

London Advertiser

FOUNDED IN 1852.
NOON AND EVENING EDITIONS.
THE LONDON ADVERTISER CO.,
Limited, Publishers,
181-182 Dundas Street, London, Ont.

PHONE NUMBERS:
Business Department 107
Editorial Rooms 124 and 126
Job Printing Department 175

TO SUBSCRIBERS:
Readers of The Advertiser are requested to favor the management by reporting any irregularities in delivery.

SUBSCRIPTION RATES:
Daily, Delivered by Carrier in City: \$5.00
One week 10c
Daily, Delivered by Carrier Outside City: \$5.00
One week 10c
One month 25c
Daily, by Mail, Outside City: \$2.00
One year \$20.00

The Advertiser is on sale regularly at the following news stands, where subscriptions may be left:
Buffalo, N. Y.—R. J. Seidenburg, Elliott Square News Stand.
Chicago, Ill.—Chicago Newspaper Agency, 170 Madison street.
Louisville, Ky.—Kentucky International News Company.
Toronto—Toronto Hotel News Stand, Rosin House News Stand.
Entered at the London (Canada) post office as matter of the second class.

LONDON, SATURDAY, JULY 9, 1910.

A BILLION-DOLLAR BUDGET.

The British Chancellor of the Exchequer is confronted by the task of raising this year nearly a billion dollars—to be exact, £198,930,000. It is a staggering sum, but Mr. Lloyd George was not in the least staggered when he faced the House of Commons on Thursday of last week, and unfolded his second budget. He merely re-introduced his first budget, word for word, figure for figure. The new budget, he said, was the old budget. The critics of the old budget said it would be ruinous to industry and to capital, to the rich and the poor, and would even fall as a revenue-producer. But trade has revived, and is even booming; unemployment has rapidly diminished; and the revenue is buoyant.

Without a new tax of any kind or any increase in an old tax, the Chancellor estimates that the receipts this year will be £199,790,000. It should be explained that £200,000,000 of this consists of overdue taxes which could not be collected last year because the peers threw out the budget. Of the expenditure this year £27,073,000 belongs also to last year, but has to be deferred this year for the same reason—the confusion in the public accounts resulting from the unconstitutional action of the peers. The normal expenditure (estimated) will therefore be £171,857,000, which is £10,000,000 more than last year. That this extra £10,000,000 will be met without adding a penny to the rate of taxation speaks well for the productivity of the budget.

A large part of the estimated surplus of £861,000 will be devoted to the extension of the old-age pension system to inmates of the workhouse. On Jan. 4 next 270,000 worthy old men and women will be lifted out of pauperism. Next year also the Government, if it is still in office, will start a great scheme of insurance for unemployment and invalidity, the former covering 2,500,000 workmen and the latter 13,000,000 workmen and workwomen.

CANADA AND HUDSON BAY.

The United States Government denies that it is raising the question of jurisdiction over Hudson Bay at this juncture, and intimates that the matter has been stirred up in Canada because of its bearing upon The Hague conference.

The subject should not create ill-feeling on either side of the line. Even if the bay were eventually held to be an open sea, the advantages to the United States, and the disadvantages to Canada, would not be worth quarrelling over. The territory surrounding the bay, and the islands in it, are undeniably Canadian, so that American traders and fishermen would be obliged to submit to Canadian authority on land; and they cannot carry on their business there without using the shore.

The Hudson Bay and Straits and the surrounding territory, and Newfoundland as well, were restored to Great Britain by France by the treaty of Utrecht in 1713. It has been always the British theory that bays and inlets are domestic waters, the three-mile limit lying three miles outside a line drawn from headland to headland. This theory, combined with the treaty of Utrecht, would make Hudson Bay a closed sea. The Americans have always contended that the three-mile limit follows the windings of the coast, a contention that would make Hudson Bay an open sea. By the treaty of 1818 the United States renounced the right to take, dry, or cure fish within three miles of the coasts, bays, creeks and harbors of British North America, and The Hague tribunal is now asked to decide whether the three-mile limit always means that distance from the edge of the mainland. Its decision on this point will be a precedent, in case the Hudson Bay question is raised in the future.

JINGOISM GONE MAD.

The Advertiser has received a circular letter from the Imperial Maritime League, asking the assistance of Canadians in bringing pressure upon the British Parliament to sanction a loan of \$500,000,000 for national defence. The petition addressed to Mr. Asquith by the League is signed by 150 men, most of them rear-admirals and major-generals.

The Government should promptly instruct these officious and official intruders to attend to their own knitting.

They are the paid servants of Parliament and the nation; it is their business to do as they are told, instead of telling their masters what to do.

At a time when the British navy has reached an unprecedented pitch of efficiency, and its supremacy is unquestioned, this demand for an expenditure of half a billion dollars is preposterous. When the aristocracy and the official classes are crying out against taxation, it is illogical. When millions are needed to finance schemes of social reform, to lighten the load of misery which weighs upon the masses, it is callous. When the world is feeling its way toward permanent peace and away from war, it is barbarous and reactionary. To couple with such a demand the assertion that the League stands for "the God-given mission of our empire and our race," savors of cant.

If such a memorial were addressed to the German Government by 150 German rear-admirals and major-generals, the British nation, with some reason, would interpret it as a threat and a menace. The German people have as much reason to regard the petition of the Imperial Maritime League in the same light. A British Government that acceded to such a request would be guilty of trying to blow out the torch of civilization.

WHO IS HE?

Here is a portrait of a seventeenth century English politician, John Howe, drawn by Macaulay in his history of England:

"His appearance was that of a man whose body was worn by the constant workings of a restless and acrid mind. He was tall, lean, pale, with a haggard, eager look. . . . It was in the House of Commons that both his parts and his ill-nature were most signally displayed. Before he had been a member three weeks, his volubility, his asperity, and his pertinacity, had made him conspicuous. Quickness, energy, and audacity, united, soon raised him to the rank of a privileged man. . . . No men had in larger measure that evil courage which even courts disgust and hatred. . . . His spite was implacable; his skill in finding the vulnerable parts of strong minds was consummate. All his great contemporaries felt his sting in their turns."

Has John Howe been reincarnated in a conspicuous Canadian politician, lean and eager, with a restless and acrid mind, whose parts and ill-nature have been most signally displayed in the House of Commons, and whose bitter tongue has deprived him of sympathy in misfortune?

"Our local contemporary is 'an amusin' cuss.'"—London Free Press.

We can stand this, if Artemus Ward can.

An Ohio mob of whites lynched a white man who was doing legitimate and necessary work in raising illicit saloons. It would be better for the country if a few lynchers were lynched occasionally.

Referring to its change of front on the tariff question, The Advertiser said yesterday that the Toronto News had been an insistent advocate of high protection until two or three weeks ago. "Weeks" was a misprint for "years."

A British Chancellor of the Exchequer, Lord Randolph Churchill, resigned in 1886 because he would not sanction an outlay of £13,000,000 upon the navy. The expenditure this year is £40,500,000. And the jingoes cry for more!

The Provincial Secretary of Manitoba has been re-elected because the returning officer threw out his opponent's nomination papers on a technicality. This is a sort of triumph due to the heart of the Roblin Government.

Two girls living in the country just outside the city limits seek admission to the consumption sanatorium built by the London Health Association. They cannot be accommodated, as the sanatorium is reserved for patients from the city of London and the county of Elgin. The responsibility rests with the county councillors of Middlesex, who refused to avail themselves of the Health Association's offer, which was gladly accepted by the county council of Elgin. In the meantime what of the poor girls?

The Ottawa Citizen frankly defends pugilism. "Where less civilized or less courageous races," it says, "resorted to the use of lethal weapons for purposes of personal defence or aggression, the Anglo-Saxon depended upon his strength and agility and expertness in the use of his fists. . . . But prize-fighting has disappeared in Great Britain without any visible loss to the race. It has never had a footing in Canada. It flourishes in portions of the United States where the appeal to the revolver is a frequent method of settling disputes. The Citizen's theory is far-fetched, and it assumes too much in ascribing an inferior courage or civilization to every race but the Anglo-Saxon."

THAT LITTLE COMMA.

This instance of what a mistake of a comma can do has been noticed. "Lord Palmerston then entered upon his head, a white hat upon his feet, large but well-polished boots upon his brow, a dark cloud in his hand, his faithful walking stick in his eye, a dark menacing glare saying nothing."

SIR WILFRID LAURIER'S TOUR.
(New York Herald.)

Larger than many kingdoms, more pregnant with riches and potent with possibilities, is the vast territory which Sir Wilfrid Laurier will traverse on his tour through Western Canada which the Dominion's premier began yesterday. The itinerary, outlined in a special dispatch from the Herald's Ottawa bureau this morning, is ambitious and exhaustive, but

one which will be of great benefit to the country visited and the Dominion at large. Loyal Canadians and friendly Americans everywhere join in wishing Sir Wilfrid and his party a pleasant journey and a safe return.

THE INEVITABLE.

(Life.)
Briggs: I don't think much of Underblossom. He's a scoundrel. He lies in his teeth.
Griggs: Why shouldn't he? His teeth are false.

BUSINESS-LIKE GREEKS AND ROMANS.

(Washington Star.)
"Those old Greeks and Romans were lavish in their use of marbles for their buildings," said the tourist.
"Yes," replied the man who is doing business with an architect. "They probably couldn't afford lumber."

GOOD ACT.

(Toronto Star.)
Had there been no memento act, Toronto would now have been in the throes of a street railway strike. The act is proving its value every month of the year.

DELAYED THE MEAL.

(Judge.)
"What makes dinner so late today?" asks the guest of the little son of the landlady of the summer boarding house which serves none but home-made vegetables and fruits.
"Ma lost the can-opener," is the explanation.

A CASE OF "I TOLD YOU SO."

(Mercyville (La.) Banner.)
Mrs. Stillwell has received a letter from Ray Barton, who went to Washington State soon after marrying Mrs. George Eider, of Kaneville, that he is trying to get a divorce. This caused no surprise here, for she was known as a woman who amounted to nothing.

UNREST.

(Washington Star.)
"Is Mr. Buggins at home on horseback?"
"I should think so," replied Miss Cayenne. "He seems equally uncomfortable in either place."

A PESSIMIST.

(Chicago News.)
"What state do we live in?" asked the teacher in the primary geography class. And little Elmer, thinking of his Sunday school catechism, promptly replied: "In a state of sin and misery."

COMRADES.

(William Winter.)
At morning, when the march began,
And Hope's strong eagle waved her wing,
Through banks of flowers the pathway
Beneath the silver skies of spring.

Our hearts were glad, our faces gay,
We trod the slopes with careless glee,
And through the hill-gaps far away
Hailed the blue splendor of the sea.

We knew no peril, felt no fear,
Nor thought how swift the moments pass;
The sighing pines we did not hear,
Nor our own footsteps on the grass.

But day wears on, and night is near;
Our banners mingle with the gold;
Our ranks are thin, our faces dear,
Our sky is dark, the wind is cold.

We hear the moaning of the waves
Of that great sea toward which we trend;
Our thoughts are in the wayside graves,
And on the solemn journey's end.

No more we hear the joyous cries
Re-echoed back from vale and hill;
The light has faded from our eyes,
The music of our youth is still.

CONTROL OF HUDSON BAY.

(Toronto Star.)
It is, of course, important that Canadian rights in Hudson Bay should be maintained. But the great inland sea will be of little use to Canada until there is railway communication with its shores; and when that is accomplished there will be no danger of foreign control. Geography will give Canada an overwhelming advantage. The fish, furs and minerals of the sea and its coasts will find their best and nearest market in Canada. Commercial shipping and industrial centres will spring along the shores of the bay. The long voyage through the bay and straits and down the Atlantic coast will handicap American overland advantages. The part of Canada more distinctively Canadian and British than Hudson Bay.

DIPLOMACY.

(Argonaut.)
During an equestrian performance a number of ladies in the front stood up, thus obstructing the view of those persons who were seated. The ladies, who were collectively requested to sit down, till at last a happy thought occurred to one of the sufferers. He called out, in measured tones: "Will the pretty lady in front kindly sit down?" whereupon about fifty women briskly seated themselves.

DETECTIVE WORK.

(Argonaut.)
Scene: Village Sunday school. Clergyman questioning a lot of small boys in a farming district.
Clergyman—How did Jacob know that it was Joseph sending for him from Egypt?
Small Boy (excitedly)—He seed his name on the wagons.

PAYING FOR HIS FUN.

(It-Bits.)
"Now, Flaherty," said the magistrate sternly, "the evidence shows that you threatened to assault these two men, Murphy and Finnigan, and that you actually assaulted Murphy. You are fined \$2.00."

"Please your honor," said Flaherty, "if I had assaulted Finnigan, too, would it have been \$5?"
"Certainly it would," replied the magistrate, firmly.

"Thin here's the money," cried Flaherty. "Now, come on, Finnigan, come out on the straddle behind the court, and let me get my 50 shillings' worth."

HER MOTIVE.

(Cleveland Leader.)
"Mamma, when I say my prayers to-night, may I pray for rain?"
"Of course, dear. But don't you think we've had enough rain?"
"Not quite. Jennie Jones is going to have a picnic tomorrow, and I ain't invited."

Minard's Liniment Company, Limited: Gents, I cured a valuable hunting dog of mange with MINARD'S LINIMENT after several veterinaries had treated him without doing him any permanent good. Yours, etc., WILFRID GAGNE.

Proprietor of Grand Central Hotel, Drummondville, Aug. 2, 1904.

One Dollar PUTS A Richmond SUCTION SWEEPER IN YOUR HOME.



But a very short time ago all sewing was done by hand—a tedious, eye-straining, laborious process. Today every family owns a sewing machine and considers it indispensable. At present you are sweeping with a broom just as your forefathers had done for generations, raising clouds of health-destroying dust which makes more work for you, and then you have merely brushed over the surface. Tomorrow you will sweep, dust and CLEAN at one and the same time, by electricity with a suction sweeper.

The excessive weight and high prices of former Vacuum Cleaners have prohibited their universal use. The McCrum-Howell Company, New York, have perfected a machine that weighs four pounds less than a common carpet sweeper; can be carried from room to room, and operated by a child. It is not a toy, but a practical, serviceable Suction Sweeper, backed by a positive unconditional guarantee of a \$3,000,000 company.

Attaches to any electric light socket and costs less per month for electricity than the average family spends for brooms. After a year of consistent use you couldn't find a thimbleful of dust in your house if you took all the carpets up. No more spring or fall housecleaning. No more dusty Fridays.

Cleans furniture, walls, upholstery, bedding, clothing, hardwood floors, etc., as well as carpets and rugs, and does the work of one costing three times as much.

For \$1.00 we will place a Richmond Suction Sweeper in your home, and you may pay the balance in the next twelve months. Phone us or drop a postal card, and we will be pleased to give you a demonstration in your own home.

—THE—
Hueston-Richmond Sales Co.,
Phone 423. 483 Richmond St.

SANTAL-MIDY

Standard remedy for Gonorrhea and Rheumatism in 48 hours. Cures Nephritis and Bladder Trouble.

TRAVELERS' GUIDE

GRAND TRUNK RAILWAY.

SARNIA TUNNEL TO SUSPENSION BRIDGE AND TORONTO.
Arrive from the east—8:45 a.m., 10:50 a.m., 11:12 a.m., 11:28 a.m., 6:30 p.m., 8:00 p.m., 10:10 p.m.
Arrive from the west—12:00 a.m., 12:38 a.m., 11:30 a.m., 1:10 p.m., 4:10 p.m., 6:25 p.m.
Depart for the east—12:14 a.m., 12:43 a.m., 7:30 a.m., 9:50 a.m., 11:40 a.m., 2:05 p.m., 4:25 p.m., 6:45 p.m.
Depart for the west—7:55 a.m., 7:40 a.m., 11:10 a.m., 11:43 a.m., 1:40 p.m., 8:18 p.m.

LONDON AND WINDSOR.

Arrive—10:25 a.m., 4:40 p.m., 6:50 p.m., 11:05 p.m.
Depart—6:35 a.m., 11:35 a.m., 2:05 p.m., 8:10 p.m.

STRATFORD BRANCH.

Arrive—9:25 a.m., 11:15 a.m., 1:33 p.m., 6:45 p.m., 11:25 p.m.
Depart—6:00 a.m., 10:25 a.m., 2:45 p.m., 8:55 p.m.

LONDON, HURON AND BRUCE.

Arrive—10:00 a.m., 6:10 p.m.
Depart—8:30 a.m., 4:40 p.m.
Trains marked * run daily. Those not marked daily, except Sunday.

CANADIAN PACIFIC RAILWAY.

Arrive from the east—11:25 a.m., 10:55 p.m., 11:02 p.m., 10:52 p.m.
Arrive from the west—4:30 a.m., 11:30 p.m., 11:27 p.m.
Depart for the east—4:40 a.m., 11:45 a.m., 11:24 p.m., 10:53 p.m.
Depart for the west—10:00 a.m., 11:13 a.m., 11:10 p.m., 11 p.m.
*Daily, except Sunday.

PERE MARQUETTE RAILWAY.

Depart—5:05, 10:02, 10:45 a.m., 1:20, 12:30, 14:45, 5:05, 7, 11:15 p.m.
Arrive—8:45, 11:25 a.m., 1:40, 4:30, 6, 10:45, 12:45, 10:40, 11:50 p.m.
To Detroit. From Detroit, xDaily. Wednesdays and Saturdays only. All trains to and from Port Stanley except those marked t, t.

MICHIGAN CENTRAL RAILWAY.

Arrive—7:01 a.m., 11:10 a.m., 6:10 p.m., 9:35 p.m.
Depart—7:20 a.m., 2:20 p.m., 6:35 p.m., 10:11 p.m.

ALLAN LINE

Royal Mail Steamers

MONTREAL TO LIVERPOOL.

VirginianFriday, July 8 Aug. 5
TunisianFriday, July 15 Aug. 12
VictorianFriday, July 22 Aug. 19
CorsicanFriday, July 29 Aug. 26

MONTREAL TO GLASGOW.

SouthwarkSaturday, July 9 Aug. 6
PretorianSaturday, July 16 Aug. 13
HesperianSaturday, July 23 Aug. 20
IonianSaturday, July 30 Aug. 27

For information as to rates and additional sailings, apply to F. B. Clarke, W. Fulton, R. E. Ruse, E. De La Horbe, or THE ALLAN LINE, 77 Yonge street, Toronto.

Canadian Pacific Ry.

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The "Royal Edward" completes the trip from Bristol to Quebec in 5 days, 23 hours, 30 minutes

The new triple-screw turbine steamers of Canadian Northern Steamships, Limited, "Royal Edward," "Royal George," sail fortnightly between.

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Apply local steamship agent, or F. B. Bourlier, General Agent, Toronto.

MUSKOKA LAKES

BEST REACHED BY

CANADIAN PACIFIC

FOUR TRAINS FROM TORONTO
9:40 a.m. 12:15 p.m.
6:05 p.m. 10:10 p.m.
Bal. Sleeper carried Fridays 10:10 p.m. Winnipeg Express.

LEAVE LONDON

12:45 a.m. 7:45 a.m.
4:40 p.m. 5:35 p.m.

ENJOY A COOL LAKE TRIP.

FIVE SAILINGS WEEKLY FROM
Leave London 7:45 a.m. Sailing Days.
ASK FOR FOLDER.

W. Fulton, City Passenger Agent, corner Dundas and Richmond, London.

Life insurance claims and benefits approximating \$522,500,000 were paid by companies and associations in the United States and Canada during 1909.

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Store Closes at 5 o'Clock, Except Saturdays

Sale of Blouses

You'll find about 50 dozen very dainty Blouses on the sale tables on the ground floor. They include lawn, embroidery, muslin and print. In white and colors, all sizes and styles.

EXCEPTIONAL VALUE AT

50c and 98c

Wash Goods Sale

STARTING MONDAY WE WILL SELL
25c Mercerized Lawns, yard 17¢
15c Scotch Ginghams, yard 10¢
40c French Voiles, yard . . . 20¢
25c Broche Jaquards, yard 12½¢
25c Muslins and Lawns, yd. 15¢

Dress Goods Sale

Dozens of different cloths, stripes and plain. For dresses, suits or skirts. Regular 75c to \$1.25 a yard. On sale

Kingsmills

WABASH

From June 1 to Sept. 1 the Wabash will have on sale daily Round Trip Summer Tourist Tickets at a very low rate, to California, Oregon, Washington, British Columbia and other Pacific Coast points. Tickets good to return until Oct. 31, with stop-over privileges.
Special 90-day tickets at a much lower rate will be sold on different dates.
Tickets should read over the Wabash, the short and true route to all Pacific Coast points.
For full particulars see your nearest Wabash agent, or address J. A. RICHMOND, district passenger agent, No. 63 Yonge street, Toronto, and St. Thomas, Ont.

Michigan Central

Call, phone or write. City office, 45 Richmond street. Phone 261. If you are contemplating a trip to

New York Boston

or any eastern point, and secure complete information as to the UNEXCELLED SERVICE offered by this line, and the most modern train, the WOLVERINE.

Passengers desiring to take a trip down the historic Hudson River may do so without extra charge or trouble. This is pronounced the grandest return trip in America. THOS. EVANS, C.P.A.; S. H. PALMER, D.P.A., St. Thomas; O. W. RUGGLES, G.P.A. Chicago.

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Steamers "Toronto" and "Kingston" leave Toronto at 3 p.m. daily. Special rates from Toronto to Thousand Islands and return, \$12.50; Montreal and return, \$24.50; Quebec and return, \$35.50. Meals and berth are included in above rates.

STEAMER BELLEVILLE

Leaves Hamilton at 12 noon, and Toronto at 7:30 p.m., every Tuesday, for Bay of Quinte, Montreal and intermediate ports. Special rates for single and return tickets, including meals and berth.

For folders, rates, etc., apply to R. E. Ruse, W. Fulton, F. B. Clarke, or write to H. FOSTER CHAPPEE, A. G. P. A., Toronto, Ont.

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Hourly service daily. Special limited cars leave London at 4:50 every week day, and at 6:50 Mondays, Wednesdays and Saturdays, to connect with Cleveland steamer Forest City. Moonlight cars run direct to dock.

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