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3672—Reporters.
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The London Advertiser Printing Co.,
Limited.

LONDON, MONDAY, JULY 14.

THE WARFIELD REPORT.

We have read Mr. Warfield's report on the London and Port Stanley Railroad, a species of martyrdom which, we venture to say, will be self-inflicted by few citizens. It is an argument for the payment of aldermen if duty obliges them to inwardly digest concoctions of this kind. The length of Mr. Warfield's composition is exceeded only by its irrelevance. If he had been paid for it by the lineal foot he could hardly have achieved greater prodigies of verbosity.

The whole production is frankly a piece of special pleading. Mr. Warfield makes no pretence of disguising the fact that he approaches his subject as an advocate of electrification. The first twelve dreary pages, nearly 400 words to a page, are devoted to a disparagement of the steam locomotion which must make a credulous reader marvel that the Canadian Pacific, the Grand Trunk and the Canadian Northern do not scrap their rolling stock at once. One would infer that Mr. Warfield is the Gamaliel of the railroad business, and that Shaughnessy, Chamberlain, Mackenzie & Mann must needs sit at his feet. He takes no account of the remarkable improvement in the economics of steam locomotion within recent years. The advantages of electric traction for passenger service under certain conditions are generally admitted, but nowhere is the electric locomotive used for the hauling of heavy freight except in terminals and tunnels, where the object is not the saving of money, and on lines where freight traffic is secondary to passenger traffic.

The necessity of a large freight revenue to make the L. and P. S. R. profitable as an electric road prevents any comparison with other electric railways in Ontario, which get most of their earnings from passenger traffic. Both the Gaby-Storer and the Warfield reports estimate that 55 per cent. of the revenue of the L. and P. S. R. when electrified would come from freight business. Messrs. Gaby and Storer solved the difficulty to their own satisfaction by coolly assuming that under municipal operation the road would get all the business that now goes to the Pere Marquette and the Michigan Central. The Pere Marquette, however, will insist on running its own engines and strains over the road. If the Michigan Central retains its London connection, it will also refuse to turn over its freight traffic to the city road. How Mr. Warfield arrives at his estimate of \$120,000, \$89.57 (note the 57 cents), as the annual freight earnings of the L. and P. S. R. is not revealed except in this rhetorical flourish:

"In the case of electric roads the unit at present is not the ton-mile, but the car-mile, and there is practically no economy to be gained by running long trains. It has been demonstrated that passengers can be carried for far less per mile on interurban roads paralleling steam roads, than the steam roads have been able to carry each passenger for. This condition is due to the fact that electric roads operate single cars or trains at frequent intervals for the reasons already given, and increase in the 'riding habit.' The same law holds good in freight transportation. If the commercial interests of a community realized that they could replenish their stock upon a day's notice, they would cease laying in supplies of goods in such quantity that would last them a week or ten days, or possibly two weeks, as is now the case, and through the saving thus secured in insurance, interest, warehouse handling, etc., could afford and would pay a higher rate to the electric road for the express handling of goods than that now paid to steam railroad companies. In other words, a rapid and frequent train service, such as electric roads can give, will not only materially increase the freight and express business, but by eliminating the economically non-productive conditions now existing between the producers and the consumers will develop a most important landmark in political economy."

Political economy! It is from such abstractions that Mr. Warfield deduces his freight revenue! London shippers or their customers will not welcome the suggestion of higher rates. As for a fast and frequent service for the express handling of goods, they get it now from the Pere Marquette and the Michigan Central. It is essential to London's commercial interests that these lines shall remain here, but if they remained they would be active competitors of an electrified L. and P. S. R., giving a direct connection with scores of towns and villages which they serve exclusively. Nor would London shippers be likely to send goods by the electric road to St. Thomas to be transhipped there to points on the M. C. R. and Pere Marquette. The L. and P. S. R. would have to depend upon freight traffic between London and St. Thomas and between both cities and the lake. Except to low-class freight like coal, which is least profitable, there would be no lake business for at

least five months of the year, and, as Mr. Beck said at the London Asylum, there would be no guarantee that London merchants would not prefer the steam roads even in the season of navigation. Without a trunk line or parent system to lean on, and in active competition with two railways using the same tracks and covering far more territory, the city road would be in a dangerous state of isolation, with annual charges of \$200,000 or more to be met.

THE CADETS IN CAMP.

