

London Advertiser.
TWO EDITIONS DAILY - WEEKLY.
TELEPHONE CALLS.
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LONDON, TUESDAY MARCH 29.

A Revolution in Steam Power.

The Allan Company's new turbine steamer, the Victoria, is announced to leave Liverpool for Montreal on Sept. 29. The event is of international importance, as the Victoria will be the first passenger steamer using turbine engines to cross the Atlantic. The Cunard Company has shown its faith in the turbine by deciding to adopt it for the new 25-knot ships, which are to cost \$10,000,000. The company came to this conclusion after a series of exhaustive experiments with the Clyde steamers Arundel and Brighton by a commission of engineers. They have pronounced the turbine to be the last word in steam engineering, and it may be that a revolution in steam industries is at hand. The reciprocating engine which is now the universal type, works by a piston in a cylinder. Steam admitted alternately above and below drives the piston back and forth, the exhaust steam in a marine engine escaping into a condenser. The principle of the turbine is more simple. The most primitive form may be seen at any grist mill operated by water power, where the wheel is turned by the water falling upon it from above. Lay the whole contrivance on its side and blow jets of steam on it instead of water, and you have a crude turbine marine engine. In practice, curved "gliders" or buckets arranged on a hollow cone or wheel instead of a shaft are used. The power is led away, without the loss involved in changing reciprocal power to rotary, through the thrust blocks in the stem to the propellers, which may be five or even more in number. Power is wasted in the present engine by the stopping and reversing of the piston. With the same coal expenditure the turbine will drive the same hull a little faster. Its weight is about seven tons, to ten for the reciprocating engine. It occupies less floor space and is more convenient for stowing away in the fast modern steamer, whose ratio of length to width is more nearly eleven than nine. The marine turbine engine is a British development, and has been used for some years for the fastest torpedo boat destroyers in the navy, some of which have attained a speed of 35 knots an hour. It is some satisfaction to know that the first passenger turbine steamer to cross the Atlantic will be Canadian-owned. This recalls the fact that the first ship to cross the Atlantic wholly under steam was not only Canadian-owned but Canadian-built. The Royal William was launched at Quebec in 1831, and after employment in the coasting trade started on her long voyage from Pictou, N. S., on Aug. 18, 1833. One of her engines was disabled in a gale off Newfoundland, but she reached London in 25 days. The Royal William was the forerunner of the Cunard Line, among her owners being Joseph, Henry and Samuel Cunard, of Halifax. A brass tablet in the Parliament buildings at Ottawa commemorates the event. Canada has never been wanting in maritime enterprise, and is no doubt destined to play a great part upon the seas.

American Good-Will.

The New York Tribune takes issue with a remark made by Mr. W. F. MacLean, M. P., at a Canadian Club dinner in Toronto, to the effect that "there was not a public man in the United States who admitted that Canada had a right to an independent national existence." The Tribune says that Mr. MacLean is "entirely, egregiously, and, to our mind, incomprehensibly, mistaken." It questions whether there is a single public man in the United States who does not unhesitatingly admit that Canada's title to independent national sovereignty is as good as our own. The New York daily adds: "It is of older date than our own. It was fully recognized at the time when our title was established. It was again and again recognized by the great statesmen of our early years who founded our national policy—by Hamilton and Jefferson alike, when they both proposed that the North American continent should be divided between the United States and Great Britain to the exclusion of all other nations. The United States regarded Canada as under British imperial suzerainty, an independent sovereign nation, whose title is as valid as that of any nation on the globe. Far from harboring any thought of annexing Canada against her will, the United States does not look upon annexation as either necessary or inevitable. Should Canada voluntarily seek such a union, the United States would probably be cordially responsive; but, if Canada does not seek it, then the American people will regard with entire equanimity and satisfaction the prospect of continuing for all time to share this continent with another great English-speaking commonwealth, and will only hope for constantly increasing sentiments of mutual esteem and constantly strengthening bonds of friendship between these two sovereign nations." These sentiments, uttered by the leading organ of the Republican party, are in excellent taste and spirit, and will find an equally cordial response in this country. Within the past few years there has been a gratifying improvement in the tone and manner in which American public men and American newspapers discuss Canada and her affairs. This change may be due partly to a sense of Canada's increased importance, but a share of it may be attributed to a genuine growth of American good-will toward the British Empire. Twisting the tail of the British lion is not the vote-catching process it used to be, and the American people seldom elect fools or demagogues to sit in the high places of the nation. It is a sane culture like Henry should become a presidential candidate, he

