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Those who are leaving the city for the summer months should not fail to have The Advertiser follow them. In this way only can they keep informed about affairs at home. Addresses may be changed as often as desired, and the paper will promptly reach any part of Canada or the United States.

LONDON, MONDAY, AUG. 10.

THE TRIUMPHS OF A PUBLIC SERVICE.

Today the one-cent rate on letters posted for local delivery in places served by letter carriers will be restored. This is the latest of several notable achievements of the postal department since its transformation twelve years ago.

The management of the postoffice prior to 1896 was a marvel of how-not-to-do-it. More than one postmaster-general solemnly averred that it would be ruinous to reduce the rate of postage, and pointed to the yearly deficit as proof. It was an unpromising task for Sir William Mulock when he took hold of this rickety organization. He contrived first to place it on a business basis, and by retrenchment and economy restored its financial equilibrium, reducing the deficit from \$781,000 to \$47,000 in three years' time. Then he took a forward step and reduced the domestic and imperial postage rates, on the theory that cheaper postage would encourage the use of the mail, and thereby swell the revenues.

It had this result almost immediately. The number of letters posted in Canada leaped from 1116,000,000 in 1896 to 223,000,000 in 1906, and 273,000,000 in the nine months which comprised the fiscal year, 1907. The deficit as a consequence of the gift of lower postal rates to the people rose from \$47,000 in 1896 to \$416,000 in 1901, but the corner was turned in the following year, through the increase of business, and the nine months of 1907, comprising the short fiscal year, showed the magnificent surplus of \$1,082,000.

Between 1897 and 1907, over 2,000 new postoffices were opened; the postal net was introduced; the special delivery system inaugurated; the domestic and imperial rate reduced from three to two cents; postmaster's salaries were advanced, and the efficiency of the whole service vastly improved. The one-cent drop letter is a reform which will be welcomed particularly by the business community.

ZEPPELIN'S FAILURE.

No one can help sympathizing with Count Zeppelin in the disaster to his mammoth dirigible balloon. To the German people and Government, the misfortune must be extremely disappointing. His fellow-countrymen seemed to have had every confidence that the count, after almost a lifetime and more than one fortune spent in invention and experiment, would on this occasion be able to demonstrate that he had solved the problem of aerial navigation, and given Germany a formidable lead in a new branch of military science. The promptness with which the German Government decided to forward to the count the sum of \$125,000 to renew his efforts is evidence of the importance attached to the airship as a military arm.

Whether the ignition of the gasoline and consequent explosion was due to a flash of lightning or by a fire used in welding a propeller, is not clear, but the circumstances of the voyage show the limitations of the airship, whether of the balloon or the aeroplane type. Not only was a thunderstorm raging during the flight, but a stop had to be made on the outward journey for repairs, and the descent on the return journey, just before the explosion occurred, was rendered necessary by the heating of an engine and shortage of gas. The consequences of such difficulties happening during the invasion of foreign territory by war balloons, such as the Germans are dreaming of, can easily be imagined. Neither at sea nor in hostile territory would it be possible to obtain supplies of gas, while under like circumstances it would be scarcely less difficult to make repairs to machinery.

One thing Count Zeppelin has demonstrated, however, and that is the great value of dirigible balloons in fair weather, though it is clear that much has got to be done to make them reliable. It is also certain that such craft are not to be relied on during thunderstorms, and that the mechanism and provision for fuel storage are by no means perfect.

The mishap revives discussion as to the relative merits of the aeroplane and the dirigible gasbag. With the former, thus far, only short flights have been made, always in imminent danger of collapse. With his dirigible

Zeppelin has gone further than that. The difference between the two is the lifting power in the gasbag, which is sheathed in aluminum, while the motor moves it in the direction desired so far as the winds will permit. The aeroplane is what is known as a heavier-than-air machine, in which planes driven against the air by the motor lift or sustain it, the principle being similar to that of a kite.

While the construction of a thoroughly successful flying machine may be possible, its successful application to some useful purpose seems still some distance off.

CANADIANIZING AMERICANS.

The annual exodus of thousands of the best farmers of the United States to Canada is a fact far from pleasant to the press and politicians of the republic, but at the same time they frankly admit that the movement is not cause for surprise. For instance, the New York Times finds it "easier to understand this American emigration than to reconcile ourselves to it." Its explanation is that railway enterprise is dead in the United States, while in Canada construction is active. The constant opening up of new lands to settlement is given as a further reason why so many American farmers are being drawn Canadawards.