During this week the cadets from the London Collegiate Institute and from many of the neighboring towns will spend a few days in camp. They will obtain the benefits of physical training. What is better, they will gain some experience in discipline and learn to obey the commands of their superiors, and submit to law and order; and what they will probably appreciate still more, they will have a pleasant outing, if the weather keeps good. And for the satisfaction of their parents and friends, it is safe to say that their moral welfare will not be neglected. Col. Hodgins and Major Dean and Major McCrimmon are too well known for anyone to doubt that the best of influences will be around the lads away from home, and that no one will have cause to regret their few days' residence in camp.

We know that there are some who doubt the advisability of military training for the young, and fear that it may be encouraging a spirit of militarism unsuitable to the age, and injurious to society. Experience does not justify this year. The men who in their younger days have had a few weeks' military training are not the men who are agitating for war, or seeking to disturb the peace of nations. They are not the men who inflame the public mind. The jingoes of the day are the men who know least about fighting, and who are the slowest to enlist themselves. Blustering politicians waving the flag, yellow journals insulting neighboring nations, to say nothing of interested manufacturers of munitions of war, these are more to be dreaded by a peace-loving people than are the volunteers who give a little of their time to acquiring a knowledge of drill, but who depend on the arts of peace for their living.

We hope the citizens of London will take an interest in the boys in camp this week. They will feel pleased as well as honored if our leading men can take time to run out to camp and see them. Clergymen will find their visits very acceptable. The routine of camp life can be brightened by the cheering faces of lady visitors. Remember that here are a lot of boys away from home. Treat them as you would like your own boys to be treated under similar circumstances. Give them a word of cheer and encouragement; provide some healthful and innocent entertainment for them. We understand that the Daughters of the Empire and the National Council of Women are already doing something to this end. But it is not to be expected that all helpful effort in this direction should be confined to ladies' associations. There is room for all to do a little.

We wish the boys a pleasant week, and one that shall be of material profit to them, both physically and morally.

British-Canadian Conservatives have any cry in chorus: those who disagree with them are disloyal.

The Turks have taken to the war-path again. The world is not so sure now that the defeat of the Turks was necessarily a triumph for Christianity.

His supporters are giving Hon. Mr. White credit for his \$55,000,000 surplus. It will be noticed that he got it by not deviating from the Fielding tariff.

The Dominion Government is trying to strangle the remnant of the Canadian navy organization, but the Canadian navy principle will yet do the same for the Government.

Mr. Hanna spoke an hour in reply to Mr. Proudfoot at Owen Sound, but he found no time to disclose his opinion of a cabinet minister who solicits campaign subscriptions from a Government contractor.

The closer relationship between the Medical College and the Western University will no doubt redound to the advantage of both. University affairs are rounding into shape. The choice of a President, if wisely made, will usher in a new era.

MODERN CONDIMENTS

[Judge.]
"I'd like to get that son of mine to spade up that yard."

"Well, why don't you direct him to do it?"

"I don't know if I have a right to without consulting his scout commissioner."

MOONSHINE.

[Judge.]
Gladys—Billy, you don't swear you love me?

Billy—You know I love you. What do you wish me to swear to on?

Gladys—On the bench out in the moonlight!

IF WE COULD SEE FOUL AIR.

[Collier's Weekly.]
If people could see stagnant air as they can see stagnant water, with the slime and disease obvious to the naked eye, the fresh-air fad would be universal.

VALUE OF BLUFF.

[Brooklyn Times.]
In a close encounter during the civil war, two soldiers, one from each army, came face to face within short range.

Each put up his gun and fired as it subsequently appeared, his last cartridge. Both missed. The bullet of one

man buried itself in a tree, and the shot of the other passed through the coat of his enemy. Each man, knowing his ammunition was gone, supposed himself to be at a disadvantage. One of them made a great show of reloading his gun, and, stepping forward, demanded a surrender. The other threw down his arms with a groan. "If I had another cartridge I would never surrender," he exclaimed. "That's all right," calmly remarked the captor, marching off his prisoner. "If I had another you may be sure I shouldn't have asked you to surrender."

THE BUSY BEE.

[Green Fox, Ark. Tribune.]
Jack Stanphill is having all kinds of trouble with his bees. He has hived one swarm five times. As a heroic measure he ducked the queen in water and clipped her wings, but as soon as he turned her out again the son-of-a-gun set out afire.