would be buried by the good sense of the electorate. The intelligent native-born Americans, who represent the solid interests of the country, are friendly to Great Britain, and they are the class that rule the republic. The present administration has been more than correct in its attitude, and in some questions of foreign policy, especially those involving the integrity of China, the United States and Great Britain, have been practically allies. Even in the Alaskan boundary question, the Washington Government went as far as the Senate would permit in the direction of meeting British wishes, Canadians are occasionally stung by the remarks of some fire-eater on the other side, but in justice to our neighbors, it should be borne in mind that the fire-eaters do not govern the United States.

The Legislature.

The Legislature adjourned this morning after sitting all night, debating a clap-net resolution sprung by the new strategists of the Opposition, Beattie Nesbitt. The Government had a majority of one from the outset, but preferred to await the arrival of two Liberal members who were out of the city. It is not the custom to divide the House on Mondays, as many members spend Sunday at home and cannot reach Toronto until late next day. The Opposition is merely indulging in grand stand play, as it cannot expect to again catch the Government off its guard, after the warning given on March 18, when the Conservative members refused to honor the pledge of their own whip. Dr. Nesbitt's motion provided that no railways should be subsidized in future except on condition that the passenger rate should not exceed 2 cents per mile. The resolution has been written on its face. The only railways that are subsidized at the present time are those which open up a new section of the country, and could not or would not be built without public assistance. To impose a 2-cent passenger rate on a colonization road, in a thinly-populated or unsettled stretch of country, while the railways in the settled portions of the Province charge 3 cents, would not be just or fair. In Michigan there is a 2-cent rate on railways earning \$3,000 per mile or over, but these roads do not grant the cheap excursion rates, which the people of Ontario are favored with on all sorts of occasions. The Premier is right when he says that a reduction in freight rates is a matter of much greater consequence to the public than a reduction of passenger rates. Every consumer in the country would be affected by the former, but only a small proportion of the people, especially of the industrial classes, travel on the railroads to any appreciable extent, except when holiday or excursion rates are given. Many would rather have these occasional excursion rates than a 2-cent rate the year round, holidays and all.

Kuropatkin has arrived at Mukden, and is now preparing to swallow Japan in one mouthful.

The Ontario Government is still strong enough to make the Opposition sit up.

The Liberals of Montreal will banquet Hon. Charles S. Hyman next month. Mr. Hyman's fellow-citizens feel complimented no less than their able member.

The Hamilton Times says that if London's new fire chief is given a free hand he will soon bring the department up to a high state of efficiency. But there is no guarantee that he will get the free hand.

When we read of those terrible spring floods in various parts of this Province, Hamiltonians have cause to rejoice that their town is not a river town.—Hamilton Herald.

Londoners would rather live beside the Thames than the Dundas marsh. Lord Milner says he doesn't care a fig what his home critics say so long as his policy suits the people on the spot. But when it came to fighting and putting up the money the people "at home" did a good deal more than the people "on the spot."

FINE FROM A DISTANCE.

[Chicago Tribune.] Amateur—This is my latest attempt at a landscape. May I ask you what you think of the perspective? Artist—The perspective is its strong point. The farther away you stand the better it looks. A PREJUDICED OPINION. [Washington Star.] "So you think de country's goin' to be bad?" said Plodding Pete. "Sure," answered Meandering Mike. "What's de trouble?" "Too many free libraries an' not enough free lunch."

HISTORY CONDENSED.

