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LONDON, THURSDAY, SEPT. 22.
PRESIDENT HENDRY ON THE
PREFERENCE.

President Hendry, of the Canadian
Manufacturers' Association, gave his
blessing to imperial preferential trade
in his address at Vancouver on Tues-
day. But while he is full of good will
toward the mother country, he has no
intention of allowing it to interfere
with business. The Canadian preferen-
tial tariff, he said, must remain
sufficiently high to afford "adequate
protection" to native industry "in or-
der that there might be more effec-
tively transferred to Canadian work-
shops much of the manufactures that
are now procured abroad." He added
that for some of their requirements
Canadians would be always dependent
upon outside sources of supply, and
this business should be directed as
largely as possible into imperial chan-
nels.

It will be seen that all Mr. Hendry
asks is that home industry be allowed
to monopolize the home market for all
it can produce. What cannot be made
at home, he will, as a good imperialist,
be happy to see purchased in other
parts of the Empire. John Bull is to
be quite welcome to the leavings of
the Canadian manufacturers.

Mr. Hendry's utterance has no doubt
a sentimental value, but it will
scarcely bring a telegram of thanks
from Mr. Chamberlain. It is not
likely either that it will be frequently
echoed from Unionist platforms. It
does not sufficiently support the claim
that the Canadian market will be one
of the prizes of a victory for tariff re-
form. Probably British Liberals will
make more use of it than their oppo-
nents.

Mr. Hendry, however, voices the
desire of the majority of Canadian
manufacturers to exclude British, as
well as foreign, competition. But this
is not the view of imperial preferen-
tial trade taken by the British people
who support tariff reform. If that
cause should win, the conflict between
the interests of the British manufac-
turers on one side, and the Canadian
on the other, will take a more definite
shape. There will be a disillusionment
which may not strengthen the fraternal
sentiment which is the chief tie of
empire.

A SHADOW ON BRITAIN'S PROS-
PERITY.

Industrial troubles are falling upon
Great Britain at a time when its for-
eign trade has reached unexampled
proportions. The present business re-
vival has been extraordinary, and fol-
lowed a period of pessimism equally ex-
traordinary. Much of this gloom was, of
course, artificially manufactured by
politicians who hoped to climb into
power on the imaginary ruins of Brit-
ish industry. An acute depression in
trade two years ago, coinciding with
the approach of a general election, was
an opportunity of which they took an
unpatriotic advantage. Their prophe-
cies have been since mocked by
every test of progress. For the first
time, the gross income of the income
taxpayers of the United Kingdom ex-
ceeds £1,000,000,000 a year. In the
eight months of this year, January to
August, imports have risen by £25,5-
465,000 and exports by £37,076,000.
The figures for August beat all records.
The exports and imports in that month for
eleven years back in millions of pounds
have been:

	Imports.	Exports.
1900	42.1	24.9
1901	40.9	24.2
1902	42.8	25.7
1903	40.4	24.3
1904	42.4	26.4
1905	46.9	29.5
1906	48.9	33.5
1907	49.3	37.4
1908	42.7	30.3
1909	48.4	32.1
1910	52.0	38.6

Strikes and lockouts on a great
scale threaten to arrest this upward
movement and perhaps plunge the
country again into the trough of de-
pression from which it has just
emerged.

DISAPPEARANCE OF A "FAVOR-
ABLE BALANCE."

Official announcement comes from
Washington of the total disappearance
of the "favorable trade balance" of
which so much has been made, and of
the appearance of an actual excess of
imports over exports—the so-called
"adverse balance." For the eight
months of the current calendar year

ended with last month the total im-
ports of the United States were over
three and a half million dollars more
than the exports. Political economists
are trying to explain the phenomenon.

As the Chicago Record-Herald says,
much fallacious and ignorant talk
about it will now be assigned its
proper value. Huge "favorable" bal-
ances do not necessarily represent
huge gains or any gains. In the case of
the United States the scores of mil-
lions sent annually to Europe and the
other scores tourists spend annually
on the other side of the Atlantic are
important factors. Freight charges,
interest sent and dividends on foreign
capital, account for great sums, and,
of course, the republic repays them
indirectly in the products it exports
over and above those it imports.