A REVERSAL.

[Rochester Herald.]
It would be a real funny thing if the Turkish women should win the privilege of wearing skirts just as their American sisters were on the point of adopting trousers.

CRUEL WESTERN FIBS.

[Lethbridge News.]
When you read of the sweetening humidity of the east, aren't you tickled to think that you are living in a country where humidity isn't?

HARRY'S LONG SUIT.

[Montreal Herald.]
Harry Lauder recently conducted the service in a Bristol Church. From Harry's performances in America we infer that he had arranged beforehand for ninety per cent. of the collection.

BY JINGO!

[Medicine Hat News.]
Canada has the material, it can have the dockyards, it has the men both to build and man the ships.

ATHLETICS.

[Denver Republican.]
I'd like to be an athlete.
And with the athletes stand,
But nothing ever turns out.
The way I had it planned;
The bag which I had in my hand.
With loud and vicious blows.
Ends matters by returning
Swiftly upon my nose.

I'd like to be an athlete.
And turn upon the bars.
And win a wealth of medals
And wreaths of golden stars;
But with "gym" apparatus
I'm backward, and I can't engage,
I do my exercising
Upon the baseball page!

NOT A GENERAL RULE.

[Atchison Globe.]
Then again it sometimes happens that the gent who is easily discouraged quits and gets a better job. Which same isn't set forth as a general rule, or anything like that.

REMARKABLE PICTURE.

[Boston Transcript.]
"Have you seen Mr. Dauber's picture?"
"No. Is there anything remarkable about it?"
"Yes. It's sold."

CAUTION.

[Louisville Courier-Journal.]
"Darling, do you love me for myself alone?"
"Why, certainly, Charles. But you really have that \$50,000, haven't you?"

OPEN SEASON FOR CUPID.

[Judge.]
The summer girl is planning now Her subtle summer arts,
And Cupid's working overtime At sharpening his darts.

And bye and bye at each resort,
According to her plan
There'll be a Johnnie slain each day,
Mistaken for a man.

SIR JAMES MUST FACE THE MUSIC.

[Toronto Star.]
When five thousand labor men call on Premier Whitney in Queen's Park what will his feelings be? Gentle rage, let us ask, or gentle question. What are the placid emotions of a revolving-door that has to let in a Shriner's convention in a great hurry?

HARD TO TELL.

[Boston Transcript.]
"There were a lot of old shoes on the street when I went out this morning."
"Wedding or a cat fight, do you suppose?"

A LEGAL OPINION.

[New York Press.]
"A cat sits on my back fence every night, and he yowls and yowls and yowls. Now I don't want to have any trouble with my neighbor Jones, but this thing has gone far enough and I want you to tell me what to do."
The young lawyer looked at solemn as an old, sick owl, and said: "I have a right to shoot the cat haven't I?"
"I would hardly say that," replied young Coke Blackstone. "The cat does not belong to you, as I understand it."
"No, but the fence does."
"Then," concluded the light of law, "I think it is safe to say that you have a perfect right to tear down the fence."

DIED IN MOTHER'S ARMS FROM AN ACUTE DISEASE

Crampton Lady Finds Month Old Child Dead While Driving.

Driving about in the fresh air in an endeavor to relieve the sufferings of her month-old child Saturday afternoon, Mrs. John Longfield, of Crampton, while driving in the second concession of Westminster Township, was horrified to discover that the baby had died in her arms. During the day the baby had been unwell, and with her father-in-law, Mr. W. Longfield, of 362 Ottawa avenue, started out for a drive, thinking the fresh air would benefit the infant. During the drive the baby cried continuously until they reached London, when it suddenly stopped. The mother, thinking it was better, removed a covering which she had placed over the baby's head to protect it. Then for the first time she noticed that it was not breathing properly. She informed her father-in-law, and the baby was taken into the residence of Mr. Thomas Brown nearby. A physician who was summoned pronounced the child dead. Coroner Ferguson was then notified, and after an investigation decided that an inquest was unnecessary and that the child had died from an acute attack of indigestion.

SUNSTROKE PROVED FATAL TO MR. SAMUEL LANGFORD

Was One of the Oldest Residents of the County of Middlesex.

Mr. Samuel Langford, one of the oldest residents of Middlesex, died Saturday morning at his residence, 866 William street, after a brief illness following a sunstroke which he received about two weeks ago.

