not strong enough to prove a drawing card, but on New Year's Day they traveled to Toronto and defeated the best two teams in that town in one day. In the afternoon they tackled Central Y. M. C. A. team, and defeated them easily by a score of 72 to 45, while in the evening they brought down the pride of the town, the West End Y. M. C. A., by a score of 56 to 32, using the same line-up in both games.

The London team is composed of five of the strongest players in Canada, best known of all being Fred Harvey, a forward who played on the Hamilton "X" team last year, the Canadian champions. Harvey and Stauch, the London center man, were the stars in both of the holiday contests and in the second half of the afternoon game made 40 points between them. The Hamilton team will be played by them during the season also, and the London boys express confidence in ability to wrestle the championship from the Tigers.

SUPERINTENDENT ARRIVES

New Head of C. P. R. for Western Ontario Brings Staff to London.

Superintendent Murphy, of the C. P. R., whose headquarters have been changed from Toronto to London, arrived in the city at noon today. He brought with him half a dozen clerks who will hereafter be located in this city. The entire dispatching staff has also arrived and commenced duty.

VAUDEVILLE AT GRAND

Hamilton Dispatch Says Manager Stuart Is Arranging for It.

[Special to The Advertiser.] Hamilton, Jan. 3.—Mr. John R. Stewart, of Stewart & Fitzpatrick, lessees of the Grand Opera House, London, stopped off here last night on his way to New York, and had a conference with Manager Appleton of the Savoy, the new vaudeville house. It is understood his object was to see what arrangements the management of the Savoy would enter into for the shows going from the Hamilton theater to the Grand at London for three nights a week. The London house, he says, played vaudeville three nights a week with success last fall. The Morris Company, the big New York vaudeville agents, who do the booking for the Savoy, are the keenest competitors of the Keith circuit, which has the Bennett Company's London house on its list, and Mr. Stewart will try and make satisfactory arrangements with the Morris people to put the Grand on its circuit for three nights a week. Mr. Stewart left early this morning for New York to confer with William Morris, the head of the firm.

WHERE IS LEWIS MCKAY?

Last Heard of by His Brother Nearly Thirty Years Ago.

Chief of Police Williams has received a letter from Mr. Lewis McKay of Bay City, Mich., requesting him to try and locate his brother, Lewis Edison McKay, whom he believes to be residing in this vicinity.

In his letter Mr. McKay stated that as near as he can remember his parents at one time resided in Blenheim. The parents died and Lewis McKay was taken charge of by a family named Hicks, who at that time resided near Hicksville, N. Y. Mr. McKay was a cattle buyer and that he had a stall in the London meat market. By what name his brother may be going he does not know, but thinks it may be Dowling.

The police have been doing all possible to locate the missing man, but so far have been unsuccessful. Any information leading to the discovery of his whereabouts will be thankfully received by Chief Williams.

Thomas A. Edison is about to start on an automobile trip of 3,000 miles. Accompanying him will be his wife, daughter, Miss Madeline Edison, and his son Charles. Three automobiles will carry the party. One will be loaded with cooking utensils, camping equipments and provisions. The Edisons will tour through Northern New York and New England and then up through Canada, where Mr. Edison will continue his researches into the cobalt deposits of the country.

Colds or Fevers

Are broken up in a single night, and serious illness prevented, by taking

Hood's Pills

All druggists, 25 cents.

TOO LATE TO CLASSIFY

LOST-MEXICAN LEATHER PURSE, BETWEEN Heaman's butcher shop and Byron avenue. Kindly return to 51 Byron avenue.

ARMY OFFICER DROWNED IN LAKE

The Chief of Ordnance at Halifax Goes Through Ice While Skating.

Halifax, Jan. 2.—Major F. J. Oddevaine, of the army ordnance department, one of the brightest and most competent young officers of the Halifax garrison, was drowned at Williams' Lake, three miles from this city, this afternoon. Early this afternoon he left his home to go skating. He crossed the northwest arm in a boat and proceeded to Williams' Lake. When he did not return at nightfall a search party was organized and a hole in the ice was soon found. His cap and cane were floating in the water there, and the searchers, thrusting down an ice spear, recovered the body. The ice was very thin and was not safe for skating. Presumably he sank immediately when he broke through, and had no chance for his life. Major Oddevaine, who was 36 years old, was formerly an officer in the imperial service, but on the transfer of the Halifax garrison to the Canadian Government he was also transferred to the Canadian service, and was head of the ordnance department. He was a very efficient officer and a warm social favorite. He leaves a widow, who was Miss Cady, of Halifax.

MUNICIPAL CAMPAIGN

(Continued from Page One.)

Hospital had a contract with the London Electric Company to supply the hospital and administration buildings with electric light for the sum of \$1,200 per annum.

When the contract expired the company promptly ran up the price of light for London's home for the sick to \$2,100 per year.

Mayor Judd is also a member of the Hospital Trust. Has his voice been heard against this increase? Not as yet.

Victoria Hospital appears to be a choice spot for Mayor Judd to demonstrate his corporation connections. Not long ago a man was struck at the Wellington street crossing of the Grand Trunk Railway, receiving injuries from which he died later. His relatives are suing the company, and when the family lawyer went to the hospital to secure the man's testimony, Mayor Judd was on hand as the representative of the Grand Trunk Railway.

Grand Trunk agreements with the city have only commenced. This year negotiations for the elevation of the city's lines right across the city will be reopened. Is Mr. Judd, the Grand Trunk lawyer, the proper man to have in the mayor's chair?

Mr. Darch has been two years a water commissioner, but though a water shortage has been acutely felt in both years, it was not until the 5th of last November that he came out with the Komoka scheme, or any scheme, to improve the waterworks. And then he only came forward with the Komoka project after the city council had threatened to take a hand in the game.

Last June Mr. Darch, chairman of the board of water commissioners, engineered a scheme whereby the street railway company was given almost complete control of Springbank Park for a period of eight years. The city held the whip hand, as the company's lease of the theater there had expired. Few passengers were being carried to Springbank, and sooner or later the company would have to come to terms with the city and reduce the fare, which this year had been run up to fifteen cents cash or six tickets required for the round trip.

Then Mr. Darch put through his scheme. He gave out that the fares were to be reduced. And he gave the company control of the summer theater for a period of eight years, and also the privilege of turning the people's park into a midway.

The reduction in the Springbank fares was next to nothing. Without the summer theater and without any special money-making privileges, the company was giving the citizens a rate of 12½ cents for the round trip if tickets were bought. And the rate Mr. Darch secured by giving away all the privileges was exactly ten and four cents. The citizens' tickets were bought and used. In other words, Mr. Darch saved about a cent and a half on every round trip, and gave the company valuable privileges.

As an example of what the theater means to the company, it may be stated that the gentleman who put on the shows at Springbank last summer paid the company 20 per cent of the gross receipts as a bonus, and the receipts ran all the way from \$300 to \$500 per week.

Had Mr. Darch waited a while, the company would have been compelled to cut the rates to the old fare of 10 cents for the round trip. But, instead, he made an agreement which ties the city up for three years, with the option of a five-year renewal. And it is safe to say that the company will take advantage of the renewal, as it will run no chances on getting such a soft thing again.

Under the old lease of the theater, the prices of seats were fixed at 5 and 10 cents. Last summer, thanks to Mr. Darch, the people of London were charged all the way from 5 cents to 25 cents for seats in the theater. A few rows in the back were reserved at 5 cents, but all the good seats were run up in price.

If a passenger doesn't care to buy

CONDENSED LOCAL NEWS

—A chimney blaze gave the firemen a run to 344 Richmond street this morning. There was no damage.

—Mr. and Mrs. C. H. Walton and daughter, Miss Pearl, have arrived home after visiting friends in Aylmer.

—Mr. Irwin E. Casselman, of Toronto, has been the guest of his brothers at 365 Princess avenue during the holidays.

—Mr. and Mrs. H. E. Thompson, of Montreal, who have been spending the holidays with friends in this city, returned home today.

—The Misses Ashby, of Brantford, who have been spending New Year's with their sister, Mrs. Coleman, of 154 Central avenue, have returned home.

—A meeting of the board of trade is called for tomorrow (Friday) night, when the various city bylaws will be taken up for discussion. It is expected that after last night's meeting the power question will be intelligently considered.

—Cases arise almost daily in which lost articles to the owners. Mrs. Knott, 616 Waterloo street, advertised in this paper for a fob chain, and it was returned by Miss Mianne Trevon, 240 Richmond street. The best paper will bring results every time.

BANK CLEARINGS INCREASE.
The bank clearings for London for the week ended today amounted to \$1,339,170, as against \$1,282,766 for the corresponding week a year ago, showing an increase of \$56,404.

LIBERAL WHIST MATCH.
South London Liberals should not forget the whist match to be held tonight in the clubrooms. Prizes are to be offered, and it is expected that a keen contest will result. The attendance last week was a record breaker. It is hoped that it will be surpassed tonight.

GEE-JUDGE.
A pretty home wedding was celebrated at the home of Mr. and Mrs. William Judge, of West Nissouri, on Jan. 2, when their youngest daughter, Myrtle May, became the bride of Mr. Will Judge, of North Dorchester. The ceremony was performed by the Rev. J. W. Orr, of Cumlin Presbyterian Church, at 7 p.m. The bride presented a beautiful appearance, attired in a gown of white silk and carrying a bouquet of white chrysanthemums.

The bridegroom was dressed in a tuxedo, and the groom in a tuxedo. The wedding was a simple one, and the guests were few. The bride and groom were accompanied by their parents and a few friends. The wedding was a happy one, and the guests enjoyed it very much. The bride and groom were both very happy, and the wedding was a success.