But the saddest feature of this emigration, in the view of the Times, is the exceptional extent to which these emigrants are naturalizing themselves in this country. "No less than 7,379 of Uncle Sam's sons changed their allegiance last year," the paper says, "and it is now said that the total of citizens we have presented to Canada has reached 40,000 in the last half-dozen years. Before that time it would hardly have been thought possible; it has seemed so natural for other nationalities to become Americans, but so contrary to the course of nature for Americans to forswear their country."

What the writer finds hardest of all to believe is that for whatever reason the feeling of American citizenship is weakening. "It would be more comprehensible," the Times says, "if it were necessary to become naturalized to hold land in Canada. It might then seem as though they were selling their birthright, but the price might be thought worth while. As it is, the change of citizenship appears to be unnecessary."

There is little occasion for wonder that the American immigrant displays such alacrity in naturalizing himself in Canada. His object in coming here is to take up land and establish a home for himself, just as his father before him did years ago, when he came from the old world to settle in the United States. He finds here a system of government as democratic as any in the world, representative institutions even more direct in the submission of the executive authority to the popular will than he has been accustomed to in the land he has left, and a most rigid enforcement of law and the greatest respect for the rights of person and property. Such a country he soon realizes is one well worth becoming a citizen of.

What the Times complains of is proof that there is no ground for the fear expressed in some quarters that the influx of immigrants from the United States would have the effect of Americanizing Canada in a political sense. The process has really been of a Canadianizing character.

The Scott Government will be victorious on Thursday, if one good term deserves another.

The contract for the Niagara power transmission lines will be let in a week, so it is said. But will the city of London even then be prepared to quote power prices to prospective consumers?

Premier Whitney and Mr. Monteith have left for England to establish an emigration office for Ontario. Yet members of their own party rally against immigration in general in the effort to create prejudice against the Federal Government.

Perhaps the few partisans who are chuckling over the fact that the C. P. R. strike was not averted by the Lemieux act will explain what steps could have been taken to settle the dispute other than those which the Lemieux act provided for.

A Paris paper says that vessels carrying cargoes to Canada in winter usually employ American ports, because these are nearer to the centre of Canadian life than St. John or Halifax. This is one handicap which the extension of the Transcontinental Railway to New Brunswick will help to overcome.

THE VICE-PRESIDENT AT QUEBEC.

[Chicago Record-Herald.] Vice-President Fairbanks said at Quebec that the United States and the United Kingdom had no rivalries except in the ways of peace. He said that neither coveted the other's territory, and then he referred significantly to the conditions on the Canadian frontier, saying: "There are no fortifications upon our frontier and no battleships on the waters which divide it, and we believe and fervently hope that there will never be need of any defensive preparations between us."

We know that there are some few people in this country who talk about increasing their private property by a farm

or a town lot through the acquisition of that country, and there are others who let their imaginations roam over the entire continent because of a certain patriotic luxury that it gives them. But the vice-president undoubtedly speaks for the majority of his countrymen. The majority do not covet Canada or any other part of the British dominions. Annexation is not a live issue here, nor is it with our nearest British neighbor. On the other hand, the defenseless and defenseless object lesson on the possibilities of peace. It causes neither the slightest uneasiness, nor has it during the past decade, if anyone should come forward with proposals for extensive fortifications, for a reversal of policy and the breaking of agreements he would be a laughing stock.

THE SORROWS OF WERTHER.

[W. M. Thackeray.] Werther had a love for Charlotte. Such a word could never utter. Would you know how first he met her? She was cutting bread and butter.

Charlotte was a married lady. And a moral man was Werther. And for all the wealth of India, Would do nothing for to hurt her.

So he sighed and pined and ogled. And his passion boiled and bubbled. Till he blew his silly brains out. And no more by it was troubled.

Charlotte, having seen his body Borne before her on a shutter, Like a well-conned person Went on cutting bread and butter.

JUDICIAL FORESIGHT.