He was born in Queen's County, Ireland, Aug. 15, 1828, and came with his parents, the late Thomas and Martha Langford, to Canada when a child of one or two years. His father, one of the pioneers of London Township, settled on the 14th concession, north lot 8, where a family of eight brothers and sisters grew up on the homestead, which was literally enough hewed out of the primeval forest-covered country, and where the only two surviving members of the family, Mr. Thomas Langford and Mrs. Martha McRoberts, still reside.

The late Mr. Samuel Langford attaining to manhood, lived first in Biddulph Township, where he was widely known as a farmer and stockman. Later he removed back to London Township, and a few years ago retired from active life, residing since at his home in this city.

He is survived by his wife, Mrs. Martha Langford, three sons—Dr. William, of Martinsburg, West Virginia; Nelson, of London, and Ernest, of Byron, and two daughters—Mrs. Sageman, of Lambeth, and Mrs. C. Westman, of Granby.

He was a lifelong Orangeman, a member at the time of his death of Ashcroft Lodge, No. 230, and the Black Preceptory, No. 346. He was a member of the Anglican denomination. The funeral was held this afternoon under the auspices of the Orange Order from his late residence, 866 William street, to Birr Anglican Cemetery, at 1:20 o'clock.

JUVENILES ON VACATION BARRED FROM FACTORIES

Inspector Clark Issues Warning to Parents of Youthful Workers.

School holidays is no excuse for the employment of child labor. According to Factory Inspector Harry Clark, there are many London parents and manufacturers who are apparently unaware that the temporary closing of the public schools is not sufficient excuse for the employment of children under the legal age. The child labor laws are in effect twelve months of the year, and summer holidays or the closing of schools are unrecognized by the statutes.

Special steps are being taken by Inspector Clark to provide for the enforcement of the law. Any cases of child labor employment during the summer holidays will be followed by police court appearances of the employer and the parents of the child employed.

Cigar Stub Starts Fire in Sawmill

[Special to The Advertiser.]
Sarnia, July 14.—Quick work on the part of the local fire department prevented what threatened to be a very serious blaze when a passerby cast a cigar stub among the shavings in the frame of the Cleveland-Sarnia Sawmills Company yesterday.

As it was, practically no damage was done, but had the wind been in the right direction the big plant might have been consumed.

ROCKED THE BOAT

Two Youths Were Drowned in Accident Near Halifax.

[Canadian Press.]
Halifax, July 14.—Roy Upham, aged 17, of Three-Mile Plains, N. S., and George States, 23, of Mount Denison, both colored, were drowned yesterday at Mount Denison, Hants County. Rocking the boat in which they had been fishing was the cause of the fatality. The bodies have been recovered.

PULMOTOR ARRIVES TEST TO BE MADE AS A LIFE SAVER

Demonstration Is Planned For Tuesday if a Subject Can Be Secured.

Recommendations Say It Will Restore Life to the Drowned and Suffocated.

If a subject, patient, experimenter, victim, or whatever else he might be called, can be secured, there will be a demonstration of the new pulmutor of the water commission tomorrow morning. The machine was unpacked this morning, and preliminary tests made by Electrical Engineer E. V. Buchanan and Line Superintendent Charles Alford.

Anyone caring to undergo the experience of coming back from the other world can have that feeling gratified by applying at the Horton street pumping station at 10 a.m. tomorrow. General Manager H. J. Glaubitz has ordered a demonstration staged at that hour for the members of the commission, and the question is, "Who's to be the goat?" or in other words who will be electrocuted, and then brought back to life with the machine.

Highly Recommended.
While the sensation of being resurrected, or words to that effect, is hardly one that is recommended in the best family circles, there is a whole bushel basket of credentials, accompanying the machine, and it guarantees to restore life to asphyxiated, electrocuted and drowned persons.

After the machine had been tried on Engineer Buchanan this morning he asserted that the feeling it inspired was something along the same nature as swallowing a mouthful of water while in swimming. However, it was also stated that as Engineer Buchanan was not unconscious when the pulmutor began to oxygenate into his lungs, he was hardly the proper "receiving spirit" to enjoy a quick journey from the land of the dead back to that of the living, via the pulmutor route.

THIRD OF FAMILY TO DIE IN EIGHT MONTHS

Miss Elizabeth Jones Taken by Death at Toledo, Ohio.