REGRET HIS LEAVING
People of First Congregational Make Presentation to Mr. Fred Chapman.

Mr. Fred A. Chapman, principal of the King street school, who is to leave tomorrow to take a position in the west, was pleasantly surprised by the people of the First Congregational Church last evening at the close of the prayer meeting.

Mr. Chapman has been church secretary, president of the Congregational Guild and an officer and active worker in the Sunday school, and in all these positions has displayed faithfulness and efficiency. The people of the church, guild and Sunday school united in presenting Mr. Chapman with an address, in which they expressed admiration and esteem for his many worthy qualities of mind and heart and placed on record their cordial appreciation of the valuable services he had rendered to the church. Regret was expressed at Mr. Chapman's separation from the work, and every good wish expressed for his future success in life.

The address was read by Mr. Alfred Anundson, superintendent of the Sunday school, and a pretty gold pin accompanying the address was presented by Mr. F. W. Robins. The pastor, Rev. D. S. Hamilton, added a few words expressing his cordial personal esteem for Mr. Chapman as a man and a worker, and predicted that he would make his mark in the great west.

Mr. Chapman made a most suitable reply, heartily thanking the friends for their gift and kind words and assured them that he would always remember with pleasure the place that had been his church home from childhood, and the many friends with whom he had been associated in connection with the First Church.

Mr. Chapman leaves tomorrow morning by C. P. R.

CENTENARIANS AT ALTAR

Vienna, Jan. 2.—A centenarian pair have just been married at Aujed, in Moravia. Rosa Waldner, the bride, is just over 100 years old. She walked up the aisle fairly briskly, dressed in the costume of the peasant women of the locality and carrying a bunch of white flowers.

Josef Kopper, the bridegroom, is one year older and required the assistance of the arm of a friend as he went up to the altar. After the ceremony the newly married couple walked arm in arm out of the church and received a great ovation from the villagers.

On Breiden Water, at Yarmouth, England, a local gunner, who took a shot at a bunch of thirteen wild fowl, brought down nine, which proved to be the rare species of red-breasted partridges, better known as whistling ducks, of which only eight are recorded for the British Isles, and all had been taken on the east coast.

CZAR DESERTS ST. PETERSBURG

He Will Live Henceforth at the Tsarskoe Selo Smaller Palace.

St. Petersburg, Jan. 3.—The Czar is taking measures to turn the Tsarskoe Selo smaller palace into a permanent abode. The decision has evidently been taken in the conviction that St. Petersburg will not for many years be a safe place of residence.

The palace at Tsarskoe Selo is small, damp and badly drained. Its only recommendations are the stout fence and ditch which surround it; and it is for this reason it is chosen in preference to Tsarskoe Selo palace proper, which, though big and convenient, is quite exposed.

The small palace will be taken to pieces gradually and a modern building substituted. A French architect named Fontenay is now at Tsarskoe Selo submitting plans to the Emperor. The new palace is to be of stone, with foundations of Finnish granite. It will cost \$1,200,000, and will be used only by the Czar's family. The Emperor's vast staff will continue to lodge in the big palace.

Meanwhile Nicholas II. is taking steps to make his present temporary abode more comfortable. Ten thousand volumes from the winter palace library have been taken to him, including a vast quantity of fiction, which the Czarina reads incessantly, her favorite authors being Balzac and Thackeray.

The palace is being re-drained. This work was begun during the summer, while the imperial family were at Peterhof. On the Czar's return to Tsarskoe Selo he discovered that the work had been badly done, and that part of the money allotted had been pilfered. A scandal ensued, involving a certain Col. Zastoroff, who is now residing compulsorily at Toms.

COTTON CARGO AFIRE

The Steamer Cairntrout Puts Into Halifax in Trouble.

Halifax, Jan. 2.—The steamer Cairntrout, Captain Gibson, from Galveston for Liverpool with a large cargo of cotton, arrived in port today with her cargo on fire. The Cairntrout left Galveston on Dec. 20 with 12,000 square bales and 700 round bales of cotton. They had heavy northwest winds until yesterday, when she met a heavy fog. On Saturday last, when in about 37 degrees north and 47 west, the fire broke out in the main hold. The hatches were battened down tight, and steam from the main and donkey boilers was poured into the hold, and this was continued until she reached port. But for the thick weather the steamer would have arrived yesterday. The cargo was covered in fire in check since Saturday, but the fire was eating too far down to be controlled much longer by the steam. The steamer lies in the stream with her sides and deck pretty warm. It is altogether likely the cargo will have to be discharged. Furness, Withy & Co. are the Cairntrout's agents.

A survey was held on the steamer this afternoon, and it was decided to batten down the holds for ten days. If the fire is not extinguished then, it will be necessary to dock the steamer and discharge her enormous cargo. Her decks and sides are now very hot.

AMIR GOES TO INDIA.

Laudikhan, British India, Jan. 2.—The Amir of Afghanistan, Abdu Oullah Khan, with a formidable retinue, arrived here today on his way to pay an official visit to India. He was officially welcomed.

A GOOD LINE TO USE

In C. and N. Surprise Tests Signals Were Invariably Obeyed.

Chicago, Jan. 3.—The management of the Chicago and Northwestern Railroad has just completed a remarkable demonstration. During 1906 the company made a series of "surprise tests," numbering 1,625, and the record shows there was not a single failure to obey the signals, and to observe the rules governing the rules of the block system.

Surprise tests are made without previous knowledge of the engine crew, and are of every conceivable question which may arise in connection with block signals.

LACK OF SOLDIERS IN U.S.

Army Badly in Need of Men in All Branches of the Service.

Washington, Jan. 3.—Not in recent years, except in war times, has the United States army been so badly in need of men as at present. A recent circular addressed to all officers of the recruiting service, calls attention to the fact that recruits are needed in large numbers for the coast artillery, the field artillery, the white infantry and the white cavalry. Recruiting officers are enjoined to redouble their efforts.

Officers on duty at the war department admit that the situation is one calling for most extraordinary efforts, not only to fill the vacancies that now exist, but also those which will occur during the present year among the three-year men who enlisted in 1904. It is declared at the war department that the present prosperity and the labor famine of the country are more or less responsible for the condition, and it also was stated that on account of the lack of the enlisted men, men were refusing to re-enlist. Incidentally, it was stated, an effort will be made to make army life more attractive, and to impress the men with the idea that they are enlisted as soldiers, and not as laboring men.

BALM-ZOIN

Balm-Zoin is a delightful lotion for heating and softening the skin. It has made it for a long time, we have never heard anything but praise for it, and its sale increases all the time. It is used by a very large proportion of the people of this locality, and we believe, as perfect a preparation as can be made. It heals and soothes, and removes all roughness and redness of the skin. It is not greasy or sticky. Gloves can be worn immediately after applying.

W. T. STRONG
Chemist and Druggist
184 DUNDAS STREET.

CAR CLEARING HOUSE PLANNED

Disastrous Shortage of Carriers Drives American Roads to Novel Plan.

Washington, D. C., Jan. 2.—The causes of, but not the cure for, the shortage in the Northwest and the consequent coal famine in North Dakota have been determined by the members of the Interstate Commerce commission who participated in the recent hearings at Chicago and Minneapolis.

Franklin Lane, who served as chairman of the investigating committee, filed his report with the full commission today, and sent it to President Roosevelt, who ordered the inquiry.

He finds that it is a fair inference from all the testimony that the real cause of the coal scarcity in North Dakota was due to the presence of a trust or combination between dealers in coal who fixed prices in the Northwest and refused to sell to "outsiders" and "irregulars," the report says the commission has gained indisputable proof of an agreement between coal dealers to maintain the price and to buy out all who do not so agree; but there is no evidence at all justifying the contention that this combination is chargeable with the coal shortage prevailing, nor that the railroads were a part in any way to such a conspiracy.

Financial loss to a large percentage of the people of the Northwest is shown to have been caused by the failure of railways to prepare for a large movement of grain and coal. Of this situation the report says: "Fifty million bushels of grain, as nearly as can be estimated, remain on the farms or in the country elevators of North Dakota. But 38 per cent of the crop has been shipped. The country or line elevators at a large number of country stations are full. Some of these reached their capacity as early as September and still contain the grain they then held. Thousands of bushels of wheat are lying in the elevators with snow in open bins built beside the railway track. The farmer cannot sell because the country dealer cannot buy. The country dealer cannot buy because the country elevator is already full. The country elevator remains full because the railway has not moved the grain from the country elevator to the terminal elevator. The terminal elevator at Duluth, Superior and Minneapolis, which act as great reservoirs for the line elevators are almost empty and at no time during the season have they been filled to more than one-third of their capacity."

