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LONDON, WEDNESDAY, JAN. 17.

Ontario and the G. T. P.

The general manager of the Grand Trunk and the president of the Grand Trunk Pacific, Mr. Hays, addressed the Canadian Club, Toronto, the other evening and made some reassuring remarks about the eastern division of the new transcontinental road. It has been represented by the opponents of this project that its promoters would be satisfied if the eastern terminus of the line was at Port William, and that an extension eastward could not be justified as a commercial undertaking. Mr. Hays gave the quietus to all such statements. He advocated the line north of Lake Superior for strictly business reasons. He said:

"The waterways will always command the large percentage of grain during the season of navigation, but just as there has been from Chicago by rail, so still there will be from the Canadian Northwest an ever-increasing volume of traffic going by rail after the lakes are closed, and what you need to get that traffic by rail is easy grades and directness of line. Then if there is any province interested in that portion of the undertaking, it is Ontario, which for years must be the manufacturing center of Canada for all that rapidly-growing territory of the Northwest in the two new provinces, where labor will be too expensive to start manufactures, and where you must ship the furniture, the reapers, the harvesters, hoes and shovels, drygoods and everything that the settler needs. Ontario must have not only water connection, but the best of rail connection the year round to the Canadian Northwest."

This is a sufficient answer, also, to the complaint that Ontario would be side-tracked by the new line. It traverses an undeveloped portion of the province, but it is in direct relations with the Grand Trunk system, which has a foothold in nearly every municipality in Ontario. As Mr. Hays puts it, Ontario, as the manufacturing center of the Dominion, has a greater interest in the Grand Trunk Pacific than the other eastern provinces.

Devolution All Round.

Home Rule may be a bogey to frighten some of the electors of Great Britain, but to a very considerable number, including many leading statesmen, the Home Rule advocated by the new prime minister is a reform worthy of serious consideration. Such Home Rule would not, as has been falsely represented by anti-Home Rulers, result in the separation of Ireland from Great Britain. No such Home Rule has ever been countenanced by him. Sir Henry Campbell-Bannerman's view is that there should be established in Ireland such a legislature as we have in the provinces of Canada, bearing a relation to the Central Parliament such as our Provincial Legislatures bear to the Dominion Parliament.

Such a system might well be extended not only to Ireland but to Scotland as well. There is in the northern half of the United Kingdom a well-defined demand that devolution shall not be considered merely as an Irish question. This is the contention of the Scottish Home Rule Association, which has before the electors at the present time a manifesto in support of the concession of Home Rule to Scotland. The point is made that no real free government for the people and by the people of the United Kingdom is possible till the machinery of government is reconstructed. England, Scotland, Ireland and Wales, say the Scottish Home Rulers, have each national characteristics and require separate acts of Parliament to meet their wants. In other words, the argument is that local legislatures should be established in each of the great divisions of the empire, to dispose, as the people decide, through their representatives, of the purely local and municipal questions, leaving to the Central Parliament the great questions of public policy in which all sections of the empire are interested.

If prejudice and self-interest could be so far broken down as to secure for such a change the indorsement of both Houses of the British Parliament, great and beneficent results might ensue. In the first place, many domestic reforms now neglected because Parliament is swamped with business that keeps it occupied for over two-thirds of the year, would be proceeded with to the great advantage of the masses. Then the Central Parliament, relieved of the parish politics that now take up so much of its time, would be a really Imperial body, and its members would be able to devote themselves without undue pressure to the serious task of promoting British interests throughout the world-wide empire. It surely is not for the welfare of the empire that far more time is each year devoted by Parliament to purely municipal matters than to Imperial affairs.

There need be no increase in the

number of members. The membership of the Imperial Parliament could without injury to any interest be cut down to one half of its present number—570, and the other half could be elected members of the Local Legislatures. While the Central Parliament would not in any sense be shorn of its importance by this devolution, but rather be made more truly Imperial, the new legislatures, which would be assembled in London, Dublin, Edinburgh, and perhaps at some central point in Wales, would form new and important centers of popular government, satisfactorily carrying on work now very much neglected by the congested House of Commons.