Miss Elizabeth Jones died at Toledo, Ohio, on Saturday. She was the third member of the family to die in the past eight months, two sisters having passed away in that time. She was a daughter of the late Er. Alfred Jones, of this city, and is survived by one brother, Alvin, of 794 Nelson street, and two sisters, Mrs. F. Green, of Toledo, and Miss Teresa Jones, of this city. The funeral was held this afternoon from Smith, Son & Clarke's undertaking rooms to Woodland Cemetery at 3 o'clock. Rev. C. R. Randolph conducted the services at the house and at the graveside.

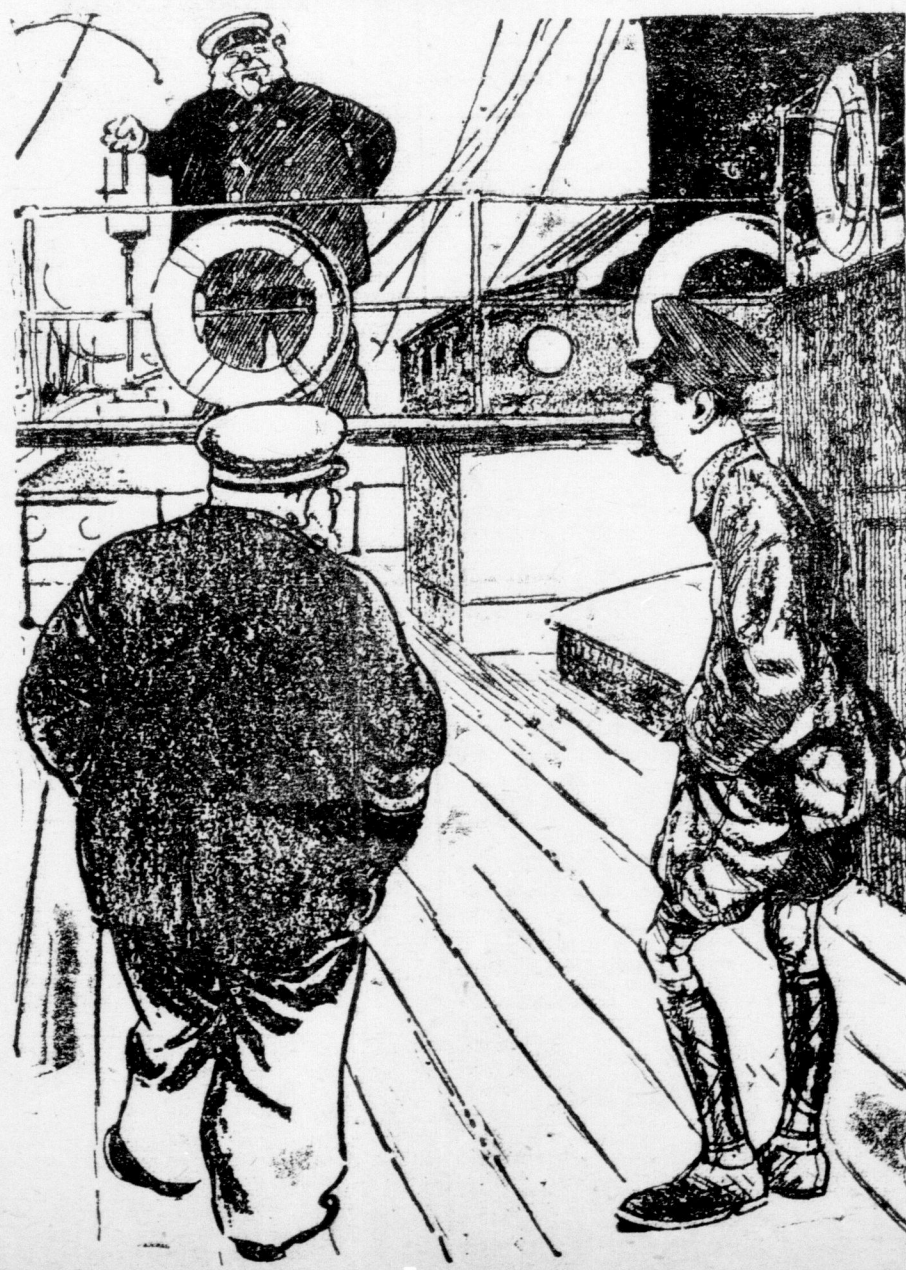
LEGAL QUERIES

NEWBURY.—What is the penalty for writing an anonymous letter of slander?—Subscriber. Answer.—If the writer can be identified by proof he or she is liable to an action for damages by the person defamed, and also to prosecution for criminal libel, and if convicted is liable to one year's imprisonment, or a fine not exceeding \$200, or both.

