

London Advertiser.

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don, Ont.
LONDON, FRIDAY, MARCH 16, 1906.

Mr. Emmerson's Big Contract.

Mr. Emmerson's speech on the Intercolonial had merit of candor. He admitted that the showing of the road for the past year had been "appalling." The revenue had increased from \$6,329,221 in 1904 to \$6,783,522 in 1905, but the operating cost had risen from \$7,239,982 to \$8,508,826 in the same period. This left a deficit of \$1,725,303. To the exceptional severity of the winter, the minister attributed a direct expenditure of \$18,000 over the normal outlay, the cost of ice and snow removal alone was \$264,716. Again, the Intercolonial acted a philanthropic part in carrying his free of charge to relieve the fabled famine in Prince Edward Island. Needless to say none but a Government-controlled road would have performed this service. It was a god thing for Prince Edward Island, but it did not help the Intercolonial budget. The Montreal Gazette claims that the real deficit on the past year's operations was \$3,739,880, which included \$2,250,000 interest on the investment in the road, and \$4,755,577 of expenditure credited to capital account. The minister could truthfully reply that the Intercolonial has never earned interest on investment, nor has interest ever been charged against the road. Moreover, it is the practice of no railroad to meet capital expenditures out of income. The line drawn by the management of the Intercolonial between capital expenditures and expenditures chargeable to income is the same as that drawn by the C. P. R. Apparently no fault is to be found with Mr. Emmerson's bookkeeping.

The people are familiar with the argument that the Intercolonial was built for political and military reasons and was not designed to pay. They have heard this every year for thirty years from the Minister of Railways for the time being, and it is perfectly true. They want to know whether it can be made to pay and they are willing to try new plans which promise better results than in the past. Mr. Emmerson says the road can be made a paying proposition and he undertakes that this shall be accomplished soon. For the first six months of the present fiscal year the revenue was \$3,621,263, compared with \$3,553,960 in the corresponding six months of the previous fiscal year. The expenditure had been cut from \$4,104,018 to \$3,925,219, leaving a deficit of \$1,295,256, as compared with \$182,755 in the same period last year. The minister believes this is an earnest of better things. The country will be disposed to hold him to his word, and will watch the result of his efforts with sympathetic interest. He is in earnest, and has a great opportunity. If he can do for the Intercolonial what Sir William Mulock has done for the postoffice department, he will earn the gratitude of the country, and establish an enviable reputation as an administrator. If he fails there will be a demand for a change of system which no government may be able to resist. Mr. Emmerson characterizes the plan of a commission as "rot," but he must demonstrate that there is no necessity of resorting to it, or to some other method of managing the road.

Is Britain Decaying?

This paragraph from the St. Joseph (Mo.) News-Press is going the rounds of American newspapers:

"England is no longer going forward. And not to go forward is to go backward. She has had her day as a world-conqueror. Her dream of empire is fading. Her people are confronted with the problem of holding their own industrially, and being unable to solve it, they see their property slipping from them, and poverty creeping upon them."

This is a tid-bit for the tail-twisters, but it is no more disparaging than the contentions of the English tariff reformers. Mr. Chamberlain's campaign has been based upon the gospel of blue ruin. Two years ago he used to cite the statistics of foreign trade to prove that British commerce was decaying. Since then there has been a marvelous increase in the volume and value of British exports, and his own arguments are now turned against him.

It is probably true that what the late Lord Salisbury called "the nemesis of success" had overtaken British industry, and that British manufacturers felt too secure of their supremacy to exert themselves as their German and American rivals were doing. They are having an awakening, and are beginning to take advantage of their large reserve of unutilized opportunities. The foreign commerce of the country last year was the greatest in her history. The aggregate wealth, measured by all available tests, continues to grow. The

problem of the unemployed is largely confined to the metropolis, and is due to the drift of population from the farm to the town. This is a tendency for which the statesmen now in control have pledged themselves to endeavor to find a remedy. The soil of Great Britain can support a vastly larger rural population than at present, and the country will take a new lease of life when the landless man and the manless land can be brought together. Meanwhile the little British Isles have three times the foreign trade of the vast United States, with double their population, and British vessels are doing the ocean-carrying trade of the republic. This paragraph from the New York Sun is calculated to repress American conceits:

"Whenever an enthusiastic American feels like letting the eagle scream he ought to read the reports of what other countries, particularly Great Britain, are doing in the way of shipbuilding for ocean trade and naval protection. He ought to compare the exhibit with what we are not doing along the same lines. Take Lloyd's annual summary of British shipbuilding in 1905, for instance. Half an hour's perusal of that document, and there will not be much eagle-screaming. Here is the British record for 1905:

	Number.	Tonnage.
Merchant steamers	737	1,604,696
Merchant sailers	58	18,372

	Total merchant additions.	Tonnage.
Ships	795	1,623,068
Warships	28	129,801

"Total ships built .. 823 1,752,869
"The mere increase of the output of merchant ships in 1905 over 1904 was 418,000 tons, nearly half as much as the entire American ocean-going merchant fleet, and the highest on record."

"Of the British tonnage launched in 1905 99.9 per cent was built of steel and 98.7 per cent of it was steam tonnage."
"The share we are taking in creating the necessary increased shipping facilities of the world is absurdly small."

The Pratt Bill.

Mr. A. C. Pratt, M. P., has a bill before the Legislature purporting to regulate the sale of proprietary medicines, but in reality designed to kill it. It requires that the formula of every remedy must appear on the label of the package. This would be grossly unfair to the maker. The formula is his trade secret, and if published in this fashion, so that any person could have the medicine compounded, his business would be ruined. The public has a right to be protected against noxious preparations, and it is open to the Government at any time to have analyses made of patent medicines, and to prohibit the sale of those which are adjudged to be dangerous or deleterious. The makers might even be required to file their formulas with the Government under pledge of secrecy. This official pharmacopoeia would afford the public every protection without ruining a legitimate, and in many districts, where doctors and druggists are few and far between, a very necessary business. One of the provisions of Mr. Pratt's bill is that the word "poison" must be placed on the package or bottle of any preparation containing more than six per cent of alcohol, or more than one-twentieth of one per cent of heroin, or any preparation of opium or cocaine. This is so manifestly absurd that it suggests that something besides the public interest has prompted the drafting of the bill. These drugs are remedial agencies in certain quantities and proportions, and are constituents in many medical prescriptions. Let a competent official analysis if necessary, determine what proprietary preparations, if any, are open to objections, but there is no evidence that these preparations, many of which have been universally used for years, have been a menace to public health, and such as to invite the destruction of the trade, for this would be the effect of the Pratt bill.

The Advertiser assumes no responsibility for the weather probabilities. Lately they have been more than usually erratic.

La Presse professes to know that Sir Wilfrid Laurier was offered a seat in the House of Lords in 1902. Sir Wilfrid, if he received the offer, could have had no hesitation in refusing it. If the time ever comes, which is doubtful, when Canada will be officially represented in the British Parliament, her delegates will have seats in the popular chamber.

It is not honorable of our local contemporary to make it appear that Sir Wilfrid Laurier is lacking in sympathy for the oppressed Russian Jews, because he declined to accept a motion which might embarrass the British Government in its relations with the Russian Government. Sir Wilfrid's position was endorsed by Mr. Borden, a fact which our contemporary conceals. The Premier recently addressed a Jewish meeting in Ottawa, as a citizen of Canada, in which he denounced the atrocities in Russia, and extended his heartfelt sympathy to the Jewish race.

Case of Survival of the Fittest.

[Blackwood's Magazine.]
In Ireland, from time immemorial, candidates for political honors have had to cope not only with Irish brutes,

but with the noble Irish oak in the shape of a shillalah.
When George IV. visited Ireland an election for Galway was pending. The King inquired of a Galway gentleman who came up to Dublin to attend his levee, which candidate would probably be returned.
"The survivor, sir," replied the gentleman.

Dunbar's Poem on Death.