[The Green Bag.] Sir Henry Drummond Wolf in his recently published book of "Recollections," tells a story of Lord Guillemot, famous in legal history, who stood out bravely in a case before him the leading counsel for the defense of the prisoner argued that there was no case before the jury. Lord Guillemot's words about to pronounce judgment when the junior counsel asked leave to address a few words to the court. The judge replied, "I will hear you by and by, Mr. Wolf."

The young man said, "But, my lord, it is on this point that I wish to address your lordship."

Lord Guillemot rejoined, "I will hear you by and by, Mr. Wolf. Meanwhile, for fear of accidents, I will direct the jury to acquit your client."

AUSTRALIA'S WILD OYSTERS.

[London Globe.] Oysters are sometimes regarded as dangerous, but they are not usually considered as savage. A Queensland judge, however, has decided that they are wild beasts. Before a royal commission on the pearling industry he has been sitting at Brisbane, when the judge, in a recent court judgment, said that oysters were wild animals that were no penalty for stealing them.

HE IS THE TAIL.

[Montreal Herald.] Mr. Foster will follow Sir Wilfrid through the west. Whether it will be necessary for anything besides his own record to follow Mr. Foster is not yet evident.

HOW'S BUSINESS?

[Boston Transcript.] "Business is poor," said the beggar. Said the undertaker, "It's a dead-end street."

"Falling off," said the riding-school teacher.

The druggist, "Oh, well!" he said.

"It's all with me," said the author. "Picking up," said the man on the dunce.

"My business is sound," quoth the bandman. Said the athlete, "I'm kept on the jump."

A BAD LOT.

[Washington Star.] That fierce mosquito is a sight!

"This shocking on his ways to think, He sleeps all day and spends the night in song, while waiting for a drink!"

WELL MATCHED.

[London Opinion.] First Bridesmaid: They are well matched, don't you think?

Second Bridesmaid: Rather: she's a grass widow and he's a vegetarian!

THE PROPER CARE.

[Chicago Record-Herald.] If the coffee's cold or flat,

Sold your wife!

If your coffee has too much fat,

Sold your wife!

If you chance to get your sleeve in the butter, do it!

Soft sigh, or in silence grieve—

Sold your wife!

REASSURANCE.

[London Express.] Once Sir Henry Irving, while playing "Macbeth" in London, was somewhat disconcerted by one of the "gallery gods."

He had reached the point where Macbeth orders Banquo's ghost to leave the banquet board.

"Hence, horrible shadow, unreal mock, this illusion!" he cried, and with a convulsive shudder sank to the ground, drawing his robe about his face.

Just as Banquo withdrew, an agitated cockney voice, from high up in the gallery, piped out as if to reassure Irving: "It's all right now, 'Emery, 'e's gone!"

ABDUL HAMID'S STEEL SHIRT.

[Washington Star.] According to a dispatch which reaches this country from Constantinople by way of Geneva and London, Sultan Abdul Hamid has had a narrow escape from death at the hands of an assassin. It is well known that the commander of the faithful has for years been in such fear of death that he has worn a shirt of mail to ward off bullets or blades. In this latest instance, as told by the dispatch, his life was saved by the steel links under his clothes. He has been fired at frequently and his escapes have been numerous and narrow. He is inordinately interested in all things that pertain to poisoning and other form of assassination. He is an expert in firearms as a result of his painstaking study of their killing qualities. He has probably one of the most complete collections of guns and pistols in the world, and is himself an expert marksman.

STRATHROY MAN KICKED BY RUNAWAY

Strathroy, Aug. 9.—A horse attached to a light wagon, frightened by an automobile on the main street today, ran away and kicked the driver, George Fox, into insensibility. When picked up Fox was found to have had three ribs broken and was otherwise bruised.

STORIES OF THE FERNIE FIRE

Illustrate the Rapidity With Which Flames Spread.

SOME HUMOROUS INCIDENTS

Italian Saved a Goat—Little Girl Took Rooster With Her—Women Rescued Pets

Fernie, B.C., Aug. 9.—Some idea of the rapidity with which the fire flared its way into the heart of the city may be gleaned from the experience of Mrs. A. Neidig and her two children, Ernest Neidig, brother of Andrew Neidig, Mrs. Neidig and her children went out to visit a friend at a hotel, and while there the fire bell was rung. Hurrying to the front of the hotel, she observed that the fire was on the outskirts in which her brother-in-law lived had caught fire. Without her children, Mrs. Neidig proceeded to the assistance of her brother-in-law and family, but had not proceeded over a block when she perceived the futility of such an attempt.