If the Liberal leaders can lick into shape a scheme on these lines and present it to the country as one of the reforms that ought to be indorsed by moderate electors in every part of the kingdom, we should not be afraid to trust the average Britisher to consider it on its merits.

It may be that devolution on this basis would not satisfy the extreme members of the Irish party. Perhaps not; but it would be far more likely to obtain the assent of the senior partner in the kingdom, than any out-and-out Home Rule measure on Gladstonian lines, and all but extremists would welcome it as a step in the right direction.

Two Policies in Contrast.

Whatever criticism may be offered, or whatever mistakes may have been made with regard to the Niagara Falls power problem, the Province of Ontario has managed it infinitely better than the neighboring state of New York. Says the New York Journal of Commerce:

"New York State got to work a bit earlier than the Canadians for the saving of Niagara. The New York State reservation was thrown open to the public on July 15, 1885, the lands originally purchased consisting of 104 acres, costing \$1,462,920.50. Up to Sept. 30, 1903, the state had appropriated \$410,000 for maintenance and \$366,500 for special improvements, or a total of \$776,500.

"It received \$198,299 in receipts, leaving the state's net expenditure, since 1885, \$578,200, to which must be added the small appropriations made since 1903. This, taking in the price of the lands, will make the total cost of the state reservation to the state of New York more than \$2,000,000, the present area being 112 acres."

It says that owing to the lack of funds the United States commission has been unable to light the park properly, that visitors have suffered in consequence, and improvements have been neglected. Turning to the Canadian side it says:

"On the Canadian side the Park Commissioners have found the power development enterprise to be a gold mine, for up to 1904 five franchises had paid them \$20,777. This means that nearly one-half of the expenditure incurred in connection with Victoria Park since its establishment has been derived from five franchisees, namely, Electric Railway Company, \$132,500; photograph and other privileges, \$103,700; Canadian Niagara Power Company, \$224,577.78; Ontario Power Company, \$110,000; Electrical Development Company, \$30,000; total \$620,777.78.

"As stated, the total amount expended on Victoria Park is \$1,351,129.50, while the total receipts are \$1,328,575.50, which means that the excess of expenditures over receipts for 18 years was only \$22,460.50. On top of this encouraging statement comes the assertion on the part of the commissioners:

"The annual revenues now assured to the park from the various franchises enumerated will after this year (1904), be \$34,200, while the revenue will increase from year to year with the growing demand for electrical energy, and in all probability will amount within the next five years to over \$200,000 per annum."

When the late Government is charged with alienating the great public asset of Niagara power to a group of corporations, the conditions a few years ago should be remembered. A vast development had taken place on the American side, before a dollar had been spent on the Canadian side. Capitalists were ready to invest, but the Provincial Government was trying to drive a bargain in the public interest. There was a good deal of local feeling over the fact that the American side was getting the benefit of all the outlay, and the Government was accused of blocking Canadian enterprise. The then leader of the Opposition, Mr. Whitney, went to the town of Niagara Falls, in the midst of a bye-election, and made a bid for support by saying he would make Niagara power "as free as air."

In other words he would allow anyone to harness the cataract without money and without price. The state of New York pursued that policy and is now repenting at leisure. The then Provincial Government took the wiser course, and perhaps the wisest in view of the circumstances at that time. It has not been seriously suggested that the Government should have undertaken a work upon which some twelve or fifteen million dollars is being expended. The chief criticism is that the companies are not sufficiently restricted in the matter of rates. The test of this will come when they begin marketing their output, but the necessity of finding a market and earning interest on their enormous outlay, will oblige them to sell power beneath the cost of producing it by steam.

The Canadian Boys.

One of Detroit's millionaire manufacturers, Joseph Boyer, who employs a thousand skilled mechanics, has been interviewed by the Detroit Free Press on the all-absorbing topic of "Success in Life." Here is an extract complimentary to Canadians:

"Joseph Boyer likes young men, who, as he says, 'have to scratch gravel.' They bring up fine young fellows in Canada," he says. "I like them because they are not afraid of hard work. It is the greatest mistake to say anything against Canadians. Look over the list of successful Detroiters, the big men in many other lake cities, and you'll find a lot of Canadian boys. They were brought up to work. Hot-house children never did amount to anything, anyway. It is good for the United States that these boys come here. They are hardy, frugal and industrious. They are prudent, don't spend more than they make. It is bad for Canada to have her best young men coming to the States."