[Paul Lawrence Dunbar.]

Lay me down beneath de willers in de grass,
Whah de branch 'll go a-singlin' as it pass,
An' 'Wen I's a-layin' low,
I kin hyeah it as it go,
Singin' 'Sleep, my honey, tek yo' res' at las'."

Lay me nigh to whah it meks a little pool
An' de watch star's so quiet lak' an' cool,
Whah de little birds in spring
'Ust to come an' drink an' sing,
An' de chillen waded on dey way to school."

Let me settle 'wen my shouldahs draps dey load,
Nigh enough to hyeah de noises in de road,
Fu' I 'ink de las' long rest'
Gwine to soothe my sperrit bes',
Ef I's layin' 'mong de things I's allus knowed."

The Little Tasks.

[Charles Kingsley.]

Let us be content to do little if God sets us at little tasks. It is but pride and self-will which says: "Give me something huge to fight, and I should enjoy that, but why make me sweep the dust?"

Always Attentive.

[Houston Post.]

"Did he ever stop paying attention to that young lady he was going with when I left?"
"Nope, and now he is afraid to do."
"Afraid of breach of promise?"
"No; they're married."

His Case Hopeful.

[Newark News.]

One time a young man went to a Soothsayer and said:
"Sir, I wish to be a Gentleman, but everything seems against me. I am vain and rude. I have no natural refinement or delicacy of feeling and I don't know enough to come in out of the rain. How about it?"
The Soothsayer thought a moment and replied:
"My son, you have everything in your favor: Dollars, please."

Promotion.

[Tit Bits.]

"My dear Jane," said the mistress of a household, "you have served us now faithfully for 25 years. We shall henceforth regard you as a member of our family. You will receive no wages."

The Pagan.

[Rudyard Kipling.]

The day is most fair, the cheery wind
Halloos behind the hill,
Where he bends the wood as seemeth good,
And the sapling to his will!
Riot, O wind, there is that in my blood
That would not have thee still!

She gave me herself, O Earth, O Sky;
Gray sea, she is mine alone;
Let the sullen boulders beat my cry,
And rejoice tho' they be but stone!

Mine! I have won her, O good brown earth
Make merry 'tis hard on spring;
Make merry 'tis hard on spring;
All worship you fields can bring!
Let the hand that tills you feel my mirth
At the early harrow!

Red cloud of the sunset, tell it abroad;
Dominant master and absolute lord
Over the soul of one!

Suffering's Crown of Shame.

[Exchange.]

She—'Tis ever woman's lot to suffer
In silence.
He—Yes, and if they'd only let us
Suffer in the same way, how happy we'd be.

After the Dough.

[Washington Post.]

Montreal now has a flour mill that turns out 5,000 barrels of flour a day, and the standard point to which it is another evidence that our Canadian cousins are after the dough.

A Live Opposition.

[Hamilton Times.]

The Ontario Opposition must be reckoned with. It is a factor that will tend to the betterment of much of the crude work proposed by the Government.

Spelling Reform.

[Toronto Star.]

Andru Karnaggy is said to be willing to finance a movement to inabel every-buddy to spel without lurnin' how.

This is owly wot wun mite ekspekt from de person dat de Ham or iz not gud enuf to hav a place on de shelv ov hiz lybrerary. Menny peopl who never new how to spel wud be glad to see all de rest ov de surd in de same sad pitte. Several scunchurles hav bin spent puttin' Inglish orthograpy on its prezunt basia, and we wud not like to see sow much time throve away. It wud upset a grate deel ov our navied, and know matter how well a man rote, dere wud be no way ov tellin' hwt'er he wuz educated or knot. Even a man spelz as he pleases he knead never spell de same word twice de sain weigh. Wun has only to look at de mess they mald ov it before Chawser gave form to langwidge to understand hwt'er wud have to put up with. Hwt'er it is quite true dat neyther Byron nor Napoleon wuz to steel out de spelling skilful culchur. A fixed spelling wud be necessary. Spelling refarm wud be spelling kayros. Andru may have hize egekashn at hart, but this is a case hwere axlons speke louder than words.