[Detroit Tribune.] Daniel J. Sully, cotton king—booming yesterday; busted today; on the bum tomorrow. Phillips, corn king—filled up yesterday; phillipped today; finished tomorrow. Leiter, wheat king—loaded yesterday; lighter today; lightened tomorrow. Keene, oat king—oatm yesterday; oats today; notes tomorrow, and two millions out. "Oud Hutch," wheat king—"balled" yesterday; broke today; beggar tomorrow. It isn't necessary to go farther back for proof that every man has his turn at the top and goes over.

BRITISH RULE.

[New York Evening Post.] Perhaps the most remarkable instance in recent times of the rapid development of a purely virgin region into a rich and prosperous state is to be found in the Malay Peninsula. In a communication to the London Times, Sir Frank Swettenham, since 1874 a resident British official and now the governor of the Straits Settlements, thus summarizes the facts: "In less than thirty years four small Malay states, jungle-covered,

pathless, unknown, have been turned into flourishing communities with a total revenue of over two millions sterling per annum, a trade of ten millions sterling per annum, three hundred and fifty miles of excellent railways, thousands of miles of roads and telegraphs, great public buildings, schools, hospitals, waterworks—in fact, all the machinery of the most modern administration—with no debt of any sort, and a balance of over one and a half millions, ready to be spent on further development and other works of development."

Three things have contributed to this great success—the tin mines, cheap Chinese labor, and most important of all, able and intelligent rulers. For it can hardly be doubted that if the British Government had failed to secure men to represent it who sought to understand those whom they ruled, and who made their interests their chief aim, the country would have remained practically a trackless jungle.

TO LORD ROBERTS.

[Edward Sydney Tyle, in Spectator.] Farewell! The sad, sweet word Rings sweetly, sadly on every ear; The far tones of a trumpet faintly heard Telling the camp is near.

Yet though the long march close, And the keen blade be sheathed, its ser-vice done, Not yet can England spare thee to repose, Her still unwearied son.

Once, in a darker day, Her well-loved voice recalled thee to her side, And still thou wilt in that dear service stand, As counselor and guide.

So shall thy presence yet Be with our troops to kindle and inspire, To cheer the flagging spirit of age, and set The young man's heart on fire.

For thou hast kept unstained That faith the world delugeth to destroy, And in the soldier's rugged trade retained The pure soul of a boy.

In these the poet's Happy Warrior lives, "That every man in arms should wish to be," And on her roll of honor England gives The foremost place to thee.

BRAVERY.

[John J. Hurley, in Detroit Tribune.] That man is brave who runs the risk Of getting killed in battle. He's brave, who keeps a level head 'Mid musketry's mad, mad hurly-burly. But they who march into the fight Off with composure view it. Because it is their trade, they know That they have got to do it.

That man is brave who saves a life From building that is burning. He's brave who ventures back again, All friendly calls without him. But they who risk their lives to save While fire around them rages, Don't look for praise because they know That's how they earn their wages.

That man is brave who day by day Spreads happiness about him, And rolls from morn till night, for her Who cannot live without him; And though he may be tired and ill He labors on right through it, And counts his pain no sacrifice. Because he loves to do it.

But nobler man and braver still, Is he who though unmated, Keeps tolling on for others, he knows Does not appreciate it.

'Tis not the brave in fire and war, Whose deeds have gained him glory, 'Tis not the one who works for love, But he who works for duty.

A MONUMENT TO HORSES KILLED IN WAR. [Animals' Defender.] On the drinking trough and fountain lately erected at Burstow, Surrey, England, to the memory of the horses sacrificed in the war with South Africa, is this inscription:

"In Memory of the Mute Fidelity of the 400,000 Horses Killed and Wounded at the Call of their Masters, During the South African War, 1899-1902. In the Cause of Which They Knew Nothing, This Fountain is Erected by a Reverent Fellow-Creature."

Greece will erect a nautilus at the World's Fair, St. Louis, and will also make exhibits in several of the different departments. Among the interesting things exhibited will be reproductions of old Greek statuary.

CUTICURA SOAP

The World's Greatest Skin Soap.