Mr. Boyer speaks from experience as a large employer of labor in a city where there is said to be more Canadians in proportion to the whole population than in any other American center. The success of Canadians across the line has been a source of pride to Canadians who have remained at home, and it is not overweening national conceit to attribute it to the impress of their native country. The testimony of Americans who are in a position to judge is that Canadian boys are, as a rule, of superior character and habits. They find themselves in a preferred position when they enter the United States, and, allowing for the inevitable exceptions, they forge to the front in every walk. So much for the influence of Canadian home training and perhaps the greater simplicity of Canadian life. The Detroit man is right when he says it is bad for Canada to lose so much of her best young manhood, but the remedy is being supplied. Canada is becoming the land of opportunity, and young Canadians of brains and energy are finding their field at home.

Canadian History.

[Windsor Record.]

It is notorious that the young Canadian, when he crosses into the Republic, is soon assimilated and becomes indistinguishable from the people he lives among. May not this fact be due to the colorful character of his own history? Considering the short period it covers, there are few histories more fascinating or inspiring than that of Canada, and there surely could be no better means of cultivating a true national spirit than by a grounding in this branch of knowledge.

Bulls of an Irish Paper.

[Chicago Chronicle.]

Speaking about Irish bulls, how is this paragraph from the Chicago Chronicle of a recent issue of the Western News of Galway, Ireland: "To rob a man of his nurse and then to maltreat him for not having it, would pass muster among pillagers, brutal crimes, but to kill and slay a man to the point of death and then to say he died of a fever, is a crime of a different order. It is enough to make Irishmen set their teeth and talk silently in groups."

Nothing.

[Puck.]

One day they had a falling out,
And played the game of snipe and pout;
And what d'ye think 'twas all about?
Nothing!

She went to ma's and meant to stay;
Which meant his dinner late that day;
When she returned what did he say?
Nothing!

Although he stayed out late that night
And drank a glass or two for spite,
What did she do to serve him right?
Nothing!

Now ere the ending of the week
Each caught the other going to seek;
What better ending is to seek?
Nothing!

Yet friends and neighbors were perplexed,
And some old ladies even vexed,
To wait and find what happened next—
Nothing!

Africa's Railroads.

[Africa.]

With the completion of the giant bridge over the Victoria Falls the Cape-to-Cairo Railway marks the beginning of its steady progress. No description can give an idea of the majestic beauty of the Victoria Falls, on the Zambezi River, which when in flood are one and a quarter miles wide, the water precipitating itself from a gorge of 500 feet deep and 500 feet wide. The bridge is a distance of 450 feet, and being 450 feet above the water, it is the highest in the world. The railway will commence running over it in the beginning of July, and the members of the British-African Association who are going to attend the meetings in South Africa in August, will be able to cross the bridge by rail. The Duke of Abercorn will perform the ceremony of opening the railway.

Another great scheme is a proposed Trans-African line from Dar-es-Salaam to Libreville, in the French Congo. The railway will thus pass through the heart of the Congo Free State.

The Snow Lies White.

[Jean Ingelow.]

The snow lies white, and the moon gives light,
I'll out to the freezing mere,
And ease my heart with one little song,
For none will be nigh to hear.
And it's O my love, my love,
It's O my love, my dear!
It's O my love, my dear!
When nobody's nigh to hear.

My love is young, she is young, is young;
When she laughs the dimple dips,
We walked in the wind, and her long locks blew,
Till sweetly they touched my lips.
And I'll out to the freezing mere,
Where the stiff reeds whistle so low,
And I'll tell my mind to the friendly wind
Because I have loved her so.

Not His Fault.

[Hellers Welt.]

Bookkeeper—I'm sorry, sir, but as we have just had triplets at our house, I will have to ask for a raise.
Boss—Very sorry, indeed, young man, but we are responsible for accidents only in our factory.