In considering the evidence taken Commissioner Lane says that a proposed car clearing house, or a car pool between connecting lines is regarded with much favor. The details of such a plan have not been worked out. Car appropriation between the carriers is treated at some length and the adoption of a rule is suggested fixing a minimum of 50 cents a car during the winter months of the year when traffic is light, and increasing this possibly four-fold during the latter half year, when cars are most needed. The most generally advocated remedy for the failure of carriers to furnish cars with much favor. The details of such a plan have not been worked out. Car appropriation between the carriers is treated at some length and the adoption of a rule is suggested fixing a minimum of 50 cents a car during the winter months of the year when traffic is light, and increasing this possibly four-fold during the latter half year, when cars are most needed. The most generally advocated remedy for the failure of carriers to furnish cars with much favor. The details of such a plan have not been worked out. Car appropriation between the carriers is treated at some length and the adoption of a rule is suggested fixing a minimum of 50 cents a car during the winter months of the year when traffic is light, and increasing this possibly four-fold during the latter half year, when cars are most needed. The most generally advocated remedy for the failure of carriers to furnish cars with much favor. The details of such a plan have not been worked out. Car appropriation between the carriers is treated at some length and the adoption of a rule is suggested fixing a minimum of 50 cents a car during the winter months of the year when traffic is light, and increasing this possibly four-fold during the latter half year, when cars are most needed. The most generally advocated remedy for the failure of carriers to furnish cars with much favor. The details of such a plan have not been worked out. Car appropriation between the carriers is treated at some length and the adoption of a rule is suggested fixing a minimum of 50 cents a car during the winter months of the year when traffic is light, and increasing this possibly four-fold during the latter half year, when cars are most needed. The most generally advocated remedy for the failure of carriers to furnish cars with much favor. The details of such a plan have not been worked out. Car appropriation between the carriers is treated at some length and the adoption of a rule is suggested fixing a minimum of 50 cents a car during the winter months of the year when traffic is light, and increasing this possibly four-fold during the latter half year, when cars are most needed. The most generally advocated remedy for the failure of carriers to furnish cars with much favor. The details of such a plan have not been worked out. Car appropriation between the carriers is treated at some length and the adoption of a rule is suggested fixing a minimum of 50 cents a car during the winter months of the year when traffic is light, and increasing this possibly four-fold during the latter half year, when cars are most needed. The most generally advocated remedy for the failure of carriers to furnish cars with much favor. The details of such a plan have not been worked out. Car appropriation between the carriers is treated at some length and the adoption of a rule is suggested fixing a minimum of 50 cents a car during the winter months of the year when traffic is light, and increasing this possibly four-fold during the latter half year, when cars are most needed. The most generally advocated remedy for the failure of carriers to furnish cars with much favor. The details of such a plan have not been worked out. Car appropriation between the carriers is treated at some length and the adoption of a rule is suggested fixing a minimum of 50 cents a car during the winter months of the year when traffic is light, and increasing this possibly four-fold during the latter half year, when cars are most needed. The most generally advocated remedy for the failure of carriers to furnish cars with much favor. The details of such a plan have not been worked out. Car appropriation between the carriers is treated at some length and the adoption of a rule is suggested fixing a minimum of 50 cents a car during the winter months of the year when traffic is light, and increasing this possibly four-fold during the latter half year, when cars are most needed. The most generally advocated remedy for the failure of carriers to furnish cars with much favor. The details of such a plan have not been worked out. Car appropriation between the carriers is treated at some length and the adoption of a rule is suggested fixing a minimum of 50 cents a car during the winter months of the year when traffic is light, and increasing this possibly four-fold during the latter half year, when cars are most needed. The most generally advocated remedy for the failure of carriers to furnish cars with much favor. The details of such a plan have not been worked out. Car appropriation between the carriers is treated at some length and the adoption of a rule is suggested fixing a minimum of 50 cents a car during the winter months of the year when traffic is light, and increasing this possibly four-fold during the latter half year, when cars are most needed. The most generally advocated remedy for the failure of carriers to furnish cars with much favor. The details of such a plan have not been worked out. Car appropriation between the carriers is treated at some length and the adoption of a rule is suggested fixing a minimum of 50 cents a car during the winter months of the year when traffic is light, and increasing this possibly four-fold during the latter half year, when cars are most needed. The most generally advocated remedy for the failure of carriers to furnish cars with much favor. The details of such a plan have not been worked out. Car appropriation between the carriers is treated at some length and the adoption of a rule is suggested fixing a minimum of 50 cents a car during the winter months of the year when traffic is light, and increasing this possibly four-fold during the latter half year, when cars are most needed. The most generally advocated remedy for the failure of carriers to furnish cars with much favor. The details of such a plan have not been worked out. Car appropriation between the carriers is treated at some length and the adoption of a rule is suggested fixing a minimum of 50 cents a car during the winter months of the year when traffic is light, and increasing this possibly four-fold during the latter half year, when cars are most needed. The most generally advocated remedy for the failure of carriers to furnish cars with much favor. The details of such a plan have not been worked out. Car appropriation between the carriers is treated at some length and the adoption of a rule is suggested fixing a minimum of 50 cents a car during the winter months of the year when traffic is light, and increasing this possibly four-fold during the latter half year, when cars are most needed. The most generally advocated remedy for the failure of carriers to furnish cars with much favor. The details of such a plan have not been worked out. Car appropriation between the carriers is treated at some length and the adoption of a rule is suggested fixing a minimum of 50 cents a car during the winter months of the year when traffic is light, and increasing this possibly four-fold during the latter half year, when cars are most needed. The most generally advocated remedy for the failure of carriers to furnish cars with much favor. The details of such a plan have not been worked out. Car appropriation between the carriers is treated at some length and the adoption of a rule is suggested fixing a minimum of 50 cents a car during the winter months of the year when traffic is light, and increasing this possibly four-fold during the latter half year, when cars are most needed. The most generally advocated remedy for the failure of carriers to furnish cars with much favor. The details of such a plan have not been worked out. Car appropriation between the carriers is treated at some length and the adoption of a rule is suggested fixing a minimum of 50 cents a car during the winter months of the year when traffic is light, and increasing this possibly four-fold during the latter half year, when cars are most needed. The most generally advocated remedy for the failure of carriers to furnish cars with much favor. The details of such a plan have not been worked out. Car appropriation between the carriers is treated at some length and the adoption of a rule is suggested fixing a minimum of 50 cents a car during the winter months of the year when traffic is light, and increasing this possibly four-fold during the latter half year, when cars are most needed. The most generally advocated remedy for the failure of carriers to furnish cars with much favor. The details of such a plan have not been worked out. Car appropriation between the carriers is treated at some length and the adoption of a rule is suggested fixing a minimum of 50 cents a car during the winter months of the year when traffic is light, and increasing this possibly four-fold during the latter half year, when cars are most needed. The most generally advocated remedy for the failure of carriers to furnish cars with much favor. The details of such a plan have not been worked out. Car appropriation between the carriers is treated at some length and the adoption of a rule is suggested fixing a minimum of 50 cents a car during the winter months of the year when traffic is light, and increasing this possibly four-fold during the latter half year, when cars are most needed. The most generally advocated remedy for the failure of carriers to furnish cars with much favor. The details of such a plan have not been worked out. Car appropriation between the carriers is treated at some length and the adoption of a rule is suggested fixing a minimum of 50 cents a car during the winter months of the year when traffic is light, and increasing this possibly four-fold during the latter half year, when cars are most needed. The most generally advocated remedy for the failure of carriers to furnish cars with much favor. The details of such a plan have not been worked out. Car appropriation between the carriers is treated at some length and the adoption of a rule is suggested fixing a minimum of 50 cents a car during the winter months of the year when traffic is light, and increasing this possibly four-fold during the latter half year, when cars are most needed. The most generally advocated remedy for the failure of carriers to furnish cars with much favor. The details of such a plan have not been worked out. Car appropriation between the carriers is treated at some length and the adoption of a rule is suggested fixing a minimum of 50 cents a car during the winter months of the year when traffic is light, and increasing this possibly four-fold during the latter half year, when cars are most needed. The most generally advocated remedy for the failure of carriers to furnish cars with much favor. The details of such a plan have not been worked out. Car appropriation between the carriers is treated at some length and the adoption of a rule is suggested fixing a minimum of 50 cents a car during the winter months of the year when traffic is light, and increasing this possibly four-fold during the latter half year, when cars are most needed. The most generally advocated remedy for the failure of carriers to furnish cars with much favor. The details of such a plan have not been worked out. Car appropriation between the carriers is treated at some length and the adoption of a rule is suggested fixing a minimum of 50 cents a car during the winter months of the year when traffic is light, and increasing this possibly four-fold during the latter half year, when cars are most needed. The most generally advocated remedy for the failure of carriers to furnish cars with much favor. The details of such a plan have not been worked out. Car appropriation between the carriers is treated at some length and the adoption of a rule is suggested fixing a minimum of 50 cents a car during the winter months of the year when traffic is light, and increasing this possibly four-fold during the latter half year, when cars are most needed. The most generally advocated remedy for the failure of carriers to furnish cars with much favor. The details of such a plan have not been worked out. Car appropriation between the carriers is treated at some length and the adoption of a rule is suggested fixing a minimum of 50 cents a car during the winter months of the year when traffic is light, and increasing this possibly four-fold during the latter half year, when cars are most needed. The most generally advocated remedy for the failure of carriers to furnish cars with much favor. The details of such a plan have not been worked out. Car appropriation between the carriers is treated at some length and the adoption of a rule is suggested fixing a minimum of 50 cents a car during the winter months of the year when traffic is light, and increasing this possibly four-fold during the latter half year, when cars are most needed. The most generally advocated remedy for the failure of carriers to furnish cars with much favor. The details of such a plan have not been worked out. Car appropriation between the carriers is treated at some length and the adoption of a rule is suggested fixing a minimum of 50 cents a car during the winter months of the year when traffic is light, and increasing this possibly four-fold during the latter half year, when cars are most needed. The most generally advocated remedy for the failure of carriers to furnish cars with much favor. The details of such a plan have not been worked out. Car appropriation between the carriers is treated at some length and the adoption of a rule is suggested fixing a minimum of 50 cents a car during the winter months of the year when traffic is light, and increasing this possibly four-fold during the latter half year, when cars are most needed. The most generally advocated remedy for the failure of carriers to furnish cars with much favor. The details of such a plan have not been worked out. Car appropriation between the carriers is treated at some length and the adoption of a rule is suggested fixing a minimum of 50 cents a car during the winter months of the year when traffic is light, and increasing this possibly four-fold during the latter half year, when cars are most needed. The most generally advocated remedy for the failure of carriers to furnish cars with much favor. The details of such a plan have not been worked out. Car appropriation between the carriers is treated at some length and the adoption of a rule is suggested fixing a minimum of 50 cents a car during the winter months of the year when traffic is light, and increasing this possibly four-fold during the latter half year, when cars are most needed. The most generally advocated remedy for the failure of carriers to furnish cars with much favor. The details of such a plan have not been worked out. Car appropriation between the carriers is treated at some length and the adoption of a rule is suggested fixing a minimum of 50 cents a car during the winter months of the year when traffic is light, and increasing this possibly four-fold during the latter half year, when cars are most needed. The most generally advocated remedy for the failure of carriers to furnish cars with much favor. The details of such a plan have not been worked out. Car appropriation between the carriers is treated at some length and the adoption of a rule is suggested fixing a minimum of 50 cents a car during the winter months of the year when traffic is light, and increasing this possibly four-fold during the latter half year, when cars are most needed. The most generally advocated remedy for the failure of carriers to furnish cars with much favor. The details of such a plan have not been worked out. Car appropriation between the carriers is treated at some length and the adoption of a rule is suggested fixing a minimum of 50 cents a car during the winter months of the year when traffic is light, and increasing this possibly four-fold during the latter half year, when cars are most needed. The most generally advocated remedy for the failure of carriers to furnish cars with much favor. The details of such a plan have not been worked out. Car appropriation between the carriers is treated at some length and the adoption of a rule is suggested fixing a minimum of 50 cents a car during the winter months of the year when traffic is light, and increasing this possibly four-fold during the latter half year, when cars are most needed. The most generally advocated remedy for the failure of carriers to furnish cars with much favor. The details of such a plan have not been worked out. Car appropriation between the carriers is treated at some length and the adoption of a rule is suggested fixing a minimum of 50 cents a car during the winter months of the year when traffic is light, and increasing this possibly four-fold during the latter half year, when cars are most needed. The most generally advocated remedy for the failure of carriers to furnish cars with much favor. The details of such a plan have not been worked out. Car appropriation between the carriers is treated at some length and the adoption of a rule is suggested fixing a minimum of 50 cents a car during the winter months of the year when traffic is light, and increasing this possibly four-fold during the latter half year, when cars are most needed. The most generally advocated remedy for the failure of carriers to furnish cars with much favor. The details of such a plan have not been worked out. Car appropriation between the carriers is treated at some length and the adoption of a rule is suggested fixing a minimum of 50 cents a car during the winter months of the year when traffic is light, and increasing this possibly four-fold during the latter half year, when cars are most needed. The most generally advocated remedy for the failure of carriers to furnish cars with much favor. The details of such a plan have not been worked out. Car appropriation between the carriers is treated at some length and the adoption of a rule is suggested fixing a minimum of 50 cents a car during the winter months of the year when traffic is light, and increasing this possibly four-fold during the latter half year, when cars are most needed. The most generally advocated remedy for the failure of carriers to furnish cars with much favor. The details of such a plan have not been worked out. Car appropriation between the carriers is treated at some length and the adoption of a rule is suggested fixing a minimum of 50 cents a car during the winter months of the year when traffic is light, and increasing this possibly four-fold during the latter half year, when cars are most needed. The most generally advocated remedy for the failure of carriers to furnish cars with much favor. The details of such a plan have not been worked out. Car appropriation between the carriers is treated at some length and the adoption of a rule is suggested fixing a minimum of 50 cents a car during the winter months of the year when traffic is light, and increasing this possibly four-fold during the latter half year, when cars are most needed. The most generally advocated remedy for the failure of carriers to furnish cars with much favor. The details of such a plan have not been worked out. Car appropriation between the carriers is treated at some length and the adoption of a rule is suggested fixing a minimum of 50 cents a car during the winter months of the year when traffic is light, and increasing this possibly four-fold during the latter half year, when cars are most needed. The most generally advocated remedy for the failure