Washington advises intimate that
the real balance has been against
Uncle Sam for a long time, and it may
be expected that the disappearance
of the apparent balance will stimu-
late the export trade, divert more at-
tention to the production of staples,
including economy in expenditures,
and cause a readjustment of prices
in the home market. High prices
have a discouraging effect on the ex-
port trade—not only on exports to
poor oriental countries, but to the
richer European countries.

The 22-knot Canadian Atlantic
steamer is now in sight. It has come
without the million-dollar annual sub-
sidy which a Canadian Government
recommended in 1896.

London, as a city, was 55 years old
yesterday. The rough-looking town of
1855 has become a handsome city, and
half a century hence the city should
be a metropolis. Why not, with the
best part of Canada surrounding it?

The Manufacturers' Association will
leave the question of a tariff cam-
paign to the discretion of a commit-
tee. Discretion is better than valor
just now, when the grain-growers are
on the warpath.

Mr. Bryan refuses to support the
Democratic candidate for governor in
Nebraska. Insurgency appears to be
so successful in the Republican ranks
that Mr. Bryan may want to get the
benefit of it in his own party.

The Prince of Wales will tour the
Empire next year. Seventeen is an
impressive age, but the trip will
not be as instructive as it would be a
few years later when his education
will be more advanced, and his pow-
ers of observation and reflection are
riper. However, fate might put him
on the throne before he had the op-
portunity to see the British dominions.
This is probably the reason why he is
to begin his travels so early.

HOUSING REFORM DON'TS.

[Lawrence Veller, in The Survey.]
Don't let your city become a city of
tenements. Keep it a city of homes.
Don't imagine there is no necessity for
action because conditions in your city
are not as bad as those elsewhere.
Don't build a model tenement until you
have secured a model housing law.
Don't attempt to legislate first and in-
terfere afterward.
Don't permit any new houses to be
built that do not have adequate light and
ventilation and proper sanitation.
Don't legislate merely for the present.
Don't permit the growth of new slums.
Prevention is better than cure.
Don't tolerate the lodger evil. Nip it in
the bud.
Don't tolerate cellar dwellings.
Don't let the poor be denied a liberal
supply of water in their homes.
Don't permit houses unfit for human
habitation to be occupied.
Don't repeat the talk about the poor
not wanting good housing accommodations.
Don't cease your efforts when you have
passed a good law. Even vigilance is
not only the price of liberty, but of all
progress.

INCREASED PREFERENCE.

[Regina Leader.]
Sir Wilfrid Laurier has given the
pledge of a further revision of the tariff,
that such revision shall be in a downward
direction, and that a tariff commission
will be appointed to gather evidence to
guide the Government in framing the
schedules. The Leader joins with the
Ottawa Free Press in the hope that in
the revision an increase of the tariff
of the British preference will be provided
for. And if a permanent policy of small
annual increases in the British preference
could be adopted, the Toronto Telegram
need have no fear of any complaint on
the part of the West.

FLEET STREET.

[Arthur H. Harris, in London "Streets."]
Beneath this narrow, bustling street,
Unruffled by the noise of feet,
Like a slow organ note I hear
The pulses of the great world beat.

Unseen beneath the city's show
Through this aorta ever flow
The currents of the universe—
A thousand pulses throbbing low!

There, unperceived, yet with the dower
Of mightier, mechanic power,
Some bent, obscure Euripides
Builds the loud drama of the hour.

There, from the gaping presses hurled,
A thousand voices, passion-whirled,
With throats of steel vociferate
The incessant story of the world!

So through this artery from age
To age the tides of passion rage,
The swift historians of each day
Flinging a world upon a page!

And then I pause and gaze my fill
Where catenets of traffic spill
Their foam into the Circus. Lo!
Look up, the crown on Ludgate Hill!

Remote from all the city's moods,
In high, untroubled solitudes,
Like an old Buddha swathed in dream,
St. Paul's the crown of city broods!

HASN'T DONE HIMSELF JUSTICE.