Canada's Commercial Independence.

[From the Boston Herald.]

In taking into consideration what possible trade arrangement might be made between the United States and Canada, it has to be borne in mind that, commercially considered, the people of the Dominion are just now a good deal like the centurion with whom the Apostle Paul was brought into association and who said in respect to his Roman citizenship: "At a great price I obtained my freedom"; for one thing which has strongly impressed itself upon those who in recent years have been responsible for the government policy of Canada has been not only the need of commercial independence and freedom, but the great price which the predominant stand in order firmly to establish themselves on this ground.

Ten or twelve years ago the export trade of Canada was comparatively small, amounting in the total to but little over \$100,000,000. The two great markets for Canadian products were England and the United States, but in neither of these were the sales of what could be termed a responsive character. The sales of Canadian product in Great Britain in 1882 were \$1,882,000, larger than they were ten years later than that year, while the sales of Canadian products in the United States in 1878 were larger than they were in 1882. The Canadians felt themselves hemmed in by adverse geographical and physical conditions. They realized that their natural market was directly across the great border line stretching for 3,500 miles between them and the American people. But when they approached this line for the purposes of trade exchange they found themselves met by adverse tariffs specially designed to keep out their goods and to stifle, as it were, their industries. Their other great customer—England—was thousands of miles across the seas; their means of reaching the market of the mother country was greatly inferior to those which their neighbors in the United States possessed, and what Canada had to sell in England was enabled in a great degree to the products which the Americans sent annually in large volumes to that market.

At that time the Canadians were in a position in which they would have been willing to have made almost any trade terms with the American people could in reason have advanced, since, outside of England and the United States, Canada had hardly any foreign market that was worth considering. When, however, it was discovered that it was impossible to come to terms with the American people in the way of a trade agreement, the conclusion was forced home upon those responsible for the government of Canada, that they must take whatever steps were necessary in order to develop other markets and in this way secure their commercial independence. This is what they have been doing.

At the present time Canada is a commercially independent state, and is in a position where she does not need to ask any favors of any one. In a relatively short time her export and import trades have doubled. She still sells more largely to the United States and to England than to other countries, but she has greatly increased her trade with buyers outside of those living in the two countries named, while relatively considered, she is much less dependent upon purchases made by the United States than she was ten years ago. In order to bring about this change the Government has spent large sums of money in building canals, in improving waterways and in paying liberal subsidies to railways and steamship lines, which brought her people into better relations with her transatlantic customers. The natural current of trade in the Dominion should have been north and south, but as we insisted that this should not be the case, the Canadians have had to put themselves to the test in developing artificial arteries of trade running east and west, and now that these have been established trade passes along them with an economy and ease which have been deemed impossible before these results had been actually attained.

Now that these advantages have been secured it is not strange that the Canadian people should rejoice in and feel proud of the attainment by them of a commercial independence which promises in the future to make them one of the conspicuous nations of the world, for we use the word nation advisedly, even while remembering the old colonial connection which is maintained solely by blood will, and which is to be terminated immediately should a change in this public sentiment ever take place.

Face to face with the United States, Canada is quite a different country from what she was a decade or two ago. At that time she stood greatly in need of our trade favors; at the present time Canadian trade is much more of a consideration to us than our trade is to Canada—that is, if trade interference is to be the result. Suddenly came to an end, the Canadians would find it a much easier task to dispose in other markets of the surplus which they ordinarily send to this country than we should in the task of endeavoring to find customers for the goods which the Canadians had ceased to take. To gain this end the Canadians have had to pay large sums of money drawn from their taxes. That these payments have been made, and that they must be taken into account in any attempt that may be made to deflect trade into other channels, is something which firmly impresses itself upon the minds of those responsible for the future policy of our northern neighbor.

Consume Your Own Smoke.

[Dr. William Oser.]

The atmosphere is darkened with the whispering of men and women over the non-essentials, the trifles that are inevitable incident to the hurry-burry of the day's routine. Things cannot always go your way. Learn to accept in silence the minor aspirations that may be made of tactfulness, and consume your own smoke with an extra draught of hard work, so that those about you may not be annoyed with the dust and soot of your complaints.