BONDS AND STOCKS
Bought and Sold on Commission
Investment Securities
Both Listed and Unlisted. Information upon Request
Members Toronto Stock Exchange

Baillie, Wood & Co.
Long Distance Telephone Main 5200-01-02
TORONTO

LOCAL MARKET.

London, Thursday, Jan. 3.
There were not much buyers present at the market this morning, and a smaller number of farmers; consequently there was not much business transacted. To the wet weather may be attributed the small turnout of buyers and sellers.

There was not much change in prices, as the grocers and dealers and other large buyers preferred to wait until Saturday, rather than pay any fancy prices today.

Grain—Not a load of grain of any kind offered; there should be a good market for oats during the rest of the week.

There had been only one load of hay offered up to 11 o'clock. It was purchased at \$15.50 per ton; there should be a good demand for at least 50 loads of hay at Friday's market. Straw should also sell well.

There was hardly any butter, eggs, poultry, apples or potatoes offered; consequently there should be an excellent demand in these lines at Saturday's market.

Dressed hogs were in good demand; there were not over a dozen offered, and prices were firm at \$8.75 to \$9 per cwt.

There was no change in the price of butchers' meats; there was not much offered.

The price of live hogs for Monday's shipment will be \$6 per cwt for select and \$4.50 for fat sows.

PRODUCE MARKETS.

Toronto, Jan. 3.—The market continues quiet. Ontario wheat, dropped another cent today, but there was little demand. Bran was bid up to \$21, but there was none offering. Call board quotations were:

Wheat—Ontario, No. 2 white, 60c asked outside, 60c bid; No. 2, 60c asked, 60c bid; Manitoba, No. 1 northern, 60c asked, 60c bid; No. 2, 60c asked, 60c bid.

Oats—No. 2 white, 35c asked, 35c bid; No. 2, 35c asked, 35c bid; No. 2, 35c asked, 35c bid.

Barley—No. 2, 50c asked, 50c bid; No. 2, 50c asked, 50c bid; No. 2, 50c asked, 50c bid.

Flour—No. 2, 40c asked, 40c bid; No. 2, 40c asked, 40c bid; No. 2, 40c asked, 40c bid.

Butter—Creamery firm and fairly steady. Cheese—Very firm.

Beef—Very firm. Pork—Very steady.

Beans—Cash, \$1.28; Feb., \$1.29.

Cotton—New York, Jan. 2.—Cotton—Spot closed steady; middling uplands, 10 1/2; middling, 10 1/4; futures closed very steady; January, 9 7/8; February, 9 7/8; March, 9 7/8; April, 9 7/8; May, 9 7/8; June, 9 7/8; July, 9 7/8; August, 9 7/8; September, 9 7/8; October, 9 7/8; November, 9 7/8; December, 9 7/8.

New York, Jan. 3.—Cotton—Futures opened steady; January, 9 7/8; February, 9 7/8; March, 9 7/8; April, 9 7/8; May, 9 7/8; June, 9 7/8; July, 9 7/8; August, 9 7/8; September, 9 7/8; October, 9 7/8; November, 9 7/8; December, 9 7/8.

Live Stock Markets.

Toronto, Jan. 3.—Live Stock—Trade good; loads in today, including 846 cattle, 624 sheep and lambs, 1,150 hogs and 20 calves.

Quotations:

Export cattle, choice, cwt., \$4.75 @ \$5.00; Export cattle, medium, 4.40 @ 4.65; Export cattle, light, 4.25 @ 4.50; Export cows, 3.75 @ 4.00; Butchers' cattle, choice, 4.25 @ 4.50; Butchers' cattle, medium, 3.75 @ 4.00; Butchers' cattle, light, 3.50 @ 3.75; Butchers' cows, 3.25 @ 3.50; Butchers' hogs, 2.50 @ 2.75; Butchers' sheep, 2.00 @ 2.25; Butchers' lambs, 1.50 @ 1.75; Butchers' calves, 1.00 @ 1.25; Feeders, heavy, 3.50 @ 3.75; Feeders, short-keeps, 3.00 @ 3.25; Milch cows, choice, each, 40.00 @ 50.00; Milch cows, common, each, 25.00 @ 35.00; Milch cows, cwt., 25.00 @ 35.00; Sprinklers, each, 25.00 @ 35.00; Export ewes, cwt., 4.50 @ 4.75; Culls and bucks, 3.00 @ 3.50; Lambs, cwt., 5.00 @ 5.50; Calves, cwt., 5.00 @ 5.50.

OIL MARKETS.

Pittsburg, Pa., Jan. 2.—Oil opened and closed at \$1.68.

Oil City, Pa., Jan. 2.—Credit balances, \$1.68.

London, Jan. 2.—Petroleum, American refined, 15 1/2; 15 1/2; 15 1/2.

Antwerp, Jan. 2.—Petroleum, 20 francs.

DAIRY MARKETS.

Chicago, Jan. 2.—Butter—Market steady; creameries, 22c to 24c; dairies, 20c to 22c; Cheese—Steady, 13c to 14c.

NEW YORK.

New York, Jan. 2.—Butter—Unchanged; firm; receipts, 7,771 packages.

Cheese—Firm and unchanged; receipts, 59 boxes.

UNLISTED SECURITIES.

[Usher, Playfair & Martens.]

Toronto, Jan. 2.

Porter Cobalt, 215 216

Buffalo Mines, 150 175

Silver Queen, 190 175

Abitibi & Cobalt, 35 35

Beaver Silver, 35 35

Red Rock Silver, 105 105

Cleveland Cobalt, 100 100

Temiskaming, 105 105

Silver Bar, 25 25

Rothschild Cobalt, 40 40

Green-Mechan, 137 133

Peterboro Lake, 48 48

Compass, 400 400

Con. Mining & Smelting, 149 149

Canadian Goldfields, 75 75

SUGAR MARKETS.

NEW YORK.