SHIPBUILDERS' STRIKE.

[Canadian Press.]
Hamburg, Germany, July 14.—A strike affecting from 12,000 to 15,000 workmen was declared at the shipbuilding yards here today.

The Association



Yellowstone National Park

typifies the Great West as it was years ago. It is the one region where man has not distorted the natural beauty for commercial gain. See the wonders of the West as nature made them. They are all to be found in the Park.

\$44.50

is the fare from Omaha to Yellowstone Station and return in connection with trips through the Park, the cost of which is regulated by the U. S. Government and which may be arranged on arrival or included in an "All Expense Personally Escorted Tour." Visit Denver and Salt Lake City enroute.

Let us help you to plan your trip. Write for booklets giving complete information about the Park and the best way to see it.

Chicago, Union Pacific and North Western Line

The direct route of heavy double tracks, well ballasted roadbed and Automatic Electric Block Safety Signals

B. H. Bennett, G. A.
16 Yonge St.
Toronto, Canada

J. J. Rose, Can. P. A.
Room 10,
Dominion Bond Bldg.
Toronto, Canada

FOUND DEAD UNDER PLANE

Bodies of Father and Son Found in Charred Ruin on Railway.

NEW RECORDS MADE

Versailles, France, July 14.—The charred wreckage of an aeroplane with the incinerated bodies of two aviators lying in the ashes was found this morning near Nonancourt on the railroad from Granville.
The dead flying men were recognized as a man named Percin, who was experimenting with a new monoplane of his own invention, and his son, who had accompanied him as mechanic.
Their aeroplane crashed from an unknown cause, at a height of 150 feet. It fell with a crash to the ground, and the violence of the impact caused the fuel tank to explode. The aviators were pinned beneath the motor, whence they were unable to extricate themselves, and were burned to death.

FATALLY CRUSHED.

[Canadian Press.]
Muehlhausen, Germany, July 14.—A young German aviator named Dietrich was killed here today. While landing he brought his aeroplane too abruptly to earth. It overtook and he was crushed beneath the motor.

MADE NEW RECORD.

[Canadian Press.]
Paris, July 14.—By his flight yesterday from Paris to Berlin, Leon Letort, the French aviator, becomes the non-stop record holder. The distance covered is about 590 miles, which surpasses

HAD CLOSE CALL.

[Canadian Press.]
Nancy, France, July 14.—The French aviator Lecomte, while making a flight near here yesterday became entangled in the telegraph wires. He fell with his machine on the railroad tracks as an express train came thundering along in the distance. The engineer was just able to pull his train up in time to avoid running down the aviator, who was not seriously injured.

WAS 97 YEARS OLD

Funeral of Mrs. Hugh McCallum Was Held at Dorchester.

[Special to The Advertiser.]
Dorchester, July 14.—The funeral of Mrs. Hugh McCallum, who died at her home here on Wednesday at the age of 97, held at Dorchester Union Cemetery, was largely attended.

In 1844 she, with her husband, came from Scotland, and took up land on concession 4, Dorchester. Mrs. McCallum endured all the hardships of the pioneers. She leaves a family of two sons and two daughters.

EDDY IS SAFE

Man Thought Drowned Was Safe at His Home.

[Canadian Press.]
Toronto, July 14.—John Eddy, of 23 Salisbury avenue, Toronto, who was reported to have gone down with the barge Annapel Wilson, in the loss of which Capt. Bernard McIntyre and his wife, of Toronto, lost their lives, off Dunkirk, Pa., on Saturday, was safe at home during the barge's fatal voyage. Eddy left this morning to assist in the attempt to recover the captain's body. This report said that Eddy had gone on the trip as a guest at the captain, and that he was ill in the cabin when the vessel foundered.

All over the World you will find

Stephens Ink

In spite of high freights and tariffs DISCRIMINATING writers insist on having STEPHENS'

W. G. M. SHEPHERD, MONTREAL, SOLE AGENT FOR CANADA