Doesn't Want It.

[Toronto Star.]

Joe Chamberlain goes into his political campaign without a title. Surely the King might have made him a J. P., at least.

J. H. CHAPMAN & CO

Bargains

On Sale
Tomorrow

The Chapman idea of a bargain is desirable merchandise at less than usual price. It is the constant carrying out of this idea that has made Chapman's "The Store for Thrifty People."

Sale of Winter Slippers

Big bargains in Men's, Women's and Children's Slippers, for closing days of Happy Week. Make your feet happy with a pair of snug, warm house slippers. You were never asked such small prices before.

Children's Felt Slippers, leatherette soles, fit children 4 to 6 years, our regular prices 37½c and 40c. On sale Friday 25c	Gents' Dark Red Leather slippers, leather soles, excellent house slipper. Worth \$1.00 and \$1.25. On sale Friday 75c	Gents' Felt Slippers, leather soles, German make. Regular price 50c, on sale Friday 35c
Ladies' House Slippers, quilted crimson satin, trimmed with same color, fluffy chenille; felt soles; wool lined. Regular price \$1.15. On sale Friday 75c	Gents' Cloth House Slippers, leather soles, beautiful quality. Our regular price \$1.50 and \$1.75. On sale Friday \$1.00	Gents' Fine Felt Slippers, navy, blue and black, leatherette soles. Regular price 65c, on sale Friday 40c
Ladies' Dark Red Leather slippers, soft and pliable, felt lined, with leather soles. Worth \$1.25. Friday 75c	Gents' Felt Slippers, leather sole. Good warm house slipper. Regular price 35c, on sale Friday 20c	14 pairs Felt Slippers, leather soles, more or less damaged, regular 40c, on sale Friday at per pair 10c

Vests 29c and 18c

Blustery, stormy weather has set in, and we may expect our usual share of it for the next six weeks. Prepare yourself with warm underwear. The following are two good kinds that you'll enjoy the comfort of slipping into.

Ribbed Fleece and Ribbed Wool Vests, long sleeves, 40c, 45c and 50c values. Special Sale 29c

Long Sleeved Ribbed Fleece Vests, best quality. Special Sale 18c

Worth 75c Yard at 50c Fine Black Dress Goods

This value will surprise women who are experienced buyers. Most wanted Embroidered Black Henriettas and Voiles, for waists and dresses, worth at wholesale 75c yard. This week... 50c

English Eyelet Embroidery is one of the patterns in this fabric.

56-inch Black Broadcloth, warranted not to spot or shrink, smooth finish, heavy weight for unlined skirts and tailored suits, suitable for spring wear. Regular \$1. Chapman's low price 75c

Walking Skirts \$1.50 Boys' Blouse Suits \$2.25

LADIES' BLACK AND GRAY WALKING SKIRTS, for winter wear; trim, neat style for every day wearing. Worth \$2.50 and \$3.50. At \$1.50

Little Boys' Suits, Worth \$3.75 to \$4.50.

Navy Blue Blouse Suits for little boys, ages 5 to 9 years. Large sailor collars trimmed with braid. Regular prices \$3.75 to \$4.50. A Friday Snap \$2.25

Flannellet 6½c

Fancy Patterns in Flannellet for waists, socks and wrappers, pretty colorings, worth 8½c and 10c at 6½c

Annual Sale of Carpets Open Next Week If It Interests You Watch for Advertisement.

J. H. Chapman & Co., 126, 128, 128½ Dundas St.

5000 People Wanted Next Saturday

January 20th, at Great Manufacturer's Sale

A Variety of the Greatest Bargains the People of London Ever Had.

LOT NO. 1—95 Fine Tailor-Made Walking Skirts, all our own manufacture and guaranteed. 36 Skirts of this lot are the regular \$3.50 line. Next Saturday we will run them out at \$1.18 each. If you do not come and see them you will be sorry. If you do come you will BUY ONE.