With fear for her children, Mrs. Neidig immediately turned back to the hotel. As quickly as she proceeded the fire was even quicker. Pandemonium was uppermost at the hotel when she arrived. The fire was just approaching. Luckily, she found her little boy and girl after some difficulty, but not too soon, for by this time the fire was upon the children's room. Mrs. Neidig and her two children reached the street the flames were reaching over the fanlights of the hotel.

They ran to the station and were hurried into box cars sent to Home. They were even quicker. Pandemonium was uppermost at the hotel when she arrived. The fire was just approaching. Luckily, she found her little boy and girl after some difficulty, but not too soon, for by this time the fire was upon the children's room. Mrs. Neidig and her two children reached the street the flames were reaching over the fanlights of the hotel.

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Loss Made Men Criminals.

On Monday a number of desperate characters started to rifle trunks and even attempted to force the Bank of Commerce vault. The attack on the vault was made with heavy stones, but proved futile, and the police and citizens gave chase. Shots were fired at the robbers, but with no avail, and men on foot not being able to overtake them, horses were hurriedly mounted and the would-be safe burglars were run to earth. The people were so worked up regarding the outrage that there was every appearance of a lynching for a few minutes, and the prisoners were very roughly handled. One man went so far as to hold a revolver to the head of one of the robbers, but his hand was stayed by the thief's cry of "For God's sake, don't shoot; I have lost everything."

An Amusing Incident.

A rather funny incident occurred when the fire broke out. It is amusing because of its absurdity. Three Italians were hurrying down a street, one carrying a feather bed, another carrying a rocking chair, and the third leading a goat. The Italian with the goat could not be parted from his companion and retained it with him. They both were put up at the cock ovens.

Stayed With Cows.

A story is told of a sixteen-year-old girl's fidelity. She was herding cows outside the city of Fernie and refused to leave the dumb beasts, which had grown to know her, and she had a fond affection for them. To leave them to their fate was too much; she preferred to try and save their lives if possible or perish in the attempt. This true heart remained with her herd until the water forcibly compelled to leave them through the efforts of friends.

STEAMERS ARRIVED.

Reported at Quebec.—Lake Manitoba from Liverpool; Montrose from Antwerp; Point-Athens, from Glasgow; Fremont from Glasgow; Corvina from Newcastle.

At New York—New York from Southampton; Bremen from Hamburg; Virginius from Montreal; Campania from New York; Republic from Boston.

At Avonmouth—Roman from Montreal.

At Plymouth—Philadelphia from New York.

At Bremen—Prinz Friedrich Wilhelm from New York.

At Naples—Anconia from New York.

At Plume—Carpathia from New York.

At Philadelphia—Glasgow from Glasgow; Haverford from Liverpool.

At Boston—Cymric from Liverpool.

At Moxlie—Columbia from New York.

A simple but effective fire alarm may be made by connecting two pieces of spring brass with a circuit and keeping the ends separated with a piece of bees-wax, which may be allowed them to come together when the temperature begins to get too high.

A new machine to dispose of the ashes which accumulate in the fire rooms of vessels, and through the keel so forcibly that they cannot scour the hull nor come into contact with the propeller tubes.

CORN CURED

You can peelably remove in 24 hours hard, soft or bleeding, by applying Putnam's Corn Extractor. It never burns, leaves no scars, only healing gums and balm. Fifty years in use. Guaranteed. Sold by all druggists. See bottles. Refuse substitutes.

PUTNAM'S PAINLESS CORN EXTRACTOR

Laplenders are the shortest people in Europe, the men averaging 4 feet 11 inches, the women 3 feet 9 inches.

HERO AT THIRTEEN

Boy Gallantly Saves Mother and Brother at a Fire.

Geneva, Aug. 7.—Extraordinary heroism was displayed by a 13-year-old boy named Carl Blayer at a fire which destroyed his home at Lower, canton of Schwytz.

Carl discovered the fire and jumped to the ground from the second-floor window. Then he secured a ladder and first saved his half-suffocated mother and then his brother.

