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LONDON, MONDAY, NOV. 25, 1907.

TORONTO AND THE POWER PROBLEM.

The power situation in Toronto has
assumed an interesting phase. The
Toronto Electric Light Company,
which uses Niagara power, and prac-
tically covers the whole field in To-
ronto, has submitted three propositions
to the city. The company, in its first
proposal, offers to convert itself into
a semi-public corporation, like the
Consumers' Gas Company of Toronto.
Under such an agreement all profits
over a certain amount, say, 8 per cent,
would go to the reduction of light and
power charges. The company's second
proposal is to sell the city a million
dollars stock at par, and allow three
municipal representatives on the board
of directors. The stock is paying
8 per cent and selling at 125. As it
stands today, the city, by purchas-
ing at par, would receive \$250,000 as
a gift, and \$600,000, if the stock rose
to 160, its normal price. The com-
pany, as a third alternative, offers to
sell its entire plant and business to
the city upon the basis of its earning
power.

The city council of Toronto must de-
cide whether it will compromise with
the Toronto Electric Light Company,
or ask the ratepayers for money for a
rival plant. The cost of a municipal
plant on a limited scale is estimated
at \$2,700,000. The Toronto Electric
Light Company has \$4,000,000 of stock,
all taken up, and \$1,000,000 of bonds;
it covers the entire city; it claims a
perpetual franchise, and it is already
in receipt of Niagara power, under
contract with the Electrical Develop-
ment Company. The Toronto Globe
and Toronto News are leading the
campaign against the duplication of
plants, contending that the municipa-
lity should not involve itself in a costly
war with the Toronto Electric Light
Company, if it can regulate power and
light rates in another way. The com-
pany's legal spokesman, Mr. E. F. B.
Johnston, K. C., declares that he is
selling power as low as that proposed
under the hydro-electric plan.

It is to be hoped the city of London
will also avoid the risky policy
of competing with an established com-
pany, fighting for its life, if the ob-
ject in view—cheap power and control
of charges—can be attained by com-
promise. The \$235,000 bylaw, which
it is proposed to submit in January,
provides for only a partial plant, serv-
ing a few hundred people. The great
majority of the users of electric light
would still have to rely upon the Lon-
don Electric Company. In the agree-
ment it would mean that users of light
and power would support two plants,
where one would do the work. A large
capital expenditure by the city in the
present state of the money market, is
to be avoided if possible. The city
council will not be dealing fairly with
the taxpayers if it asks them for a
large sum of money to fight the exist-
ing company, without ascertaining
whether the benefits of cheaper power
can be obtained by negotiation and agreement.

AS PRESIDENT ELIOT SEES US.

The Canadian Club idea has reached
Harvard University. The club will
comprise the considerable number of
young Canadians who are students at
that great seat of learning. About a
year ago the president of the univer-
sity, Dr. Eliot, visited Ottawa, and in
the course of an address delivered be-
fore the Canadian Club there, he
showed, as an unprejudiced observer
and close student of political and social
conditions, how deeply impressed he
was with what he learned on this side
of the boundary line. Dr. Eliot is con-
vinced that new problems can be much
more easily dealt with in this country
than in the United States. He found
that here the rights of the provincial
governments alone are defined, and
that the Federal Government can,
without exceeding its constitutional
powers, deal with all new questions.
The reverse is the case in the United
States. There the Federal Govern-
ment goes beyond its constitutional
powers if it attempts to interfere with
an industrial dispute, or any new labor
problem. In Dr. Eliot's opinion, the
Canadian system is vastly superior to
that of the United States. He admit-
ted that the will of the people is more
quickly carried out in the Dominion
than in the United States.

While touching on this matter, Dr.
Eliot took occasion to highly praise
the Lomieux Act, and what it had al-
ready accomplished. In his opinion,
Canada's method of dealing with dis-
putes between capital and labor is the
best of such a nature in the world.
That the originator of the Industrial
Disputes Act, Mr. William Lyon Mac-
kenzie King, is one of his old boys, is
evidently a source of gratification to
the doctor, for eight years ago Mr.