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Millions of the world's best people use Cuticura Soap, assisted by Cuticura Ointment, the great skin cure, for preserving, purifying and beautifying the skin, for cleansing the scalp of crusts, scales and dandruff, and the stopping of falling hair, for softening, whitening and soothing red, rough and sore hands, for baby rashes, itchings and chaffings, for annoying irritations, or too free or offensive perspiration, for ulcerative weaknesses, and many sarvative, antiseptic purposes which readily suggest themselves to women, especially mothers, as well as for all the purposes of the toilet, bath and nursery. Cuticura Soap combines delicate, emollient properties derived from Cuticura, the great skin cure, with the purest of cleansing ingredients, and the most refreshing of lower odors. No other medicated soap ever compounded is to be compared with it for preserving, purifying and beautifying the skin, scalp, hair and hands. No other foreign or domestic toilet soap, however expensive, is to be compared with it for all the purposes of the toilet, bath and nursery. Thus it combines in one soap at one price the most effective skin and complexion soap, and the purest and sweetest toilet, bath and nursery soap. Cuticura Soap, liquid and in the form of Chocolate Castile Soap, Cuticura Ointment and Cuticura Soap are sold throughout the world. London, 27, Chancery Lane, E. C. 4, England. Sole Importers for Canada, 12, Colborne Ave., Toronto. Sole Importers for the United States, 12, Colborne Ave., Toronto. Sole Importers for the United States, 12, Colborne Ave., Toronto.



Miss Nettie Blackmore, Minneapolis, tells how any young woman may be permanently cured of monthly pains by taking Lydia E. Pinkham's Vegetable Compound.

"Yours WORKS.—I had frequent headaches, severe nature, dark spots before my eyes, and at my menstrual periods I suffered untold agony. A member of the lodge advised me to try Lydia E. Pinkham's Vegetable Compound, but I only secured good advice and felt that my case was hopeless, but she kept at me until I bought a bottle and started taking it. I was had the best reason in the world to change my opinion of the medicine, as each day my health improved, and finally I was entirely without pain at my menstruation periods. I am most grateful.—NANNIE WILSON, 28 Central Ave., Minneapolis, Minn.—\$5000 forfeit if original of above letter proving genuineness cannot be produced.

If there is anything about your case about which you would like special advice, write freely to Mrs. Pinkham. She will hold your letter in strict confidence. She can surely help you, for no person in America can speak from wider experience in treating female ills. She has helped hundreds of thousands of women back to health. Her address is Lynn, Mass.; her advice is free.

"BLUNDERED HOUSE"

Marlborough Spends Millions on a Palace He Doesn't Like.

London, March 28.—The Duke and the Duchess of Marlborough will spend Easter at Blenheim with their children. Although the duke is still deeply interested in all the furnishings of Blenheim House, his town-house, built and equipped with millions, already feels the want of garden space about it.

Until the bathroom is completed the plaster details finished and the panels sanded with the finishing, for which they are designed, the house will not have the air of magnificence which the duke expected.

The temporary fittings for the electric lights are still in all the halls and corridors and on the staircases. These, too, have a bare, insignificant look, as the halls are devoid of furniture and decorations.

It is little wonder that the duke finds himself desiring the luxurious comfort of Blenheim Castle, with its vast gardens and conservatories now looking so well.

It is also said that the duke is disappointed with his creation, now that it is completely stripped of its scaffolding. This is not surprising, as it almost takes the palm for ugliness and inartistic proportions among even London's untidy residential palaces. It is too narrow for its length, its facade is heavy and gloomy without being imposing, the interior is dark and uncomfortable and altogether the house is a pronounced failure. The duke's friends have already nicknamed it "Blunderland House."

THERE IS NO MEDICINE on the market that can compare with Bickel's Anti-Consumptive Syrup in expelling from the system the irritating germs that colds engender in the air passages. It is a simple remedy, easily taken, and once used it will always be prized as a sovereign medicine.

\$10 to Washington and Return—Last Special Low-Rate Excursion via Pennsylvania Railroad.