It is too bad that Sir James is coming
home. A month longer in England, and
he would have worked himself up to
"undescribably vile," "inconceivable
blasphemous baldness," "inconceivable
obprobrium," et al. Doubtless the Brit-
ishers have already begun to suspect that

a man of such rampaging vocabulary is
as likely to exaggerate his facts as he
is to exaggerate his language. Were he
to stay long enough, they would feel
quite sure of it. But the premier is
coming home, having saved up his best
and choicest expressions in order that
he may hurl them at the heads of Allan
Studdholme and Joseph McDougall.

ADVANTAGES OF LIQUID FUEL.

[Cassier's Magazine.]
The weight of and the space occupied
by propelling machinery being less for
gas or oil motors than for steam engines,
it follows that a vessel of less displace-
ment will suffice to carry the same car-
go. Moreover, owing to the greater ef-
ficiency obtained by adopting the internal
combustion principle, a less weight of fuel
will suffice for a voyage of given dura-
tion. Both these statements apply in all
cases, but in vessels making short voy-
ages, and in which the weight of fuel
carried is small, the second consideration
is of little moment. For long voyages,
however, without refueling the bunker or
tank capacity can be very much reduced
for gas or oil motors, and greater econ-
omy in displacement and tonnage is there-
fore effected in long-voyage than in short-
voyage vessels. Short voyages will be
more usual for the size of cargo boats,
considered. If, for a vessel of, say, 4,000
tons displacement, and 1,000 indicated
horsepower, 100 tons weight fuel by adopt-
ing gas engines and producers with coal fuel,
or oil engines, using heavy oil fuel in place
of reciprocating steam engines with coal
boilers burning coal or oil, the displace-
ment of the vessel could be reduced by a
little more than 100 tons.

HARMS NO ONE.

[Halifax Chronicle.]
If Mr. Borden derives any pleasure
from the tireless reiteration of the story
that the Liberals have stolen his
"planks," by all means let him have it.
That after all, was the only way to get
them off his hands. His own party would
not take them as a gift.

Florence Nightingale and the Order of Merit

By the Right Hon. G. W. E. Russell.

Lord Lister, by his antiseptic dis-
coveries, has done a good deal more
for the happiness of the world than
any general who ever drew a sword.
Lord Morley, unless I am much mis-
taken, is the greatest master of Eng-
lish prose now living. In the Order of
Merit was constituted, it contained the
not less illustrious name of
George Meredith. "Meredith," said
Oscar Wilde, "is included in the Order,
and so is Browning," thereby giving
deadly offence to a vast number of
worthy people who honestly believe
that "The Ring and the Book" is
poetry. Today, it is included in the
Order of Merit; and, when we think
what might have happened, we bless
the influence which guided King
Edward's hand. But painting is dou-
bly represented in the order, and by
the inclusion of Mr. Holman Hunt de-
honor was rendered to our highest
achievement in spiritual art. It is in
accordance with the spirit of the Order
feeling that science should be re-
rather over-represented. Administra-
tion is honored in Lord Cromer; learn-
ing in Professor Henry Jackson, and
a mixture of the two in Mr. Herbert
but the most interesting name of all
comes last.

When the list of the order was origi-
nally published, my first exclamation
was, "they have forgotten Miss
Nightingale." It is said that the ad-
visers of the crown believed that the
most illustrious woman of her time
was only tardily remembered. Florence
Nightingale was born in Florence in 1820.
She was the daughter of a country
gentleman who lived on the borders of
Hampshire and Sussex. Her father
accident of neighborhood made her
early acquainted with the admirable
Sidney Herbert, who lived at Wilton
and was secretary at war during the
Crimean campaign. Her father was
horribly by heartrending accounts of
the needless tortures inflicted on our
wounded soldiers by unskilled nurs-
ing, and, in 1854, Sidney Her-
bert determined to disengage a body of
trained nurses to the Crimea, placing
them under the control of a properly
authorized head, responsible both to
the medical authorities on the spot
and to the Imperial Government at
home. But who is fit for this im-
portant command? In a moment of
happy inspiration, he bethought him-
self of his neighbor, Miss Florence
Nightingale, who had already made a
special study of the art and science
of nursing, and combined an enthusi-
asm of the work with a strong
will and a masterful character. "This
is but one person in England that I
know of who would be capable of or-
ganizing and superintending such a
scheme," he said. "Would you listen
to the request to go out and super-
vise the whole thing?" The consent
was promptly given, and a week later
Miss Nightingale was on her way to
the Crimea, "as a recognized official,
under whose authority all female
nurses in the military hospitals were
placed, and on whose recommendation
alone they were sent to the front."
On the 15th of November an eye-witness of her work
wrote thus from Scutari: "Her nerve
is equal to her good sense. She is one
of the nurses, gave efficient aid at
an amputation of the thigh yesterday.
She was just as cool as if she had to
do it herself." Another wrote: "It
was a week Florence Nightingale has

IT'S NOT IGNORANCE.

[Ottawa Free Press.]
Sir James Whitney knows just as well
as anyone that Canadian loyalty to the
King and the Empire is founded on sen-
timent and love, and not upon sordid com-
mercialism or customs tariffs.

HUMANITY.

[Arthur Stringer.]
It's the bad that's in the best of us
Makes the saint so like the rest of us!
It's the good in the darkest-crust of us
Redeems and saves the worst of us!
It's the muddle of good and badness,
It's the tangle of tears and gladness,
It's the fancy linked with sanity,
That make and mock humanity.

NOT THE SAME.

[London Opinion.]
Vicar's Daughter—I suppose the rain
kept you from the funeral last Tuesday,
Mrs. Blogg?
Mrs. Blogg—Well, partly, miss; but, to
speak true, wot with the rheumatism and
doin' away with the 'am and the cake
afterward, funerals ain't the jaunts they
used to be for me!

SCIENTIFIC INQUIRY.

[Chicago Tribune.]
"I don't know what to make of my
nephew George," remarked the elderly
professor. "He has such queer contradic-
tory tastes in music."
"Yes?"
"Yes; I came upon him a little while
ago and he was whistling in a dreamy,
rapt sort of way the 'am and the cake'
from Lohengrin. As soon as he saw me
he looked confused and changed it at once
to 'Has Anybody Here Seen Kelly?'"

FATHERLY WISDOM.

[Chicago News.]
His Daughter—Mr. Huggins has propo-
sed to me. Would you advise me to accept
or decline?
Her Father—Decline, by all means.
His Daughter—Why?
Her Father—Because if you loved him
you wouldn't ask my advice.

CHAPMAN'S
Rich Autumn Dress Goods and Suitings
DRESS GOODSFall and
Winter
Catalogue
Is Ready

Send us a post-
card with your
name and address,
and we will mail
you a copy of our
new fall and win-
ter Catalogue.

WOOL TARTAN DRESS
GOODS—For misses' and girls'
dresses; Black Watch, Gordon,
Forbes, Forty-Second and other
clan tartans; a yard.....75¢

SCOTCH TWEEDS—The nub
effect tells that they are new; mis-
sies in greys, greens, browns and
blues, at yard.....\$1.00 and \$1.25

DIAGONAL CHEVIOTS—In
surah and Indian twills. Women
find great satisfaction in these
cheviots for suits and dresses.
Colors, at \$1.00 a yard, are navy,
myrtle, olive, burgundy, reseda,
tan, plum, catawba and black; 50
and 52 inches wide; a yard.....\$1.00

BROADCLOTHS—Their popu-
larity never wanes. Tailors like
them always, and wearers are sur-
of satisfaction; chiffon and sead-
finish; in all the leading shades, at
yard.....\$1.00, \$1.25 and \$1.50

ENGLISH TWEEDS—In two-
tone and shadow checks; splendid
qualities for winter suits, skirts and
school dresses; at a yard.....50¢
and75¢

CAMELS' HAIR SUITINGS—
Rough effects take the fancy of
many; in lovely fall shades; 54
inches wide, at a yard.....\$1.25
And a great collection of superb
BLACK FABRICS.

Today, Friday and Saturday
FALL MILLINERY OPENING

Our Millinery Opening continues during the balance of this week, and the notable ex-
hibit of smart and authentic styles surpasses all our previous displays. The new styles are
unique and well worth careful study. We invite your approval.

Sweater Coats
Another Shipment

Good news for those waiting for Sweater
Coats. We have just opened another shipment
of these popular garments. They sell so quickly
the makers are slow in filling orders.
Our assortment now includes \$1.95, \$2.25,
\$2.50, \$2.95, \$3.50 and \$4.50 Sweater
Coats.

Men's Shirts
Sale Continues

We expect those who buy today to come
back tomorrow for more, and we want to tell
you we'll have them. Nearly one thousand
Shirts, all fresh and new from the maker; nice
colors, soft bosoms and half cuffs; sizes 14 to
18. Worth 75c, for57¢

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

Farmers' trot—

Royal Brno 1 1 1
Eva B 2 2 2
Prix 3 3 3
Time for half mile, 1:20, 1:17, 1:18;
2:50 pace. This race was hotly
contested in every heat, as the results
show, and gave the large crowd
plenty of excitement.

Single readers.

Tom Hays, Cro-
marty, won; H. Thiel, Mitchell, 2; R.
Robinson, Tavistock, 3.
The best fun and most excitement
of the day was a hitch and race for
lady drivers. They had to harness,
hitch up, drive a half mile and un-
harness in front of the grandstand.
Mrs. House, of Exeter, won first money
in a whirlwind race, covering the half
mile in a gallop; Miss Thiel, Mitchell,
a good second.

In the evening there was a grand

concert in the opera house, which net-
ted the association quite a sum.

SUICIDES IN A
MONTREAL HOTEL

Montreal, Sept. 21.—The body of a
woman was found here tonight hang-
ing by a strap attached to a hook in
a bathroom door of the Hotel Corona.
The woman was fully dressed and
was wearing her hat, and life appar-
ently had been extinct for some time.
She registered Tuesday as Mrs. J. M.
Brown, New York.

On Windsor Hotel, Montreal,

paper was found the following:
"Please notify Mrs. M. W. Gibbs,
125 Fremont street, Battle Creek,
Mich."

On the inside of a ring on her hand
were found engraved the initials, J.
M. B.

She is apparently 35 years of age,
and in her baggage were found letters
addressed to Mrs. J. M. Brown, Wel-
lington Hotel, Boston, Mass.

EMBRO HAPPENINGS.

[Special to The Advertiser.]

Embroid, Sept. 21.—Rev. F. W. and
Mrs. Langford and little son, of Mon-
kton, are the guests of Rev. and Mrs.
Spence.

Mr. and Mrs. Joshua Green and
daughter, Miss Daisy, spent last week
with their aunt, Miss Boosey.

Mr. and Mrs. George Sutherland and
family have returned to their home in
Chicago, after spending the summer
at Miss Wm. McKays, John street.

Miss Minnie Gould, of Woodstock
Hospital, is visiting her grandparents,
Mr. and Mrs. Wm. McKay.

Rev. G. Munro, of Birr, occupied the
pulpit of Knox Church on Sunday.
Rev. and Mrs. Munro returned to their
home in Birr on Monday after visiting
with friends here.

Mrs. H. E. Fair and children spent
a few days with London friends.
Mrs. (Dr.) R. H. Green and little
daughter Lillian, were last week's
guests of friends in London.

Miss Chambers, of Woodstock, was
an over-Sunday visitor with Miss Olive
Ross.

Mrs. (Dr.) H. B. Atkinson and Miss
Annie Russell were in London at-
tending the fair.

Mrs. Wm. Geddes is visiting her son,
Mr. Harry Geddes, of London. She
was accompanied by Miss Marion
Geddes, who will visit Miss Verna
Geddes.

Mr. and Mrs. James McDonald and
sons have moved to Woodstock, where
in future they will reside.

Mrs. Hugh Fraser and daughter Miss

Madame left on Thursday for Alberta.
Mrs. Fraser will visit with her daugh-
ter there for the winter.
Mrs. E. J. Cody is visiting her
daughter, Miss May Cody, of Rockton.
Miss Minnie McDonald, of Toronto,
is visiting her mother, Mrs. Hector
McDonald.

The marriage took place in Rivers-
dale at the home of Mr. and Mrs. Mc-
Donald, of their daughter, Miss Mar-
garet Campbell, to Rev. Alex. C. Ste-
wart, M. A., of Crofton, formerly an
old Embro boy. Mr. Stewart's many
Embro friends extend to him and his
bride their best wishes for a happy
and prosperous wedded life.

Mrs. D. R. Ross, John R. Murray,
Alex. Smith, and Alex. Murray were
the representatives from Knox Church
who attended the meeting of the Pres-
bytery held in Owen Sound on Sept. 16,
to consider the call extended to Rev.
Finlay Matheson to be pastor of the
Embro Church. Representatives from
Mr. Matheson's church in Chatsworth
were strongly in favor of retaining
their pastor, but Mr. Matheson wished
to come to the Embro flock, so his re-
moval was granted. Mr. Matheson will
begin his pastoral duties here early in
October.

MOTORING TOURISTS

Americans in Too Great a Hurry for
the English Chauffeurs.

London, Sept. 17.—Despite the fact
that Americans who hire motors here
to tour the country pay large fees
English chauffeurs had rather drive an
English than an American party.

"The American sacrifice," said one
chauffeur, "They dash from place to
place fearing to miss some sight and
chauffeur is worn out by the time he
gets back to London, whereas an Eng-
lish party only motors a few hours
each day, the chauffeur has a rest
before taking the next journey."

"It is true that at the end of a
motor trip an American gives the
chauffeur a generous present, whereas
an Englishman gives either nothing at
all or a few shillings, but the cham-
feur has well earned all his American
passenger bestows upon him for he
has lived in a whirl of driving, tak-
ing runs of 150 miles a day with an
hour's stop for lunch and half an hour
for tea like any day laborer."

This summer more Americans than
ever have spent their time in England
touring the country in cars hired on
hire, and it is an easy, comfort-
able way of seeing places, though it is
expensive, as English innkeepers have
only to see a motor approaching to
put up the prices on all their rooms,
only a shilling or two, to assure them
just enough to give them the acknowl-
edged motor profit.

Within three months the White Star
line of Olympe, the biggest freight
and passenger carrier in the world,
will leave the wharf at the shipyards of
Harland & Wolff at Belfast.

Chamberlain's Colic, Cholera
and Diarrhoea Remedy is today the best
known medicine in use for the relief
and cure of bowel complaints. It
cures griping, diarrhoea, dysentery,
and should be taken at the first un-
natural looseness of the bowels. It is
equally valuable for children and
adults. It always cures. Sold by all
dealers.

Not often is the American school
with all its students transferred to
another country. But such was done
with the Biltmore Forest School, num-
bering 45 students, after George W.
Vanderbilt had decided that he no
longer cared to have it occupy his es-
tate in North Carolina. In Novem-
ber last the school was taken to Ger-
many for the winter.

A memorial to the late Prince Con-
sort erected in Karlsruhe has just been
unveiled. The monument was origi-
nally intended as a little surprise for
King Edward on the visit which he
was to have made to Karlsruhe this
year.

No doubt about an enamelled bed's
hygienic merit; none about its beauty.
Nor any about its being worth its
price—it bears the "Ideal" Guar-
antee on the footrail.

That Guarantee assures you of more
than mere surface excellence. It
warrants real satisfaction to the buyer.
Its snowy enamel will stay white; its
parts will not work loose.

Know why "Ideal" Metal Beds are
better. Ask for "The Philosophy of
Sleep"—it bears the "Ideal" Guar-
antee. Write for Booklet No. 127.

IDEAL BEDDING CO.
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Made in 98 different styles.

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UNDERWEAR

Always feels
good

From first to last "Cee-
tee" Underclothing de-
lights all folks—perfect
fitting, healthy and
comfortable.

Look for the "sheep" trade-<