New York, Jan. 2.—Sugar—Raw quiet; fair refining, 3 1/2; centrifugal, 9 1/2; test, 9 1/2; molasses sugar, 2 1/2; refined, 4 1/2; No. 6, 4 1/2; No. 7, 4 1/2; No. 8, 4 1/2; No. 9, 4 1/2; No. 10, 4 1/2; No. 11, 4 1/2; No. 12, 4 1/2; No. 13, 4 1/2; No. 14, 4 1/2; No. 15, 4 1/2; No. 16, 4 1/2; No. 17, 4 1/2; No. 18, 4 1/2; No. 19, 4 1/2; No. 20, 4 1/2; No. 21, 4 1/2; No. 22, 4 1/2; No. 23, 4 1/2; No. 24, 4 1/2; No. 25, 4 1/2; No. 26, 4 1/2; No. 27, 4 1/2; No. 28, 4 1/2; No. 29, 4 1/2; No. 30, 4 1/2; No. 31, 4 1/2; No. 32, 4 1/2; No. 33, 4 1/2; No. 34, 4 1/2; No. 35, 4 1/2; No. 36, 4 1/2; No. 37, 4 1/2; No. 38, 4 1/2; No. 39, 4 1/2; No. 40, 4 1/2; No. 41, 4 1/2; No. 42, 4 1/2; No. 43, 4 1/2; No. 44, 4 1/2; No. 45, 4 1/2; No. 46, 4 1/2; No. 47, 4 1/2; No. 48, 4 1/2; No. 49, 4 1/2; No. 50, 4 1/2; No. 51, 4 1/2; No. 52, 4 1/2; No. 53, 4 1/2; No. 54, 4 1/2; No. 55, 4 1/2; No. 56, 4 1/2; No. 57, 4 1/2; No. 58, 4 1/2; No. 59, 4 1/2; No. 60, 4 1/2; No. 61, 4 1/2; No. 62, 4 1/2; No. 63, 4 1/2; No. 64, 4 1/2; No. 65, 4 1/2; No. 66, 4 1/2; No. 67, 4 1/2; No. 68, 4 1/2; No. 69, 4 1/2; No. 70, 4 1/2; No. 71, 4 1/2; No. 72, 4 1/2; No. 73, 4 1/2; No. 74, 4 1/2; No. 75, 4 1/2; No. 76, 4 1/2; No. 77, 4 1/2; No. 78, 4 1/2; No. 79, 4 1/2; No. 80, 4 1/2; No. 81, 4 1/2; No. 82, 4 1/2; No. 83, 4 1/2; No. 84, 4 1/2; No. 85, 4 1/2; No. 86, 4 1/2; No. 87, 4 1/2; No. 88, 4 1/2; No. 89, 4 1/2; No. 90, 4 1/2; No. 91, 4 1/2; No. 92, 4 1/2; No. 93, 4 1/2; No. 94, 4 1/2; No. 95, 4 1/2; No. 96, 4 1/2; No. 97, 4 1/2; No. 98, 4 1/2; No. 99, 4 1/2; No. 100, 4 1/2; No. 101, 4 1/2; No. 102, 4 1/2; No. 103, 4 1/2; No. 104, 4 1/2; No. 105, 4 1/2; No. 106, 4 1/2; No. 107, 4 1/2; No. 108, 4 1/2; No. 109, 4 1/2; No. 110, 4 1/2; No. 111, 4 1/2; No. 112, 4 1/2; No. 113, 4 1/2; No. 114, 4 1/2; No. 115, 4 1/2; No. 116, 4 1/2; No. 117, 4 1/2; No. 118, 4 1/2; No. 119, 4 1/2; No. 120, 4 1/2; No. 121, 4 1/2; No. 122, 4 1/2; No. 123, 4 1/2; No. 124, 4 1/2; No. 125, 4 1/2; No. 126, 4 1/2; No. 127, 4 1/2; No. 128, 4 1/2; No. 129, 4 1/2; No. 130, 4 1/2; No. 131, 4 1/2; No. 132, 4 1/2; No. 133, 4 1/2; No. 134, 4 1/2; No. 135, 4 1/2; No. 136, 4 1/2; No. 137, 4 1/2; No. 138, 4 1/2; No. 139, 4 1/2; No. 140, 4 1/2; No. 141, 4 1/2; No. 142, 4 1/2; No. 143, 4 1/2; No. 144, 4 1/2; No. 145, 4 1/2; No. 146, 4 1/2; No. 147, 4 1/2; No. 148, 4 1/2; No. 149, 4 1/2; No. 150, 4 1/2; No. 151, 4 1/2; No. 152, 4 1/2; No. 153, 4 1/2; No. 154, 4 1/2; No. 155, 4 1/2; No. 156, 4 1/2; No. 157, 4 1/2; No. 158, 4 1/2; No. 159, 4 1/2; No. 160, 4 1/2; No. 161, 4 1/2; No. 162, 4 1/2; No. 163, 4 1/2; No. 164, 4 1/2; No. 165, 4 1/2; No. 166, 4 1/2; No. 167, 4 1/2; No. 168, 4 1/2; No. 169, 4 1/2; No. 170, 4 1/2; No. 171, 4 1/2; No. 172, 4 1/2; No. 173, 4 1/2; No. 174, 4 1/2; No. 175, 4 1/2; No. 176, 4 1/2; No. 177, 4 1/2; No. 178, 4 1/2; No. 179, 4 1/2; No. 180, 4 1/2; No. 181, 4 1/2; No. 182, 4 1/2; No. 183, 4 1/2; No. 184, 4 1/2; No. 185, 4 1/2; No. 186, 4 1/2; No. 187, 4 1/2; No. 188, 4 1/2; No. 189, 4 1/2; No. 190, 4 1/2; No. 191, 4 1/2; No. 192, 4 1/2; No. 193, 4 1/2; No. 194, 4 1/2; No. 195, 4 1/2; No. 196, 4 1/2; No. 197, 4 1/2; No. 198, 4 1/2; No. 199, 4 1/2; No. 200, 4 1/2; No. 201, 4 1/2; No. 202, 4 1/2; No. 203, 4 1/2; No. 204, 4 1/2; No. 205, 4 1/2; No. 206, 4 1/2; No. 207, 4 1/2; No. 208, 4 1/2; No. 209, 4 1/2; No. 210, 4 1/2; No. 211, 4 1/2; No. 212, 4 1/2; No. 213, 4 1/2; No. 214, 4 1/2; No. 215, 4 1/2; No. 216, 4 1/2; No. 217, 4 1/2; No. 218, 4 1/2; No. 219, 4 1/2; No. 220, 4 1/2; No. 221, 4 1/2; No. 222, 4 1/2; No. 223, 4 1/2; No. 224, 4 1/2; No. 225, 4 1/2; No. 226, 4 1/2; No. 227, 4 1/2; No. 228, 4 1/2; No. 229, 4 1/2; No. 230, 4 1/2; No. 231, 4 1/2; No. 232, 4 1/2; No. 233, 4 1/2; No. 234, 4 1/2; No. 235, 4 1/2; No. 236, 4 1/2; No. 237, 4 1/2; No. 238, 4 1/2; No. 239, 4 1/2; No. 240, 4 1/2; No. 241, 4 1/2; No. 242, 4 1/2; No. 243, 4 1/2; No. 244, 4 1/2; No. 245, 4 1/2; No. 246, 4 1/2; No. 247, 4 1/2; No. 248, 4 1/2; No. 249, 4 1/2; No. 250, 4 1/2; No. 251, 4 1/2; No. 252, 4 1/2; No. 253, 4 1/2; No. 254, 4 1/2; No. 255, 4 1/2; No. 256, 4 1/2; No. 257, 4 1/2; No. 258, 4 1/2; No. 259, 4 1/2; No. 260, 4 1/2; No. 261, 4 1/2; No. 262, 4 1/2; No. 263, 4 1/2; No. 264, 4 1/2; No. 265, 4 1/2; No. 266, 4 1/2; No. 267, 4 1/2; No. 268, 4 1/2; No. 269, 4 1/2; No. 270, 4 1/2; No. 271, 4 1/2; No. 272, 4 1/2; No. 273, 4 1/2; No. 274, 4 1/2; No. 275, 4 1/2; No. 276, 4 1/2; No. 277, 4 1/2; No. 278, 4 1/2; No. 279, 4 1/2; No. 280, 4 1/2; No. 281, 4 1/2; No. 282, 4 1/2; No. 283, 4 1/2; No. 284, 4 1/2; No. 285, 4 1/2; No. 286, 4 1/2; No. 287, 4 1/2; No. 288, 4 1/2; No. 289, 4 1/2; No. 290, 4 1/2; No. 291, 4 1/2; No. 292, 4 1/2; No. 293, 4 1/2; No. 294, 4 1/2; No. 295, 4 1/2; No. 296, 4 1/2; No. 297, 4 1/2; No. 298, 4 1/2; No. 299, 4 1/2; No. 300, 4 1/2; No. 301, 4 1/2; No. 302, 4 1/2; No. 303, 4 1/2; No. 304, 4 1/2; No. 305, 4 1/2; No. 306, 4 1/2; No. 307, 4 1/2; No. 308, 4 1/2; No. 309, 4 1/2; No. 310, 4 1/2; No. 311, 4 1/2; No. 312, 4 1/2; No. 313, 4 1/2; No. 314, 4 1/2; No. 315, 4 1/2; No. 316, 4 1/2; No. 317, 4 1/2; No. 318, 4 1/2; No. 319, 4 1/2; No. 320, 4 1/2; No. 321, 4 1/2; No. 322, 4 1/2; No. 323, 4 1/2; No. 324, 4 1/2; No. 325, 4 1/2; No. 326, 4 1/2; No. 327, 4 1/2; No. 328, 4 1/2; No. 329, 4 1/2; No. 330, 4 1/2; No. 331, 4 1/2; No. 332, 4 1/2; No. 333, 4 1/2; No. 334, 4 1/2; No. 335, 4 1/2; No. 336, 4 1/2; No. 337, 4 1/2; No. 338, 4 1/2; No. 339, 4 1/2; No. 340, 4 1/2; No. 341, 4 1/2; No. 342, 4 1/2; No. 343, 4 1/2; No. 344, 4 1/2; No. 345, 4 1/2; No. 346, 4 1/2; No. 347, 4 1/2; No. 348, 4 1/2; No. 349, 4 1/2; No. 350, 4 1/2; No. 351, 4 1/2; No. 352, 4 1/2; No. 353, 4 1/2; No. 354, 4 1/2; No. 355, 4 1/2; No. 356, 4 1/2; No. 357, 4 1/2; No. 358, 4 1/2; No. 359, 4 1/2; No. 360, 4 1/2; No. 361, 4 1/2; No. 362, 4 1/2; No. 363, 4 1/2; No. 364, 4 1/2; No. 365, 4 1/2; No. 366, 4 1/2; No. 367, 4 1/2; No. 368, 4 1/2; No. 369, 4 1/2; No. 370, 4 1/2; No. 371, 4 1/2; No. 372, 4 1/2; No. 373, 4 1/2; No. 374, 4 1/2; No. 375, 4 1/2; No. 376, 4 1/2; No. 377, 4 1/2; No. 378, 4 1/2; No. 379, 4 1/2; No. 380, 4 1/2; No. 381, 4 1/2; No. 382, 4 1/2; No. 383, 4 1/2; No. 384, 4 1/2; No. 385, 4 1/2; No. 386, 4 1/2; No. 387, 4 1/2; No. 388, 4 1/2; No. 389, 4 1/2; No. 390, 4 1/2; No. 391, 4 1/2; No. 392, 4 1/2; No. 393, 4 1/2; No. 394, 4 1/2; No. 395, 4 1/2; No. 396, 4 1/2; No. 397, 4 1/2; No. 398, 4 1/2; No. 399, 4 1/2; No. 400, 4 1/2; No. 401, 4 1/2; No. 402, 4 1/2; No. 403, 4 1/2; No. 404, 4 1/2; No. 405, 4 1/2; No. 406, 4 1/2; No. 407, 4 1/2; No. 408, 4 1/2; No. 409, 4 1/2; No. 410, 4 1/2; No. 411, 4 1/2; No. 412, 4 1/2; No. 413, 4 1/2; No. 414, 4 1/2; No. 415, 4 1/2; No. 416, 4 1/2; No. 417, 4 1/2; No. 418, 4 1/2; No. 419, 4 1/2; No. 420, 4 1/2; No. 421, 4 1/2; No. 422, 4 1/2; No. 423, 4 1/2; No. 424, 4 1/2; No. 425, 4 1/2; No. 426, 4 1/2; No. 427, 4 1/2; No. 428, 4 1/2; No. 429, 4 1/2; No. 430, 4 1/2; No. 431, 4 1/2; No. 432, 4 1/2; No. 433, 4 1/2; No. 434, 4 1/2; No. 435, 4 1/2; No. 436, 4 1/2; No. 437, 4 1/2; No. 438, 4 1/2; No. 439, 4 1/2; No. 440, 4 1/2; No. 441, 4 1/2; No. 442, 4 1/2; No. 443, 4 1/2; No. 444, 4 1/2; No. 445, 4 1/2; No. 446, 4 1/2; No. 447, 4 1/2; No. 448, 4 1/2; No. 449, 4 1/2; No. 450, 4 1/2; No. 451, 4 1/2; No. 452, 4 1/2; No. 453, 4 1/2; No. 454, 4 1/2; No. 455, 4 1/2; No. 456, 4 1/2; No. 457, 4 1/2; No. 458, 4 1/2; No. 459, 4 1/2; No. 460, 4 1/2; No. 461, 4 1/2; No. 462, 4 1/2; No. 463, 4 1/2; No. 464, 4 1/2; No. 465, 4 1/2; No. 466, 4 1/2; No. 467, 4 1/2; No. 468, 4 1/2; No. 469, 4 1/2; No. 470, 4 1/2; No. 471, 4 1/2; No. 472, 4 1/2; No. 473, 4 1/2; No. 474, 4 1/2; No. 475, 4 1/2; No. 476, 4 1/2; No. 477, 4 1/2; No. 478, 4 1/2; No. 479, 4 1/2; No. 480, 4 1/2; No. 481, 4 1/2; No. 482, 4 1/2; No. 483, 4 1/2; No. 484, 4 1/2; No. 485, 4 1/2; No. 486, 4 1/2; No. 487, 4 1/2; No. 488, 4 1/2; No. 489, 4 1/2; No. 490, 4 1/2; No. 491, 4 1/2; No. 492, 4 1/2; No. 493, 4 1/2; No. 494, 4 1/2; No. 495, 4 1/2; No. 496, 4 1/2; No. 497, 4 1/2; No. 498, 4 1/2; No. 499, 4 1/2; No. 500, 4 1/2; No. 501, 4 1/2; No. 502, 4 1/2; No. 503, 4 1/2; No. 504, 4 1/2; No. 505, 4 1/2; No. 506, 4 1/2; No. 507, 4 1/2; No. 508, 4 1/2; No. 509, 4 1/2; No. 510, 4 1/2; No. 511, 4 1/2; No. 512, 4 1/2; No. 513, 4 1/2; No. 514, 4 1/2; No. 515, 4 1/2; No. 516, 4 1/2; No. 517, 4 1/2; No. 518, 4 1/2; No. 519, 4 1/2; No. 520, 4 1/2; No. 521, 4 1/2; No. 522, 4 1/2; No. 523, 4 1/2; No. 524, 4 1/2; No. 525, 4 1/2; No. 526, 4 1/2; No. 527, 4 1/2; No. 528, 4 1/2; No. 529, 4 1/2; No. 530, 4 1/2; No. 531, 4 1/2; No. 532, 4 1/2; No. 533, 4 1/2; No. 534, 4 1/2; No. 535, 4 1/2; No. 536, 4 1/2; No. 537, 4 1/2; No. 538, 4 1/2; No. 539, 4 1/2; No. 540, 4 1/2; No. 541, 4 1/2; No. 542, 4 1/2; No. 543, 4 1/2; No. 544, 4 1/2; No. 545, 4 1/2; No. 546, 4 1/2; No. 547, 4 1/2; No. 548, 4 1/2; No. 549, 4 1/2; No. 550, 4 1/2; No. 551, 4 1/2; No. 552, 4 1/2; No. 553, 4 1/2; No. 554, 4 1/2; No. 555, 4 1/2; No. 556, 4 1/2; No. 557, 4 1/2; No. 558, 4 1/2; No. 559, 4 1/2; No. 560, 4 1/2; No. 561, 4 1/2; No. 562, 4 1/2; No. 563, 4 1/2; No. 564, 4 1/2; No. 565, 4 1/2; No. 566, 4 1/2; No. 567, 4 1/2; No. 568, 4 1/2; No. 569, 4 1/2; No. 570, 4 1/2; No. 571, 4 1/2; No. 572, 4 1/2; No. 573, 4 1/2; No. 574, 4 1/2; No. 575, 4 1/2; No. 576, 4 1/2; No. 577, 4 1/2; No. 578, 4 1/2; No. 579, 4 1/2; No. 580, 4 1/2; No. 581, 4 1/2; No. 582, 4 1/2; No. 583, 4 1/2; No. 584, 4 1/2; No. 585, 4 1/2; No. 586, 4 1/2; No. 587, 4 1/2; No. 588, 4 1/2; No. 589, 4 1/2; No. 590, 4 1/2; No. 591, 4 1/2; No. 592, 4 1/2; No. 593, 4 1/2; No. 594, 4 1/2; No. 595, 4 1/2; No. 596, 4 1/2; No. 597, 4 1/2; No. 598, 4 1/2; No. 599, 4 1/2; No. 600, 4 1/2; No. 601, 4 1/2; No. 602, 4 1/2; No. 603, 4 1/2; No. 604, 4 1/2; No. 605, 4 1/2; No. 606, 4 1/2; No. 607, 4 1/2; No. 608, 4 1/2; No. 609, 4 1/2; No. 610, 4 1/2; No. 611, 4 1/2; No. 612, 4 1/2; No. 613, 4