He Can't Square Himself.

[Guelph Mercury.]

Lord Alverstone's tribute to the late Christopher Robinson may dull the written lines of repentment against him, but they won't entirely clean them off the slate. Rightly or wrongly, Lord Alverstone's name will never smell sweet in Canadian nostrils.

OIL-BURNING TURBINE WARSHIPS.

[From the New York Post.]

The English mail brings confirmation of the cabled announcement by the First Lord of the Admiralty that all the new vessels now being planned for the British navy will be fitted with turbine machinery. So far as the question of fuel is concerned, it is also stated that the seventeen new destroyers already authorized either for coast service or for sea-going purposes, will be supplied with oil-burning appliances. Moreover, four of the older battleships—the Caesar, Majestic, Magnificent and the Victorious—are now being transformed into oil-using vessels, while it is rumored that some of the newer line-of-battle vessels may be similarly equipped. It is, therefore, quite within the range of possibility, that we shall see within a few years, a 20,000-ton battleship using only oil fuel and propelled by turbine engines.

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The new 18,000-ton battleship Dreadnought, just launched, is admitted to be the most powerfully armed warship afloat. She embodies the latest naval ideas as modified by the experience of the Russian and Japanese war, and will be propelled by an eight-cylinder turbine engine, driving four propellers on four shafts. On each outer shaft there will be a high-pressure main turbine and a go-astern turbine; each inside shaft will have three turbines—a low-pressure main one, a go-astern one, and finally a small one for use when cruising at a low speed. It is expected that these arrangements and the increased range of steam expansion will make possible an economical coal consumption, even at low speeds, such as 18 and 20 knots, the situation is reversed.

If, therefore, the Dreadnought can show an economy of coal consumption at every speed, the victory is obviously with the turbine, and we may look for the rapid disappearance of the reciprocating engine not only on warships, but on commercial vessels, as well. On the latter, the greater coal economy has already been demonstrated, their needs and requirements being, of course, radically different from those of cruisers and battleships. For instance, in a recent foreign mail steamer to make 18 knots with engines of 7,000 horsepower on 10,800 pounds of coal per hour, two bidders offered to put in turbines which would give the required speed on only 7,740 pounds of coal per hour, a saving of nearly 30 per cent. As we have already pointed out, the United States navy has been very slow to deal with these problems. The radical decisions of the admiralty should influence the Washington authorities.

POEMS THAT LIVE

Henry V to His Soldiers.

[Shakespeare, "Henry V." Act III, Scene II.]

Once more unto the breach, dear friends,
Once more
On close the wall with our English dead!
In peace there's nothing so becomes a man
As modest stillness and humility;
But when the blast of war blows in our ears,
Then imitate the action of the tiger;

Stiffen the sinews, summon up the blood,
Disguise fair nature with hard-favour'd rage;
Then look upon the awful verge of death,
Let it pry through the portage of the head
Like a brass cannon; let the brow o'erwhelm it.
As fearfully as doth a galled rock
Overhang and topple his confounded base,
Now set the teeth and stretch the nostril wide,
Hold hard the breath, and bend every spirit
To the full height! On, you noblest English!

Whose blood is set from fathers of war!
Fathers, that like so many Alexanders,
Have in this cause, from morn till even
Fought!

And sheath'd their swords for lack of argument;
Dishonor not your mothers; now attest
That those whom you call'd fathers did
Be copy now to men of grosser blood,
And teach them how to war. And you,
good yeomen,
Whose limbs were made in England, show us
here

The mettle of your pasture; let us swear
That you are worth your breeding; which I doubt not;
For there is none of you so mean and base
That hath not noble lustre in your eyes.
I see you stand like greyhounds in the slips,
Straining upon the start. The game's afoot!
Follow your spirit; and upon this charge,
Cry—God for Harry! England! and Saint George!

THE ADVERTISER, LONDON, ONTARIO, FRIDAY, MARCH 16, 1906.