All the other occupants of the house escaped, except a paralyzed girl of 20 years. Carl learned of her danger, and mounting the ladder, once more endeavored to reach her. But he was beaten back by the smoke, and had barely reached the ladder when the house fell in, and he was thrown to the ground.

The girl was burned to death, and Carl was seriously injured by the fall, in addition to sustaining a number of severe burns.

APPLE SHIPPERS TAKE NOTICE

Special Arrangements by Government for Cold Storage Space to Europe.

Ottawa, Aug. 10.—The Department of Agriculture has issued the following pertaining to the shipment of apples.

"Growers of early apples and other tender fruits who have in the past been desirous of shipping to Great Britain, have met with difficulty in securing suitable cold storage temporarily in the regular way. The cause of the fact that they did not have a sufficient quantity to fill a cold storage chamber. Owing to the special temperature required, there is no other produce with which fruit can be successfully shipped in cold storage.

Cold Storage Provided.

"In order to meet this difficulty and to provide suitable cold storage temperatures for the shipment of early apples and other tender fruits in small lots, the Honorable the Minister of Agriculture has authorized me to contract for the entire space of one chamber on the steamship Ontario, sailing from Montreal for London on Aug. 22, and also, on the steamship Sicilian, sailing for the same port on Aug. 29. The space in these chambers is now available for shippers at the regular rate of freight, which is thirty shillings per ton measurement (forty cubic feet), payable to the steamship company in the regular way. The proper temperature will be maintained in these chambers regardless of the quantity of fruit which may be offered for shipment. The Government guarantees the earnings of the whole space.

"As the space in these chambers is limited, intending shippers must notify the Dairy and Cold Storage Commissioner, Ottawa, without delay. First come will be first served until the space is all engaged, when no further shipments for that steamer can be accepted. Applications for space should state the number and size of the packages which are to be shipped, in order that a proper estimate of the space to be occupied may be made.

"The Department of Agriculture will assume no responsibility in connection with these shipments, but there will be the usual supervision by the cargo inspectors at Montreal and London, and a complete temperature record will be secured of the chamber during the voyage.

Shipments for the Ontario on Aug. 22, should reach Montreal not later than the morning of the 21st, and for the Sicilian not later than the morning of the 28th.

"Charters will be secured for later shipments, if there is sufficient fruit to warrant making a contract."

SUFFRAGETTES INVADE ORILLIA

Provide an Unexpected Feature for the Old Boys' Reunion.

Orillia, Ont., Aug. 9.—Orillia gave a right royal welcome to her old girls and boys from Toronto, who paid their third annual visit to the home town yesterday. About seven hundred came by special and regular trains from Toronto. It was by far the most successful gathering that the Orillia old boys have had. The civic reception was held in Couchiching Beach Park, which is admirably suited for such a demonstration. Here, after speeches of welcome from the mayor and representatives of the board of trade, a long list of land and water sports was carried out by the local committee.

An unexpected feature of the program was a speech by a suffragette, Miss McCulloch, R. A., Toronto. She asked to be allowed to address the crowd and was accorded permission. To the consternation of the committee and the amusement of the crowd she backed up by a little committee of play for the cause, which she declared was being traduced and persecuted in the old country. She was given about ten minutes. Miss McCulloch, who is young and prepossessing, was backed up by a little committee of suffragettes, who talked up the cause among the crowd.

Among the aquatic events was an exhibition of rowing by J. C. Gaudaur, ex-champion of the world. He went a quarter of a mile against the Toronto Y. M. C. A. war canoe and beat them amid wild cheering. In the war canoe race Orillia beat Toronto Central by a little over a length.

Laplenders are the shortest people in Europe, the men averaging 4 feet 11 inches, the women 3 feet 9 inches.

MILLIONS MET GENERAL BOOTH

Remarkable Tour of the Head of Salvation Army Through-out England.

London, Aug. 10.—"The Pilgrimage of the King of Hearts" is what they call the remarkable five weeks' automobile tour which Gen. Booth of the Salvation Army, has made from end to end and side to side of this island. A man of 80 years who can spend nearly ten hours on the road and make an average of four and half speeches a day for five weeks is a phenomenon. To be sure, General Booth's motor car is the most comfortable that can be made.