Gregg Shorthand and Touch Typewriting

are two pet subjects of the

F.C.B.C.

If you have studied any Pitman's system of shorthand, have you not been amazed at the number of exceptions to the rules? Not so with Gregg. It is easy to LEARN, to WRITE and READ. Proof, the best positions go to our graduates. Ask for Shorthand Catalogue, free. College reopened Jan. 2.

J. W. WESTERVELT, Principal.

TO GOOD DRESSERS

This being the season for Dress Suits and Fur-lined Overcoats. We beg to remind you that our stock and workmanship in these lines are unsurpassed. We combine excellence with reasonable prices.

O. LABELLE,
220 DUNDAS STREET.

Toboggans

Snowshoes

Skates

Hockey Sticks

and Pucks

Ankle Supports

Skate Straps

Shin Guards, Etc.

Gurd's Good Guns
135 DUNDAS STREET.



Driving in the Nail

At the right spot is what we mean by advising people to buy

COAL

here and now. HERE because our Coal is always well screened, minus kinkers and slate, and is coal of quality. NOW because the next cold snap may cause coal to be scarce and prices to advance.

HUNT BROS., Ltd.

Office: 363 Richmond. Yard Waterloo
Phone 123. Phone 412
250 ywt

R. K. COWAN

BARRISTER, SOLICITOR, ETC.
County Bldgs., next Court House, London.