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The barley and hops used are the finest that money can secure. It is a prime favorite.

10 MEDALS—12 DIPLOMAS.

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J. H. CHAPMAN & CO

New Lawn Shirtwaists Ladies' Coat News. Three Lines Gray Suitings.

Another shipment of effective \$1.00 styles, others for \$1.50 and \$2.00.

The waist we speak of today at \$1 is really worth \$1.50. Broad Tenterite embroidery and lace insertion down the front, makes them immensely effective; fine pleats besides.

Other Two Waists That are peculiarly refined and pretty.

\$1.50—Lots of fine pleats, forming a design with Valenciennes insertion, combined with embroidery stock collar and deep cuffs.

\$2.00 is the price of a Dainty Lawn Waist, with embroidery and a bewilderment of fine tucks.

Lace Collars Cream Oriental Lace Shoulder Collar, nice for children's coats. Picked up this week from a jobber. A snap at, each, 25c and 50c

Petticoats Black Satin Petticoats, full width, with three and four frills on fluted flounce; nicely made; special value ... 85c

Ladies' Ivory Silk Waists. The kind you can clean with gasoline or soap and water. Very pretty style; \$3.50 value, at ... \$2.75

Bed Spreads. When spring comes you'll want new white spreads. Why not be thrifty and save a quarter by buying now?

Full-Size American Crochet Quilts, weave and pattern resemble real Marseilles; finished ends. Regular value \$1.75; while this case lasts, price ... \$1.50

Embroidered Linen Belts. White Embroidered Linen Belts, washable, finished with gilt buckle. Saturday, special ... 25c

White Plaque Wash Belts, piped with cardinal, black and blue, at ... 15c

New Collar and Cuff Sets, bind and eyelet effects, at set, 25c and ... 50c

White Net Neck Frilling, washable, yard ... 15c

Silk Stock Collars, embroidered in pure white and pastel shades, at ... 50c

Pearl Hat Pins, unbreakable, long pins, at each, 8c and ... 10c

Strong 50c Overall Values. Two crack-a-jack lines of Men's Overalls at Fifty Cents. Black and blue Denim Overalls, without bibs, strongly made. Also blue and black Duck Overalls with bibs, double-stitched, riveted pockets. We sell both lines at, pair, ... 50c

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

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To have even a simple case of indigestion is to have "inside information" of suffering that warns of serious trouble in the future, unless the digestive system is strengthened.

If you cannot eat and digest three good, square meals each day without discomfort, your stomach needs M-O-N-A tablets. They are not a mere temporary relief, but are composed of valuable medicinal agents which strengthen the digestive organs, and cure and prevent stomach troubles.

When there are pains or distress after eating, headaches, belching of gases, a sour taste in the mouth, dizziness, heartburn, specks before the eyes, turned tongue, sleeplessness, nervousness, or backache, the stomach needs the help of M-O-N-A.

Every reader of the city of London should grasp the opportunity offered to try M-O-N-A. Just one little tablet out of a 50-cent box of this remedy before each meal for a few days, and you will soon have a strong stomach and perfect health.

If you cannot obtain M-O-N-A of your druggist, it will be sent by mail, postpaid, on receipt of price. Write us for advice on your case from a leading stomach specialist, which will be sent free. The R. T. Booth Company, Ithaca, N. Y.

Bank of Nova Scotia Incorporated 1822.

Capital Paid Up, \$2,500,000 Reserve Fund, \$4,200,000

Total Resources Dec. 31, 1905, \$33,438,776

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BRANCHES.—This bank has 51 branches in Canada, two in Newfoundland, two in the United States, one in Cuba and two in Jamaica.

DEPOSITS.—In the Savings Department deposits of one dollar and upwards are received, repayable on demand, and interest is compounded twice a year.

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Prof. A. B. Griffith, the noted London analyst, says:—SUCHARD'S COCOA is superior to any other because it is so easily digested and assimilated. As I take it myself, I can conscientiously recommend it to the public generally.

Its flavor was your favor. Insist on having Suchard's.

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