On April 8, the Pennsylvania Railroad Company will sell round trip tickets to Washington and return, in connection with the New York Central and Hudson River Railroad, good going on all regular trains on that date, and good to return within ten days, rate of \$9 from Suspension Bridge, Niagara Falls and Buffalo. These tickets will be good to stop off at Philadelphia on return trip. Through trains to Washington leave Exchange street station, Buffalo, at 9 a.m., and 8:50 p.m. For further particulars apply to B. P. Fraser, passenger agent, Buffalo district, 307 Main street, Elliott City Square, Buffalo, N. Y. 62c wty.

SOUTHWEST LIMITED CHICAGO TO KANSAS CITY.

Via the St. Paul Road. The Southwest Limited via the new Short Line of the Chicago, Milwaukee and St. Paul Railway, Chicago to Kansas City, has taken its place with The Pioneer Limited, Chicago to St. Paul and Minneapolis, and The Overland Limited, Chicago to Omaha and San Francisco, among the famous trains of America.

These trains offer excellence of service and equipment not obtainable elsewhere. There are many reasons for this, one of which is the fact that this railway owns and operates its sleeping, dining, library, parlor and other cars, thereby securing an excellence of service not obtainable elsewhere. If you are going West it is worth while to write for descriptive folder. A. J. Taylor, Canadian Passenger Agent, No. 8 King St., Toronto, Ont. 62n

Cheap One-Way Rates to the West Via Great Northern Railway.

Effective daily during March and April, cheap one-way colonist tickets will be issued to the west as follows:

London to Anaconda, Butte, Chicago, and Helena, Mont., \$39.25. London to Spokane, Wash., Nelson, Rossland, Trail, Grand Forks, and Robson, B. C., \$39.75.

London to Seattle, Tacoma, Wash.; Portland, Ore.; Alsea, Vancou-ver and West, B. C., \$42.25. Proportionate rates from all points in Ontario.

On March 1, 8, 15, 22 and 29, and April 5, 12, 19 and 26, one-way second-class tickets will be issued from Chicago to points in North Dakota at greatly reduced rates.

Full particulars as to time of trains, sleeping car rates, etc., on application to Charles W. Crockett, district passenger agent, 6 King street west, room 12, Toronto, or F. L. Whitney, general passenger agent, St. Paul, Minn. 46-11-yr.

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We are simply voicing the sentiment of our patrons when we say we have the best selected stock of newest and most desirable Wash Goods. Our assemblage is replete with the newest and most exclusive patterns, daintiest, whitest and most dependable Wash Fabrics. Our superb stock affords the most critical buyers all the advantages of variety, authoritative styles and high quality at the lowest possible prices, consistent with the best materials.

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One of the season's most popular fabrics, in champagne, biscuit, blues, greens and grays, selling at 30c

Knicker for Shirtwaist Suits

An extra fine selection of Knicker Suits, very special for shirtwaist suits, in greens, blues and dark grays. Our special price... 17c

Heavy Knicker Suits

A choice assemblage of Heavy Knicker Suits, in champagne, blues, cadet and heliotrope; marked at 30c

White Vestings

In basket weave, small and large squares. Prices..... 20c, 27c, 42c

Heavy, fancy block basket weave, 37c to 50c

White Damask Brilliants, with coin and hail spots. Prices..... 20c, 25c, 30c

Lace Stripe Grenadines

Special selection in shades of champagne, with pink and blue stripe.

Black Grenadine with pink, blue and heliotrope spots.

Fancy Muslins

A handsome display of Fancy Muslins, satin stripes, the very latest Persian patterns; in green, blue and heliotrope. Our price... 30c

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A grand assortment at from... 12½c to 30c

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The very latest arrivals, direct importation from St. Gall, Switzerland. Very choice and varied selection.

Black with white spot..... 50c, 60c
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 White with black spot..... 30c to 55c

White Swiss Muslin Hail Spots

22c to 40c

Ecru Fancy Madras Spots

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In ex-blood, green, blue and gray; 32 inches wide; selling at per yard..... 25c

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