ELLIOTT & OLMSTED

Removed to 298 Dundas.
FUNERAL DIRECTORS & EMBALMERS
Open day and night. Residence
on premises. Phone 1775.

SMITH, SON & CLARKE

Undertakers and Embalmers
Lady assistant. Night calls personally attended. Rubber-tired funeral cars.
118 DUNDAS ST. PHONE 696
229 DUNDAS ST. PHONE 678
Residence on Premises.

D. A. STEWART

(Successor to John T. Stephenson).
FUNERAL DIRECTOR and EMBALMER
Reasonable charges. Best equipment.
Open day and night. Residence on premises.
104 DUNDAS ST. PHONE 469
GEO. E. LOGAN, Assistant Mgr.

MONUMENTS Granite & Marble.

Artistic Design. Prices Reasonable.
The W. WILKIE GRANITE CO.
408 RICHMOND ST., LONDON.

R. H. SMITH

Contractor and Builder,
15 Brighton Street.
Manufacturer of Cement Blocks and Sills.
Phone 1249. 271

"Out of the High Rent District."

When you are down town come and see our

Glocks and Jewelry

You can get some altogether exceptional values here, and it will pay you to visit us. Optical needs of all descriptions supplied.

EDWARDS, Jeweler and Optician

402 TALBOT STREET.

4 Per Cent

allowed on special deposits in Savings Bank.

4 1/2 Per Cent

allowed on security of first-class debentures.

London Loan & Savings Company

434 Richmond street, London.

A PROFITABLE INVESTMENT

This company's debentures offer an absolutely safe and profitable investment. You have as security first mortgages on farm and city property. Call or write for particulars.

DEBENTURES

Issued at 4 per cent per annum.

Huron & Erie Loan & Savings COMPANY.

G. A. Somerville, Manager
OFFICES—440-442 Richmond Street.
LONDON, ONTARIO

Porter That's Fully Aged.

That is the kind bearing Hamilton's label. When you buy Hamilton's you are buying Good Porter.

ORDER FROM YOUR DEALER.

THOS. WILSON

Merchant Tailor
212 DUNDAS STREET
Higgins Block. Telephone 598.

SCIENTIFIC EYETESTING

Lens Making and Frame Fitting

The Tait-Brown

Optical Co.

EXPERT OPTICIANS.
237 Dundas Street
Appointments by phone, 1377. Four doors east of Bennett's.

Odd Things Not Found Elsewhere.

JEWELRY

For Evening Wear.

Pendants, Lockets, Chains, Bracelets, Barrettes, Combs, Brooches, Pins, etc.; also Pans and other novelties and accessories for evening wear.

Thos. Gillean

402 Richmond St.

A Good Resolution To Make and Keep

For the new year make a resolution that you will use Johnston Bros.' XXX Bread. Once you start eating it there is no danger of your breaking your resolution. It's the best bread at all times.

Phone 818. JOHNSTON BROS

LONDON AND DISTRICT

—Miss Edith Ross, of Toronto, spent New Year's with her aunt, Miss Ross, 355 Dundas street.

—Miss Mabel Buckle left yesterday to resume her duties as teacher at Amherstburg.

—Miss Maud Lewis, of this city, is visiting Miss Effie Raikie, Railway street, Woodstock, for a few days.

—Miss Nora O'Connor, of Hamilton, who has been the guest of Mr. and Mrs. S. J. Burns, of Dundas street, has returned home.

—Mr. A. Baker, B.A., Ph.D., of St. John's College, Winnipeg, was the guest of Mrs. E. Little, 477 Maitland street, this week.

—Misses Lea and Mae Hardy, and Rev. Charles E. Evans, of Woodstock College, are the guests of Mrs. Wm. Chelew, of "Pinehurst," Fernhill.

—Mr. S. Percy Westaway, who has been spending the holidays with friends in London and Exeter, returned to Toronto today to resume his studies at Victoria University.

—A very pleasant time was spent New Year's at the home of Miss Ross, Dundas street, in honor of her brother, who is renewing old acquaintances after a sojourn in Montana of 22 years.

—In the Talbot Street Baptist Church this evening at 8 o'clock, Rev. J. J. Ross will give an illustrated lecture entitled "The Earthly Footsteps of"

RESOLVED

That I will start the new year right, by buying one of SUMNER'S SPECIAL WATCHES, and be on time all the time. To be had only from

SUMNER

THE PEOPLE'S JEWELER

380 Richmond St.

BLACK DIAMONDS

2000 Lbs. for 700 Cts.

JOHN MANN & SONS

401 CLARENCE ST.
425 YORK ST.
Phone 470.

Silverware

Good Silverware is always most acceptable as wedding gifts. Great variety of designs and of articles can be obtained, and it is always useful and beautiful when good. Come to our store and see our magnificent assortment—all sold at reasonable prices.

C. H. WARD & CO.

374 RICHMOND ST.

PARNELL'S BREAD

The name is a sufficient guarantee of good quality. If your grocer does not keep PARNELL'S BREAD phone 929.

New Perfumes

Dainty Toilet Waters

Fragrant Sachets

The new ODORS are true to the fragrance of the flowers, and will be appreciated by persons of refined taste.

Cairncross & Lawrence,

Chemists and Druggists.
216 Dundas Street, London, Ont.

Our Heavenly King.

Over 50 beautifully colored slides will be shown.

—Miss E. Miller, of Windsor, spent the New Year's holidays with Mr. Ed. Walker, 755 Nelson street.

—Master Douglas Finch, of Harrietsville, is the guest of his brother, Mr. W. A. Finch, of Becher street.

—Mr. W. Allen Child, of Edmonton, is visiting his parents, Mr. and Mrs. A. Child, of 788 Wellington street.

—Mr. Charles B. Child, who has been the guest of his parents at 788 Wellington street, has returned to Toronto.

—Mr. Charles Miller, of Puce, Ont., spent Christmas and New Year's as the guest of Mr. Edward Walker, of Nelson street.

—Principal McQueen, of Victoria school, begins his 29th consecutive year as principal of the South London school.

—Mr. John Tanton, of Uxbridge, who has been spending a few days with his father in this city, returned home yesterday.

—Mr. George Liddle, of Detroit, has returned home after spending Christmas and New Year's with Mr. Edward Walker, of Nelson street.

—Mr. A. Baker, B.A., Ph.D., of St. John's College, Winnipeg, has returned home, after spending a week with Mrs. E. Little, 477 Maitland street.

—Mr. Eric Johnston, of Toronto, has returned home after spending a week with his cousin, Mr. Wm. Burgess, at 211 Queen's avenue, in this city.

—Mrs. W. S. Booth, of Central avenue, and her daughter, Miss B. A. Booth, of Hamilton, were the guests of Mr. and Mrs. Stalker Booth, of St. Thomas.

—Mr. and Mrs. James Herrick, of Detroit, who have been spending the holidays with Mrs. Herrick's brother, Mr. Ed Walker, of Nelson street, have returned home.

—Mr. and Mrs. A. Nick Campbell, Mrs. A. Patton and Mrs. Edgar Wilson, of Montreal, who have been spending a few days with friends in this city have returned home.

—Mr. Kenneth Timley, formerly of this city, but lately employed in the theatrical business in the United States, is in this city taking charge of the Seventh Regiment minstrels, who appear at the Grand on Jan. 16.

—Mr. Frank H. Greene, an old London boy, who has been spending the holidays with friends in this city, has returned home.

—At the open house, held on Tuesday at the Y. M. C. A., Mr. Chris Burtworth, of this city, gave an exhibition of swimming that was very interesting. Chris is one of the most expert swimmers in Canada, and possesses many medals which he has won in the Dominion as well as in Canada. He is shortly to give an exhibition in Buffalo.

—The Slayton Jubilee Singers, who are to appear in the Auditorium on Saturday evening as the third number of the Y. M. C. A. course, are unexcelled. True to their name, they are all jubilee singers, giving their auditors negro selections with such a dash and swing, and yet the sweetest melody

that the southland looms up before the audience.

—Mr. W. Caven Barron, principal of the London Conservatory of Music, has had five more compositions accepted by the John Church Publishing Company, New York. Mr. Barron's Irish pieces, "Lullaby," "Colleen" and "For-saken" have met with such remarkable success that he is following them with a set of Scotch and later with three Dutch selections. Mr. Barron, who is teacher of piano and singing at the Conservatory, will give recitals of his own compositions during the coming months, for which invitations will be issued.

LION TRAINER INJURED.

Ray Flis, the daring animal tamer, who was seen here with Bostock's Animal Show at the Grand some time ago, was terribly mangled by one of his lions in Toledo on Tuesday. His recovery is at the trainer, who made up as a rube, performed daring feats in the lions' den. He also worked with a large bear, a hyena and several other animals. He appeared to be devoid of fear, and would rush into the cage any time unharmed. While here, his wife's pet dog wandered into a den of eight lions, and Flis without hesitation sprang into the cage and saved the dog. In Toledo Flis was going through his act when one of the big lions attacked him, and he was thrown on the floor, but the attendants opened up the exit and allowed the other animals to leave the arena, while Flis kept firing his revolver in the face of the lion which attacked him. In this way his life was saved, sholder and back were terribly lacerated by the infuriated animal.

BLACK KNIGHTS' OFFICERS.

A meeting of Covenant Precinctory, No. 346, R. B. P. of Ireland, was held last night, when the election of officers for 1907 took place as follows: W. P. S. K. George Geoghegan re-elected; D. F. S. K. W. B. Walker re-elected; Charles H. George, re-elected; registrar, S. K. R. Decoursey, re-elected; treasurer, S. K. Joseph Murray; lecturers, S. Ks. Wood and O'Neill; St. Bearers, S. Ks. J. Walker and T. Tydd; pursuivant, S. K. J. McKenzie; commiserator, S. K. W. Aitken; McKay; Langford, Long, Taylor, McVenna and Johnston.