His every physical want is anticipated and provided for. In fact, he is nursed and coddled like an invalid sovereign. A sovereign he is in truth, in the kingdom which he created forty years ago, and which he now rules with a gentle authority. To an outside observer the first thing which impresses one who accompanies Gen. Booth on a day's itinerary is the courtly formality, not to say elaborate obsequiousness, which surrounds the commander of the Salvation Army wherever he goes.

When Gen. Booth first proposed some five years ago to make a motor tour through the country his immediate critics were horrified at the proposal. That this frail old man should undertake so trying an experience seemed to them quite out of the question. But the general had his way, and as that tour proved a tremendous success he has undertaken one every year since then.

This trip, which terminated at the Crystal Palace on Saturday, will probably be the last, because though it has been a success the idea has undoubtedly lost its novelty, and the general is wise in his generation and realizes that when a thing loses its novelty it somewhat loses its effect.

The pilgrimage started in Glasgow and worked its way through Scotland down into England, visiting little villages far from railroads, as well as the larger towns. It was these little villages that the general particularly wished to reach—places so small that the outside of the motor car and only comes to them through the village carrier, who also occasionally distributes some belated London daily papers. Here the visits of the Salvation Army leader, panned great excitement among old and young flocked to the sides of the road to see the motors and to hear the general speak.

The pilgrimage was very well arranged. First went a dark red motor, which was called the pioneer car, and being several hours in advance the others, prepared the way for the general's arrival.

In the larger towns where regular inn meetings with an entrance fee had been arranged, the commander in this car attended to business details. And everywhere along the road they informed all who wished to see the army commander just about what time he might be expected to pass their hamlet. As nearly on time as human skill and the frailties of motor cars allowed the general appeared.

The pioneer car contained three commissioners of the army, and whenever time allowed they held prompt open air meetings themselves.

Next to this advance automobile came a large snow white car, in the front seats of which were seated Gen. Booth and his secretary, who was a trusty chauffeur who has driven Gen. Booth on all his tours and the general's secretary.

On the back seats were Commissioner Nicoll, who formed the famous Anti-Suicide League, and at his side the general himself, wearing a vivid green motor coat and his Salvation Army cap. Very hale and well the old man looked, with the flush of the sun on his cheek and his long white beard shining in the sun.

Close behind the commander's car came a third motor with the general's body servant and two more army commissioners, and bringing up the rear was the baggage car, loaded with things that might help the aged leader to bear the fatigue of the long and trying tour.

Poorhouses, prisons, refugees and reformatories were all visited wherever it was possible, and when the white car came in view with the general in the front, the prisoners, with their warders guarding them, the paupers, with their attendants, and the inmates of the reformatories were often allowed to assemble in front of the buildings lest the general should not wish to enter from lack of time or of fatigue. All these, forgetting discipline and restrictions, gave three cheers for the army commander or a hearty "God bless you."

In the large towns where meetings had been arranged the general stepped from his motor car and a group of curious and partly enthusiastic but always respectful citizens gathered round him, or the town hall, whichever it happened to be. His audience was always assembled and on they led him to the leading townsmen, the mayor and some ministers.

If the town had a Salvation Army band it played an opening hymn, if somewhat discordantly at least with fervor. Then for an hour the general spoke of the army work and its accomplishments and wound up with a plea for financial help. After the collection had been taken up and a final hymn sung, out through the standing, bareheaded crowd walked the old commander, and away he whirled in a cloud of dust to the next place where he was expected.

It is estimated that in all the general has addressed 2,500,000 persons during the last five weeks and a profit of \$5,000 have been made on the tour, for Salvation Army religion is certainly practical.

The Crystal Palace was well filled on Saturday when the tour terminated and the army stage effects were impressively carried out. Quite by itself the great white car went slowly around the great arena while the crowd rose and cheered and waved their hats and handkerchiefs. This was the commander's last appearance in England for some months, as he sails for South Africa in a week's time to carry on a preaching campaign there.

Gen. Booth does not believe a motor tour to reach through the United States of America would be practicable. He says distances are too great and the Americans too difficult to satisfy. "In fact," he added with a humorous twinkle, "it would take God Almighty himself to satisfy them."

Miss Lenora T. O'Reilly, organizer of the Women's Trade Union League, estimates that there are between 5,000,000 and 6,000,000 working women in the United States.

BOVRIL

—is useful for all outdoor gatherings. It provides choice refreshments—both as Bouillon and in Sandwiches.