King was a post-graduate at Harvard,
and won a travelling fellowship. The
measure in question, Dr. Eliot pre-
dicts, will eventually be adopted by
other countries. Although but a few
months in force, it has already proved
its worth, and in solving this great
problem Canada has succeeded where
other British colonies have failed.

As to the future of Canada and the
United States, Dr. Eliot believes it to
be highly desirable that they should
continue as distinct free countries,
peaceably working out side by side
their own individual destinies, and in-
stead of becoming one united country,
as is the dream of some men, as far
as possible co-operate.

THE LLOYD-GEORGE SETTLE- MENT.

The settlement of the dispute be-
tween the British railway companies
and their employees, which was brought
about mainly through the efforts of
Mr. Lloyd-George, president of the
board of trade, and which averted a
national catastrophe, appears to be in
the nature of a compromise. The
argument reached to its climax at the
end of a period of six years, at the end
of which time either party may give one
year's notice of its desire to terminate
it.

The point which proved most diffi-
cult of settlement was the question
of recognition. The union, which is
known as the Amalgamated Society,
sought to be made the medium in the
settlement of all disputes between a
railway company and its employees.
According to the agreement, instead
of a recognition of the right of the
different classes of service on a rail-
way, to band together in a common
union, a classification of employees is
provided for. Each of these classes is
to have a sectional board of concilia-
tion, and when the mileage justifies
it, there may be a subdivision into
operating districts on the lines of the
railway's division. Members of con-
ciliation boards will be elected for a
three years' term, vacancies to be
filled by the remaining members on
the same side of the board. The
board of trade will exercise a sort of
oversight over the preliminary elec-
tion, to make sure that the employes'
representatives on the boards are
representatives of all the men inter-
ested. A ticket may be nominated by
twenty adult employes of the same
section and district on a railway, and
the board of trade will issue the bal-
lots and count the votes. In nomi-
nating their representatives the com-
panies are recommended to place a
director on each board.

The only subjects with which the
conciliation board may deal are those
of hours and wages, and demand must
first be made through the officers of
the department in which the appli-
cants are employed before a board can
act. To prepare a reply to such a
demand the company is allowed two
months, and failing a settlement the
services of the district board, within
whose jurisdiction this application
lies, may, after two weeks' notice, be
called in. Should the conciliation
board's decision involve increased ex-
penditure by the railway, the decision
must be placed before the directors,
while if a reduction of pay is recom-
mended the employes affected must
pass upon it. In the event of objection
to the proposed change, the matter
passes to a general conciliation board
composed of members of the sectional
boards, and if that body fails to bring
the parties to a satisfactory agree-
ment, the dispute goes to arbitration.
Only one arbitrator is provided for,
and his appointment is first placed in
the hands of the general conciliation
board. If that body is unable to agree,
the speaker of the House of Commons
and the master of the rolls make
the appointment. In the unavoidable
absence or inability of one of these
dignitaries to act, the remaining one
selects the arbitrator, whose decision
will be binding on all parties, and not
for one year can a question once pro-
nounced-upon be reopened. No pen-
alties, however, are provided for re-
fusal to accept the finding of any
board or of the arbitrator, it being
felt that public opinion will effect the
same purpose.

Speak up, Mr. Taylor! Speak up, Mr.
Attorney-General!

Whether this is grand November
weather or not depends upon your line
of business.

Judging by the flub-dub in its col-
umns of late, the natural gas well on
the Free Press premises is still flow-
ing.

Where is the contract which the city
is asked to make with the hydro-elec-
tric commission? Isn't it time the peo-
ple had a look at it?

"I heard he (George Taylor, M. P.,
Conservative whip) was in the riding
(Brockville), spending money and
sending out letters containing money,"
said a witness in the London election
case. If this is a falsehood Mr. Tay-
lor should deny it. If he does not deny it,
the Attorney-General of Ontario should
turn his searchlight on the Brockville
election.

Our local contemporary accuses this
journal of being the hiring of the
electric monopoly and the gas pro-

ducer interests, because "this journal
wants all the facts. As electricity and
producer gas are deadly rivals, our
contemporary has assigned us a diffi-
cult role. Meanwhile we cheerfully
concede our contemporary's superior-
ity in making war on women."

BORN THAT WAY.

[Chicago Tribune.]
"Uncle Amos, how did your boss acquire
his title of colonel?"
"Dat goes wif de plantation, sah. All
his ancestors was cunnels befo' him,
sah."

A PROPER PRECAUTION.

[Chicago Record-Herald.]
"Doctor, I want you to examine me care-
fully. Let me know candidly whether my
heart is all right or not. I must know at
once about my ability to live at a high
altitude."
"Very well; take off your coat and vest.
Do you think of going to Colorado?"
"No; I've just got a chance to get cheap
desk room on the top floor of one of the
tallest buildings in New York."

MISOGAMY.

[Town Topics.]
Of course you have to stay home nights—
You would get well!
Of course you miss your old delights—
You would get well!
Of course you're a cranky wife—
You would get well!
Of course you find you live in strife—
You would get well!
Of course she is the one to rule—
You would get well!
Of course she thinks that you're a fool—
You would get well!
Of course her bills you have to pay,
Of course her mother comes to stay,
Of course your hair is turning gray—
You would get well!

NO PLACE TO DIE.

[Pittsburg Post.]
The soldier of the Legion lay dying in
Algiers.
A committee of citizens, who wanted
to boom Algiers as a health resort, wait-
ed upon him.
"We want you to change your head-
quarters," announced they. "You're hurt-
ing business here."

ADVICE FOR MR. BECK.

[Brantford Expositor.]
The Expositor regrets that Mr. Beck has
not "stood to his guns," because, while it
is apparent that the act as it is present
relieves the Government of every
cent of financial risk, there is nothing to
prevent the Assembly at its next session
making the necessary amendment. It
will be an extremely difficult matter to
get the municipalities to make contracts
if the Government figures are flexible,
and finally can never be reached, and we
believe furthermore that there is abun-
dant justification for the Government
taking the position which Mr. Beck an-
nounced at Brantford, and has since been
induced to recede from.

ARTHUR STRINGER ON KEATS.

[New York Post.]
The verse poem of Arthur Stringer's book
of verse, "The Woman in the Rain," is a
repetition under modern circumstances,
of the terrible ballad of Villon, part of which
Matthew Arnold used as an illustration of
the serious in poetry. For illustration of
Mr. Stringer's volume we choose rather
this passionate praise of Keats:

All over-thumbed, dog-eared, and stained
with grass,
All bleached with sun and time, and elo-
quent
Of afternoons in golden-houred Romance,
You turn them o'er, these comrades Keats,
And idly ask me what I think of Keats.
But let me likewise question you round
whom
The clangor of the market sweeps and
clings:
In summer, toward the murmurous elms
of June,
Have you o'er walked some dusty meadow
path
That faded the sun and quivered in the
heat,
And as you brushed through grass and
daisy-drift,
Found glowing on some sun-burnt little
knoll,
One deep red, over-ripe wild strawberry?
The sweetest fruit beneath Canadian skies,
And in that sun-bleached field the only
touch
Of lustrous colour to redeem the spring-
The flame-red passion of life's opulence
Grown over-sweet and soon ordained to
death!

And have you ever caught up in your
hand
That swollen globe of soft deliciousness?
You notice first the color, richly red;
And then the odor, strangely sweet and
sharp.
And last of all, you crush its pudgy core
Against your lips, till color, taste and
scent
Might make your trained mouth stop the
murmur: "This
The very heart of summer that I crush!"
So poignant through its lusciousness it
seems!
Then what's the need, old friend, of fool-
ish words:
I've shown you now just what I think of
Keats.

A TIME TO GO SLOW.

[Hamilton Times.]
London needs \$300,000, and it has, be-
sides the big hydro-electric scheme to
finance, if it goes through. The debt of
the municipalities has increased so much
of late years that many expedients have
been suggested to keep up the spending
and provide funds. Already one munici-
pality at least is trying to hypothecate its
waterworks system to raise money, so
that the London plan is not the oddest
yet. It might be feasible to get legisla-
tion to allow it to issue \$5 debentures,
or even \$10, but whether there would be
a market for them is a question which
may be doubted. The situation to
which the proposal calls attention, how-
ever, is one that should warn municipal
councils to go slowly in loading up the
taxpayers with further debt and interest.
Have mercy on the man who pays.

BEAUTY AT ZENITH AT FORTY.

[The Bohemian.]
There is a beauty quite apart from
youth—the beauty of the mature woman.
Some there are that maintain that beauty
does not reach its zenith under the age of
35 or 40. In a measure this is borne out
by the events of the antique past which
may likewise be paralleled with instan-
ces of our own day. Helen of Troy ap-
peared on the scene at the age of 40. Cleopatra
was past 30 when she met Antony. Aspa-
sia, married to Pericles when she was 35,
was a figure brilliant in her world for 30
years after. When Diane de Poitiers was

past 36 she won the heart of Henry II.,
and he but half her age. Anne of Austria
was 38 when described as the most beau-
tiful woman of Europe. Mile. Mar was
hailed as the greatest of beauties at 45,
and Mme. Recamier was at her best be-
tween the ages of 55 and 60. Mme. de
Maitenon was 45 when united to Louis,
and Catherine of Russia 33 when she took
seat on the throne which she occupied for
35 years. All these women were world-
famed for their beauty, and gave the lie
direct to that toothless old saw which
buzzes the power of sweet sixteen. The
charm of youth and the complexion of roses
it must be admitted sometimes combine
in a face that is unmoving, irresponsible,
utterly lacking in that expression which
goes to the making of a perfectly-molded
visage.

SONS OF CHARLES DICKENS.

[Exchange.]
Mr. Henry Fielding Dickens, K.C., who
is about to proceed to Jamaica to repre-
sent the various insurance companies in-
terested in the claims arising out of the
recent earthquake, is the sixth son of
Charles Dickens, and the second named,
of course, after Fielding, the novelist. Charles
Dickens had a fancy for giving his sons
names he had learned to love in litera-
ture. The first he named after himself,
while others were called Walter Landor,
Francis Jeffrey, Alfred Tennyson, Sydney
Smith, Halliwell, Henry Fielding and
Edward Bulwer Lytton.
In the case of Mr. H. P. Dickens, it has
been said that Dickens contemplated nam-
ing his sixth son after Oliver Goldsmith,
but afterwards changed the name to
Henry Fielding, "in a kind of homage to
the style of work he was now so bent on
beginning." Mr. Forster, in his life of the
novelist, doubts if anything more was
planned. Dickens had his son's success at
Cambridge. "Harry has won the second
scholarship at Trinity Hall, which gives
him £50 as long as he stays there,"
writes the writer, "and he is to hope that
he will get a scholarship."

A COSTLY RIVALRY.

[New York Post.]
The British and German naval pro-
grammes, coming on top of the Hague
conference, are discouraging reading.
England is to have twelve great vessels
by the end of the next two years, all of
the Dreadnought type, and is to build at
once the costly new docks required by
these monsters. Germany is to have in
service or under construction nine Dread-
noughts by 1915, and seventeen by 1919, as
the staggering cost, together with sub-
marines and other boats, of \$17,500,000 a
year more than has hitherto been ex-
pended for the navy programme. In ad-
dition, the life of a battleship is to be
made, by statute, only twenty years, after
which the people from which these vast
sums have to be raised will have nothing
to show for their money. One wonders,
indeed, how much further the Govern-
ment can burden the taxpayer before
there is a revolt. The German navy has
carried a soldier on his back for
years; now he is carrying a sailor as well;
and in addition to that, the price of all
things is rising by order of the war, and
agrarians and the protectionists. Mean-
while, social legislation languishes, and
the taxpayer is not even given a broader
ballot for the navy programme. It is
difficult to keep him in good humor. This
is all very well in good times and during
the continuance of Germany's marvelous
industrial progress, but when hard times
set in, and the people feel the crushing
effect of their imperialistic burdens, a
day of reckoning may easily come to
hand.

FAKE INTRODUCER TO ROYALTY

Englishman Plays On Ambitious
of Pittsburg and Makes
Neat Haul.

New York, Nov. 25.—According to a
dispatch from Pittsburg, Reginald
Spaulding, an Englishman, is under
arrest at the central station here on a
charge of trying to swindle Pittsburg
society women by offering to introduce
them into London society. It is
charged that he mailed the following
letter to more than 200 Pittsburg wom-
en:

"Dear Madam,—I beg to inform you
that I am making a tour of the coun-
try, arranging with those who are de-
sirous of being introduced into Lon-
don society or at court. I am also
thoroughly versed with all matters of
finance in England and on the contin-
ent. I shall deem it a favor if you
will be good enough to advise me if
you are interested in any of the above-
mentioned matters. If so, I shall be
pleased to call and convey any par-
ticulars you may desire. I make no
charge in anyway, my demands made
by the determined by the demands made
upon my influence. Very truly yours,
"REGINALD SPAULDING."

When Spaulding's rooms were
searched by the police last night, they
saw they found almost two hundred
answers to the letters, all holding out
encouragement of some sort. The wife
of a prominent steel manufacturer, it
is said, wrote that her heart was set
upon being presented at court and
having her daughter marry a titled
foreigner. If the writer of the letter
could arrange it, she would pay him
\$10,000 on the day of the marriage.
A letter from a Pittsburg millionaire
declared that if Spaulding did not
cease filling the heads of the women
in his family with nonsense he would
trash him. This man called the at-
tention of the police to the matter.
Several letters were found addressed to
Spaulding at the Troquois Hotel,
Buffalo, and the police have sent in-
quiries there.

Spaulding had a large amount of
money when arrested and offered to
put up \$5,000 bail, but this was re-
fused. He will be given a hearing to-
morrow.

A "DRY" NEW YORK.

New York, Nov. 25.—Cheered by
what they believe the beginning of the
greatest temperance revival the coun-
try has ever seen, the prohibitionists
of New York State are planning a cru-
sade to move the state into the "dry"
column. If Alabama and Georgia can
be turned to prohibition, why not New
York, they say. A state ticket will be
put in the field in the campaign to
elect a legislature which will pass a
prohibition law next year, is being
planned, and will be actively carried
on.

Telephones:
First floor, 791;
Second floor, 2174

J. H. CHAPMAN & CO.

ORDER
BY
MAIL.

Just Think! Twenty-Five Shop- ping Days to Christmas

Christmas shopping always does come in with a rush. Now there is not a day to lose if you would take advantage of this store's best selections. Departments all over the store have taken on a "Christmas" look. Holiday stocks are nearing full completeness, presenting the most desirable holiday merchandise ever displayed by us—Big assortments, courteous attention, prompt service and unmatched values.

MORNING HOURS ARE THE BEST FOR SHOPPING—EVERY ONE THEN FREE TO GIVE THEIR BEST ATTENTION.

Elegant Broadcloths For Tailored Suits

No material so handsome, so elegant, or that builds into such regal costumes as Broadcloth.

A Broadcloth That Is Unrivalled at \$1.00 Per Yard

The Chapman stock provides the most superb assortment of quality and coloring to be found anywhere, and you can place absolute reliance on any grade of Broadcloth you may buy here.

But we want you to test the measure of our superiority by the Chapman Broadcloth at \$1.00. It stands out head and shoulders above any other Broadcloth sold at that price. Smooth, glossy in finish, even in texture, and of excellent weight. It may be had in a complete assortment of desirable shades, including black, 54 inches wide, at, per yard,..... \$1.00

Beautiful French Cheviots at \$1.50 Per Yard

French Cheviots, fancy dice weave, up-to-date, beautiful, and a most correct material for tailored suits, 52 inches wide in light and dark navy, purple, and brown. We would like to have everyone inspect this cloth. Per yard..... \$1.50

To Assure a Perfect-Fitting Gown Wear the Correct Corset

C-C a La Grace Corsets, unexcelled for their elegance of style, comfort of fit, superiority of material and workmanship. Every pair guaranteed. Pair, \$1.25, \$1.50, \$1.75, \$2.00

J. H. CHAPMAN & CO., 126, 128, 128½ Dundas St.

THOUSAND MILES THROUGH WILDS

A Desperate Midwinter Journey
of Explorer in Canadian
Northwest.

Toronto, Nov. 24.—George F. Cald-
well has just filed his report on a jour-
ney of 1,000 miles through the winter
wilderness of Canada's far north land.
The report was received by the Royal
Northwest Mounted Police department
at Ottawa. It reads like a romance.
Caldwell was commissioned in 1903
to report on the character of the land
and the lakes and streams on the
northwestern shore of Hudson Bay,
and January found him at Cape Ful-
lerton, a police post at the extreme
north of Hudson Bay.

He was on the rim of the Arctic re-
gion in midwinter with a thousand
miles of frozen and practically unin-
habited wilderness between him and
his destination.

The Esquimaux would not part with
the few dogs spared them from a re-
cent epidemic and Caldwell had to hire
two dogs from Fullerton natives and
by undertaking to carry mail secured
six more from the police as far as the
native settlement of Chesterfield.

This stretch of 150 miles was cov-
ered in eleven days. Here he fell in
with a remarkable native named Ah-
tunah, who had practically traversed
the whole of Canada from the Arctic
Ocean to the international boundary.
Ahtunah consented to accompany
Caldwell. He had five dogs and was
a decided expert on the trail. Cald-
well started from Baker Lake, at the head
of Chesterfield Inlet, bound with Ahtunah
and another native, Portio, for
Coronation Gulf on the Arctic Ocean,
then Great Bear Lake and south to
Edmonton.

Provisions were scarce and the party
set forth pitifully equipped, their
stock consisting of a few biscuits,
some beans, a handful of tea and
sugar, a cooking lamp, with a little
oil for it, and a team of eleven dogs
to pack the provisions and sleeping
bags.

The travelers carried rifles and
planned to live upon gleanings from
the wilderness. They made the trip
in 55 days, having been storm-stayed
or delayed to hunt for 18 days. For
seven continuous days the dogs had
nothing to eat. At this time the party
had left only twelve biscuits.

The next day, after traveling ten
miles, caribou tracks were spotted and
five miles further on a bank four
deer were sighted. Ahtunah dropped
one. That day they fed. The next
day was all traveling and no feeding.
On they went, sometimes starving,
sometimes getting deer. Of that time
Caldwell wrote:

"Have no thermometer, but have
since learned that on the 17th, 18th
and 19th of March, when we were
storm-stayed, it was 50, 52 and 50 de-
grees below zero at Churchill."
It was midday on March 27 when
man and dogs, their long journey end-
ed, arrived at Churchill in a gale and
found rest, comfort and plenty at the
post of the mounted police. Mr. Cald-
well located several lakes and
streams, in many of which are fish in
commercial quantities.

Outside of the wolf and white fox
he reports the country practically des-
titute of fur-bearing animals. In
speaking of the Esquimaux he tells an
exciting story of one who chased a
party that had kidnapped his brother's
wife. He killed the three kidnappers
and brought his sister-in-law back
with him.

An early American peace-maker was
Elihu Burritt, the "blacksmith scholar"
of Connecticut. It was mainly to his
efforts that the Paris Peace Con-
gress of 1849 practically owed its ex-
istence. Though now almost forgot-
ten, the same principles were dis-
cussed and the same propositions laid
down as obtained at The Hague in
1899.

DOGS ALONE ON ABANDONED SHIP

A Derelict Steamer Was Picked
Up in the Mid-Atlantic
Ocean.

Hamburg, Nov. 23.—The captain of
the steamer Phoebe, which has ar-
rived here, reports that in mid-At-
lantic, on Nov. 18, he met a Dutch
fishing schooner, which had been
abandoned by her crew. Four men
of the Phoebe boarded the derelict.
Two dogs, the sole occupants of the
abandoned ship, greeted them with
howls of joy.

Everything on board the schooner
appeared to be in good order. A
lamp still burned in the cabin, and
the lifeboat hung in the davits. Closer
inspection showed that the rudder
was broken and this was thought
to be the reason for the flight of her
crew. The ship was also damaged in
other ways. Papers in her cabin
showed that she belonged to Gronin-
gen, and had 190 tons of fish
on board.

The captain of the Phoebe, con-
sidering the distance to land too great
to allow of towing the derelict, which
lay right in the fairway of Atlantic
liners, caused the schooner to be set
on fire, in order that she might sink.
Nothing whatever has been heard
of the missing crew. It is, however,
conjectured that the derelict may
have been the schooner Anna, of
Groningen, with which the British
schooner collided. The Anna's
crew were taken on board the
Ottema and were landed in Liver-
pool.

IS THE KAISER AFTER MONEY?

May Raise Funds in England To
Finance His Bagdad
Railway.

London, Nov. 25.—The presence of
the German Emperor in England has
revived the discussion of the Bagdad
Railway scheme. The concession was
obtained some years ago from the
Turkish Government by a German
company, which, however, lacked the
funds to utilize it. England, France
and Austria were successively appeal-
ed to for aid. Britain declined be-
cause it was said that the road, which
is intended to form a short route from
the Levant to the Persian Gulf, would
endanger her trade with India, and
might be used for strategic purposes
by an enemy in operating against
British possessions in Asia. France
declined because the line was con-
demned in St. Petersburg as a menace
to Russian interests in the near east,
and France did not wish to antagon-
ize her ally. Austria declined to help
her partner in the Dreibund because
she did not have the money.

Germany, it is said, still eager to
interest British financiers in the pro-
ject and the Kaiser's visit may have
been prompted by a desire to further
his plans for opening up Asia Minor.
It is argued in some quarters that as
the Bagdad Railway will certainly be
built in time Britain should not re-
peat the error committed when she
left France to cut the Suez Canal, and
obstinately shut the door against Ger-
man overtures concerning a scheme
the importance of which in opening up
Asia can hardly be overestimated. In
any event, however, it should not be
forgotten that the line would be con-
trolled from Wilhelmstrasse, and Brit-
ain's furthering such control by finan-
cial aid would certainly be considered
an unfriendly act in St. Petersburg.

and possibly also in Paris, where
Anglo-French good-fellowship is still
subordinate to the practical bonds of
the dual alliance.

BAKING A WATCH.

"I will be with you in a moment, I
must finish baking this batch of watches
first."

The speaker was a jeweler. He said, as
he worked:
"I suppose you are surprised at the idea
of watch-baking. I will explain. The
machinery of a watch is delicate, yet it
must work the same in winter as in sum-
mer, the same in Russia as in Cairo, the
same in Sahara as in Iceland. There is
only one way to accomplish this. The
watch must be regulated to heat and cold.
In regulating these watches to heat,
Afterward, in a refrigerator, I will regu-
late them to cold. Then, when they go
out in the world they won't disagree them-
selves in any climate