FREEDOM WAS BRIEF.

Last night, Charles Williamson, a youth who escaped from Mimico on Monday last, was captured by Detectives Egerton and Nickle while enjoying the pleasures of life in an east end suburb. Williamson was sentenced to a term in Mimico a few weeks ago for stealing turkeys from a Pere Marquette car, but before becoming reconciled to his new surroundings, succeeded in making his escape. He is a boy of 17, and will probably be returned to Mimico immediately.

CHRISTMAS TREE AT BARRACKS.

The children of the non-commissioned officers and men of Wolseley Barracks were given their annual Christmas treat yesterday afternoon. The celebration was held in one of the rooms in the Barracks, which was beautifully decorated for the occasion with evergreen flags and bunting, and prepared to make an ideal hall for the Christmas tree, which was loaded with beautiful presents of every description. After the children with their parents had gathered in the room, about 75 persons all told, Santa Claus entered and distributed the presents. The remainder of the afternoon was spent in games and a general good time, after which the children returned to their quarters.

SILVER WEDDING

Mr. and Mrs. Wm. Howe, of "Maplewood," Celebrate it.

Mr. and Mrs. William Howe celebrated the 25th anniversary of their wedding on Friday evening at their home, "Maplewood." Many and costly were the presents bestowed upon them, showing the high esteem in which they are held by their many friends.

A beautiful silver tea service from Mr. Howe to Mrs. Howe was among the presents, while Mr. N. F. Babb, of Stratford, presented a handsome silver tray.

At 6 o'clock in the evening the 100 guests entered the beautifully decorated dining-room, where, after having done justice to a sumptuous repast, which was served by the young ladies, all participated in a programme of songs and music, in which Mr. and Mrs. Matheson, of Goderich, provided music on the violin and organ; Misses Mima and Jessie Dennis rendered a vocal duet; Mr. Fletcher Johnston rendered solo; and Miss Maudie McKelvey, Miss McMillan, Mrs. J. N. Ratz, and Miss Edna Dennis also gave vocal and instrumental selections. Addresses were given by Rev. Mr. Hunter, Mr. E. Dennis, Mr. J. Forbes, Mr. J. Bean and Mr. J. Barter. The guests departed at a late hour.

Among those present were friends from Goderich, Beachville, Tavistock, Stratford and other nearby towns.

AULT-GILLESPIE

Wedding at Saskatoon of a Former Young London Lady.

The Saskatoon Daily Phoenix has the following account of the wedding of the daughter of Mr. and Mrs. C. A. Gillespie, formerly of this city:

"A very attractive house wedding took place this morning at 10 o'clock at the home of Mr. and Mrs. C. A. Gillespie, when their only daughter was married to Mr. Zenas Gurley Ault. Only a few intimate friends of the bride and groom gathered to witness the ceremony in the domestic home. The decorations were of carnations, roses and ferns. Rev. M. M. Bennett performed the ceremony. The bride was gown in a cream-tinted silk costume made in princess style. Her traveling suit was of navy blue velvet. The happy girl's bride received pretty gifts from more than a hundred friends—there were presents of cut glass, of hand-painted china, of fine linen, and of heavy silver. The bride's gift from her father and mother was a handsome diamond ring set with pink trimmings, and a mink muff. Prominent among the gifts was a very beautiful fern stand decorated in sapagadon design. Mr. and Mrs. Ault left this afternoon on a fortnight's trip eastward."

FRENCH TRAINS ARE VERY FAST

Record Run of a Funeral Special to Catch Boat—American Engines Used.

Paris, Jan. 2.—The body of a dead American has made the swiftest railway run of the whole world.

Cook's agents hanging round the Paris Gare St. Lazare tell the story. Some say it was the mortal remains of Mrs. Strong, the daughter of John Rockefeller. Others say it was the body of a man—"an American, a millionaire; I never heard his name before." It may be; there are many such. The French railway people will tell nothing, to admit the facts would be confession that the French law's 75-mile-per-hour limit had been broken flagrantly by a special train in long spurts over the most important roadbed in France.

Let the dead, therefore, rest after its all-record-breaking dash to catch an English boat.

But is it not an awful picture—the impressive corpse alone in its car, crashing onward, faster, faster, to make the connection that will give it peace in its own hallowed home soil?

The peculiar incident has very much struck the Parisians, and all the more so as it illustrates the terrific speeds French railways are attaining. It was a special funeral train of two cars, starting Paris a few minutes ahead of the "train de luxe facultatif," of the Mediterranean-Calais express, itself the fastest train in Europe, with one of the fastest long breaks in the world. It does the 115 miles between Paris and Amiens in 77 minutes (62.2 miles per hour), and the whole 135 miles in 130 minutes.

The corpse did it in just two hours and a half, or 150 minutes, making the sustained break of 135 miles at the average of 72 miles, and when the first wonder of it passes the question arises, how have French railroads suddenly attained such sensational speeds over their curving and otherwise inferior roadbeds?

The tale dates back to July 1, 1899, when only one French company could show a "platform-to-platform" run at fifty miles per hour. A few years previously a railway congress happened to be sitting in Paris when the east and west coast English lines were racing to Aberdeen. The phenomenal speeds attained by the Scotch flyers were eagerly discussed by the French officials, who deplored that nothing approaching them could be attempted on their lines.

Within five years, nevertheless, the impossible had come to pass by way of a combined surprise, and makeshift. Somewhere around 1899-1900 two of the French state lines found themselves in the predicament of being refused locomotives by all the French makers. Arguingly sure of the what was going to be refused to enhance their plants or to work overtime. They told their customers to wait.

Now the French Government is, after all, not to be turned down in this style, had the Croisettes railway. So, before the Croisettes knew what was going to strike them, both the state and the Orleans lines had bought a number of high-speed American-built locomotives. A small row was raised at the spectacle of a government discriminating against its own industries, by spending home money outside the jurisdiction. In parliament the question was asked.

In the reply France learned incidentally that the new locomotives were of the type that draws the Atlantic City express at the rate of nearly seventy miles per hour over a sixty-mile run. That such a spurt, however, is done in America only on specially prepared high-speed tracks and with a loading gauge that permits the use of heavy rolling stock was a detail not overmuch dwelt on.

A Big Catastrophe.

One of the first results was a catastrophe that permanently sickened two French lines—the Orleans and the Midi—of excessive velocities. Within a year after the adoption of American-type locomotives the Sud express, between Bayonne and Dax (a thirty-one-mile spur), was averaging fifty-seven miles per hour, and the sixty-seven miles Morcaux-Bordeaux break was negotiated at no less than sixty-three miles per hour.

It was between Bayonne and Dax that the historic accident occurred. The Sud express simply dashed off one of the road's abrupt curves at a tangent. No satisfactory explanation has ever been assigned, but I have heard that the roadbed had been undermined by water from a spring that suddenly trickled through the rocks at one side. At any rate, the Sud express does Paris-Bayonne at an inclusive average of fifty miles per hour.

Another swift French train is the express for the Belgian frontier. It is timed to run from Paris to St. Quentin, 96 miles, in 99 minutes, and from St. Quentin to Jounment, 52 miles, in 58 minutes.

In regular service this one company of the north shows by its time tables fifteen runs at 56 miles an hour and upward, eleven above 57 miles an hour, eight at 58 miles an hour and upward, three above 59 and two above 60 miles an hour.

Some Smart Runs.

In spite of its decelerated timings, the down trip of the Sud express still furnishes a cluster of fast breaks that have no equals elsewhere. They are Orleans-Tours, 70 miles in 72 minutes; Tours-Poitiers, 63 miles in 68 minutes; Poitiers-Angoulême, 71 miles in 74 minutes; and Angoulême-Bordeaux, 87 miles in 91 minutes. The through Scotch express have no run of any length above 54 miles per hour. An English expert who has been over here looking up the question, explained to me that the superior French speeds partly by the greater weight of English trains. The Paris-Calais train weighs never more than 170 tons; the Sud express never weighs more than 160 tons; the Riviera Rapide of the P. L. M. weighs 180 tons—two baggage cars, one dining car, one drawing-room car and two "salon sleepers." On the other hand, the Flying Scotchman weighs at least 220 tons.

These high speeds in comparatively lightweight trains, over still rather in-

A GOOD RESOLUTION

Commence the New Year with a Savings Account at this Bank, no matter how small and resolve to add to it each week.

It's not what you earn, but what you save that makes you rich.

Interest Credited 4 Times a Year

\$1.00 OPENS AN ACCOUNT

New Customers Always Welcome.

THE SOVEREIGN BANK OF CANADA

LONDON BRANCH, Opposite City Hall, P. E. KARY, Manager.

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

Imperial Bank of Canada

Capital Paid Up - \$4,500,000.00
Reserve - \$4,500,000.00

London Branch:
CORNER RICHMOND AND KING STREETS

SAVINGS DEPARTMENT

\$1.00 Opens an Account
Highest Rate of Interest Paid

R. Arkell, - Manager

ROSS' FURS

Manufacturers, Importers and Retailers.

FUR JACKETS

A few of the latest novelties in Ladies' Fur Jackets not found elsewhere.

ORIENTAL MINK—Select skins, silk girdle, rich brocade satin lining, 24 inches long.....\$135.00

SABLE SQUIRREL—Best satin lining, silk girdle, 24 inches long.....\$100.00

SHORE MINK—Select skins, best satin lining, silk girdle, 24 inches long.....\$50.00

NATURAL MUSKRAT—Select let-down skins, satin lining, silk girdle, 24 inches long.....\$50.00

Our Motto: