

LONDON IS CHANGING.

AS A MATTER OF FACT, "OLD LONDON" IS BECOMING NEW.

AMERICANS ARE EVERYWHERE

The Stars and Stripes Painted on Many Shop Windows.

HOW THE GREAT CITY IS RULED.

Some Queer Municipal Features of the Greatest City in the World—Twenty-Five Millions for New Street—How the Americans Are Invading the City Above and Below Ground.

(Copyright, 1902, by Frank G. Carpenter, Correspondence of the Dispatch.)

LONDON, September 1.—London is rapidly changing. The old city is putting off its old clothes and buying new. Its streets are being widened, many of the old buildings have been torn down, and there is a fair possibility that the day of the American skyscraper may come, for flats are going up in the fashionable section.

An army of workmen is now busy on the Strand, as I saw the street yesterday so narrow that two omnibuses could hardly pass. To-day it is being changed into a wide avenue which shall run from Trafalgar Square to Holborn, not far from the Strand. The work will come together about three miles of buildings are to be torn away, and this space will be leased out by the city for new business houses.

In tearing down the Strand, the owners of the various properties have had to be bought out. In many places the buildings have been replaced. The Gaiety Theatre, for instance, had a new structure erected just below and above the old one, and the theatre stood, and the same is true of other institutions. The work is going on in the very heart of London on some of the most costly ground in the world. The city fathers have had to pile up the bill with gold to get it, and when the improvement is completed it will, it is estimated, cost at least \$25,000,000.

The American Invasion.

I have already written something about the American invasion of underground London. I have told you of the Tunnel Tube Line, which is now carrying millions from one part of the city to another at 4 cents per trip. It is a mighty iron tube with railroad tracks in it, running far below the city under the streets.

Other schemes are being proposed for American enterprise above ground. American goods are already sold in all parts of the Strand. The American flag and the Union Jack are painted on many of the shop windows, and American drugs, American notions, American shoes, and American tobacco are to be had everywhere. The Westinghouse building on the corner of Norfolk street and the Strand, one of the finest buildings in London, and there is now talk of an enormous American department store on the crescent-shaped area which is to be vacated by the joining of the Strand and Holborn.

American Department Store.

I understand that an application has already been made to the London County Council for this space. The parties have asked to lease it for 99 years, and the Council is considering the advisability of giving them a lease for ninety-nine years. It does so the American who is the proprietor of the most valuable locations in London and will erect a store which will be a surprise to the London shopkeepers.

How London is Governed.

From what I have said about London's city improvements you will see that the government here is something of an institution. This, you know, the capital of the United Kingdom, the seat of Parliament and the residence of the King and Queen. It has all the chief officials of the government, but its own administration is separate and apart from these. It is difficult to understand it, for the town has now a dozen or so mayors and a mayor of the city. Not long ago it had 500 separate authorities, each exercising some sort of control, but most of these were swallowed up in the London County Council. At present there is a county government, a city government, and a borough government. The city government might be called a ward government, for the city is divided into twenty-seven boroughs, or wards, each of which has its own mayor, its own Council and a certain class of officials.

London County Council.

The general government, however, is the London County Council, comprising 27 members, of whom nineteen are aldermen. This council practically governs London. It fixes the taxes and spends the money, and its income last year amounted to something like \$10,000,000.

Water from Wales.

Another thing which the county council is planning is the bringing of water for the city from across England from the Welsh lakes. At present London is supplied by the Thames and Lea rivers, but it already uses 205,000,000 gallons a day, and it is estimated that the demand will soon be such as to imperil the nation's health. The Thames, Birmingham is getting its water from Wales, and so are other cities, and London will in all probability have to do likewise. The water-works are now in the hands of private companies, but the county council has just bought them for \$10,000,000, and is planning to build a new water-works in the county.

American Typewriters in London.

I talked to the typewriter exhibitors. They told me that the whole typewriter writing trade of Great Britain is now in American hands and that there is only one English machine worth speaking of. This is called the Salter, but there are not more than a dozen of these in the whole of England. The demand for typewriters here is steadily increasing, although it is still not compared with that of the United States. I find typewriting establishments in all the cities, and they are very busy, as the typewriter girls are called. In most cases, however, the English typewriter girl is not accustomed to a typewriter, as she does better as a copying clerk.

Every mother feels a great dread of the pain and danger attendant upon the most critical period of her life. Becoming a mother should be a source of joy to all, but the suffering and danger incident to the ordeal makes its anticipation one of misery. Mother's Friend is the only remedy which relieves women of the great pain and danger of maternity; this hour which is dreaded as woman's severest trial is not only made painless, but all the danger is avoided by its use. Those who use this remedy are no longer despondent or gloomy; nervousness, nausea and other distressing conditions are overcome, the system is made ready for the coming event, and the serious accidents so common to the critical hour are obviated by the use of Mother's Friend. "It is worth its weight in gold." Every mother who has used it. \$1.00 per bottle at drug stores. Book containing valuable information of interest to all women, will be sent to any address free upon application to BRADFIELD REGULATOR CO., Atlanta, Ga.



Safe From Summer Complaints

All mammas, and papas too for that matter, dread the heat of summer with its danger for the little folks, especially the babies. It is simply heart-breaking year after year about the great death rate among children caused by the summer's heat. Yet it is easy to protect the infants against all summer complaints, because we know that all these fearful perils have their beginning in stomach and bowel troubles, and we have a perfect family medicine that will keep the delicate machinery in a child's body clean, regular and in healthy working order in the hottest weather—CASCARET Candy Cathartic. The plump, bouncing, crowing baby shown here is a CASCARET baby. He feels that way winter and summer. Nursing mammas take a CASCARET at bedtime, and it makes their mother's milk mildly purgative and keeps the baby just right. Older children like to take the fragrant, sweet little candy tablet, and are safe from colic, gripes, diarrhoea, summer rash, prickly heat and all the mean troubles that summer brings with it.



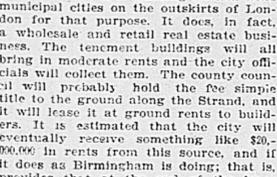
Best for the Bowels. All druggists, 10c, 25c, 50c. Never sold in bulk. The genuine tablet stamped C. C. C. Guaranteed to cure or your money back. Sample free. Write for it. Sterling Remedy Co., Chicago or New York.

OBSCULENT DOGS

IRON FIGURES OF CANINES DISAPPEARING FROM THE LAWS.

IT WAS AN OLD-TIME FANCY.

Our Fathers and Mothers Loved to Grace Their Grounds With Figures in Iron and Bronze—The Demand is Now Very Small.



Iron dogs are rather obsolete. Thirty years ago manufacturers could scarcely fill orders so great was the demand. Since then there has been a marked decline until now dogs, lions, deer, and griffens are desired only by the old-fashioned people, and the demand is quite small. Just after the civil war, according to old-time dealers, ornamental figures of iron and bronze were a fad and there was a brisk trade at prices varying from \$18 to \$300. They were placed in gardens resembling in many ways those of Italy during the renaissance period in which Italians erected statues of Pars, Pluto, and other gods.

In this country, however, if the truth be known, the taste of the people ran less to creatures and goddesses, and mythological deities and more towards deer and various other substantial animals. They knew something about these latter works of art, and they took the former for granted. Being somewhat materialistic and full of horse sense the people of this country cared little about the light, airy, fitting creatures of the imagination and preferred to spend their money for more substantial things.

Manly B. Ramos & Co., 119 East Broad Street.

Advertisement for Wright's Indian Vegetable Pills, featuring the text 'ALL WRIGHT FOR MORE THAN HALF A CENTURY' and 'WRIGHT'S INDIAN VEGETABLE PILL CO., NEW YORK.'

London's Big Docks.

I have spent much time about the docks watching the great steamers load and unload goods for and from America and all parts of the world. I don't know where one can get a better idea of the immensity of this city. I might as well about Hyde Park for years, hardly know London was a port. Still London is the greatest port of the world. It surpasses Liverpool and all the others. The whole river Thames from here to the sea is its harbor, so that the port is really sixty-nine miles long, and it ranges in width with the width of the river.

Standing on London bridge you see a forest of masts, not only in the river, but also in the docks. The docks are mighty basins cut out of the lands along the bank, enormous basins of water covering acres surrounded by warehouses. Even larger than these are the Surrey docks, which are the Royal Victoria and Albert docks, which are almost three miles in length, and have an area of 500 acres, and those of Tilbury, further down on the river, which are almost as large as you could put a big farm under water, and allow mighty warehouses to rise up and along the banks and through the fields and add hundreds of steamers loading and unloading goods. The docks are a very important part of the city. They are profitable institutions, and the London County Council is planning to bring them under the control of the city.

Water from Wales.

Another thing which the county council is planning is the bringing of water for the city from across England from the Welsh lakes. At present London is supplied by the Thames and Lea rivers, but it already uses 205,000,000 gallons a day, and it is estimated that the demand will soon be such as to imperil the nation's health. The Thames, Birmingham is getting its water from Wales, and so are other cities, and London will in all probability have to do likewise. The water-works are now in the hands of private companies, but the county council has just bought them for \$10,000,000, and is planning to build a new water-works in the county.

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RAILROAD SCHEDULES.

ATLANTIC-COAST LINE

Schedule in Effect June 6, 1902.

TRAINS LEAVE RICHMOND—BYRD-STREET STATION. 9:00 A. M. NORFOLK LIMITED. Daily. Arrives Petersburg 9:31 A. M., Norfolk 11:30 A. M. Stops only at Petersburg, Norfolk, and Suffolk. 9:05 A. M. Daily. Arrives Petersburg 9:38 A. M., Emporia 11:00 A. M., Suffolk 11:50 A. M., Norfolk 12:30 P. M., Charleston 11:15 P. M., Savannah 3:00 A. M., Jacksonville 10:30 P. M., Port Tampa 10:30 P. M. Connections at Wilson with No. 49, arriving from Norfolk, and No. 50, arriving from Norfolk to Jacksonville. 11:10 A. M. Daily. Arrives Petersburg 11:38 A. M. Stops Manchester, Chester, and Suffolk. 1:10 P. M. Daily, arriving Petersburg 1:38 P. M. Connections with Norfolk and Western Railway for Roanoke and intermediate points. Stops at Petersburg, Bluff, Centralia, and Chester. 8:00 P. M. OCEAN SHORE LIMITED. Daily. Arrives Petersburg 8:30 P. M., Norfolk 10:30 P. M., Suffolk 11:15 P. M., Port Tampa 10:30 P. M. 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