LOT NO. 2—50 pairs of Corsets for ladies, misses and children. It will be just as good as finding money to any lady who buys them. For the past 20 years we have manufactured Corsets in the city of London and know the wants of the ladies. NEXT TO OUR MOTOR you will find a job lot of 24 pairs, which we will clear out at 48c per pair. If you left your order at any other time they would cost you \$1.75 per pair. Every one guaranteed.

LOT NO. 3—45 Underskirts in black and fancy colored silks and high-grade satens. This line is a great snap at the prices. Come and see them.

LOT NO. 4—100 pairs Hose Supporters, made of the best elastic and rubber buttons. Our own manufacture. Price, 15c up.

LOT NO. 5—Only 36 remnants Dress Goods left. All suit lengths. We will clear this little lot on Saturday morning at half the price.

The Robinson Corset and Skirt Co.

CLARENCE STREET

Sale at Factory, Morning, Noon, Night.

Positively the Last Sale.

POEMS THAT LIVE

Sonnet on His Blindness.

[John Milton.]

When I consider how my light is spent
Ere half my days, in this dark world and wide,
And that one talent which is death to hide
Lodged with me useless, though my soul
To serve therewith my Maker, and present
My true account, lest he returning chide—"Doth God exact day labor, light denied?" I fondly ask: but Patience, to prevent
That murmur, soon replies: "God doth not need
Either man's work, or his own gifts; who best
Bears his mild yoke, they serve him best: his state
Is kingdom; thousands at his bidding speed,
And post o'er land and ocean without rest;
They also serve who only stand and wait."

Dr. Furness Dead.

Washington, Jan. 18.—Dr. Swen M. Furness, a noted oculist, of this city, and the former husband of Mrs. Frances Hodgson Furness, the authoress, died suddenly today of heart failure.

Hamilton Foundry Affre.

Hamilton, Jan. 18.—Fire this morning did several thousands dollars damage to Kerr & Coombes foundry. It started in the moulding shop and burned the roof off. Cause unknown.

THERESA'S CLEVER RIVAL

This One Fools Duples and Hasn't Even a Safe.

Paris, Jan. 18.—The Parisian courts are busy with the doings of a female swindler, who falls but little short of the notorious Theresa Humbert in the magnitude of the phantom sums which she professes to have controlled. Mlle. Blanche Pourbaix is a Belgian by birth, but she found the French more credulous than her own people, and has operated in this country.

According to her story, her father received 600,000 francs from King Leopold of Belgium for concealing a court scandal relative to her own birth, to which sum the Belgian Government added 400,000 francs. On his deathbed her father divulged to her the secret, and told her he had saved the entire amount and 100,000 francs more, and that they were in a safe in the keeping of a woman living in the northeast of France.

Mlle. Pourbaix told her dupes that she had found the woman, but the latter refused to give up the safe except on payment of 60,000 francs. The wily Belgian actually got some financiers to advance her the money to redeem the safe, which had not even the virtue of the Humbert safe in that Mlle. Pourbaix did not exist at all.

STEAMERS ARRIVED.

Jan. 17.—At New York—Kaiser Wilhelm II., from Bremen.
At Naples—Stilian Prince, from New York.
At Liverpool—Stilian, from St. John.
At Gibraltar—Carolina, from New York.
At Queenstown—Cedric, from New York.
At Dover—Graf Waldersee, from New York.
At Halifax—Numidian, from Liverpool.
At Glasgow—Hibernian, from Liverpool.

The heart that burns with love is the only thing that overcomes hatred. Dating from medieval times, the annual Stratford-on-Avon "Mop" fair took place recently and eight oxen and twelve pigs were roasted at open fires in the streets in the presence of a record gathering from all parts of the midlands.

The first English cricket team taken to the United States was captained by George Parr in 1859.

Gold-filled means a casting of gold welded to a specially-made base metal. H. Q. A. S. gold-filled Watch Chains are equal in every way to solid gold chains for 10, 15 or 25 years

Your jeweler sells H. Q. A. S. Chains. Send for the H. Q. A. S. Chain Book. H. & A. SAUNDERS, King & John Sts., Toronto.