

London Advertiser.

FOUNDED IN 1863.
NOON AND EVENING DAILY.
WESTERN ADVERTISER WEEKLY.
THE LONDON ADVERTISER CO.,
Limited, Publishers,
181-193 Dundas Street, London, Ont.

PHONE NUMBERS:
Business Department.....107
Editorial Rooms.....134 and 135
Job Printing Department.....25

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

SUBSCRIPTION RATES.
Daily, Delivered by Carrier in City.....\$5.00
One year.....\$50.00
Daily, Delivered by Carrier Outside City.....\$5.00
One year.....\$50.00
One month.....\$1.50
Daily, by Mail, Outside City.....\$3.00
One year.....\$30.00

The Advertiser is on sale regularly at the following news stands, where subscriptions may be left:
Buffalo, N. Y.—R. J. Seidenburg, Elliott Square News Stand.
Montreal, Que.—Peter Murphy, Post Office News Stand.
Chicago, Ill.—Chicago Newspaper Agency, 10 Madison Street.
Louisville, Ky.—Kentucky International News Company.

LONDON, WEDNESDAY, APRIL 7.

NOT A RACE ISSUE.

The Ottawa Citizen says:

"For years we have been telling the mother country how much we love it and how loyal we are, but letting it go at that. A period has arrived in the history of the Empire where a foreign power actually has the audacity to attempt to rival, which is tantamount to challenging, Britain's supremacy on the sea. At once there arises an expectancy in Britain, and a curiosity in foreign countries to see what the overseas dominions will do. And the Canadian Parliament once more rises to the occasion with a worthy resolution that means nothing. Even the emergent need of the occasion failed to evoke from either side of the House any tangible proposition. It is the same old story—Quebec."

In the first place Germany is not trying to rival Great Britain as a naval power. In the second place it is not audacity on the part of Germany, having a great and growing maritime commerce, to build a strong navy, especially in view of Great Britain's refusal to allow an enemy's merchant ships to be exempt from seizure in time of war. In the third place, as an insult to Canada itself, respect to say that the resolution unanimously adopted by the Canadian Parliament means nothing. In the fourth place, whatever the attitude of Quebec may be, the attitude of Parliament is approved by the great majority of English-speaking Canadians.

If there were any crisis or emergency facing Great Britain the overwhelming British sentiment of this country would immediately assert itself, and Canada would rush to Britain's aid with money and men. There is no danger calling for such heroic measures—merely a partisan-made scare. Upon that point we prefer the testimony of the British Government to that of newspapers and politicians on this side of the water. The Government is responsible for its assertions and its policy to the people of Great Britain. Its critics are responsible to nobody.

The people of Canada realize that the time has come when they ought to contribute their quota to the naval strength of the Empire, but they intend to do it in their own way. And because they intend to do something new and big and permanent, they wish to start on light lines, and not under the influence of a scare which is utterly unfounded. The ten million dollars which newspapers like the Citizen would throw into the melting pot of the admiralty for a fleet thought would go a long way toward laying the foundation of a Canadian naval service which would act in concert with the British navy. It is poor Canadianism and equally poor imperialism to try to make a race issue of this question, and set province against province.

BRITISH BLOOD IN THE UNITED STATES.

An interesting volume issued by the Government at Washington makes an analytical comparison between the first census of the United States in 1790, and the latest census, that of 1900.

The white population during the 110 intervening years increased over 2,000 per cent, or from 3,172,444 to 68,899,136. The negro population during the same period increased from 757,378 to 8,835,994, or 1,067 per cent. The negroes in 1790 formed 19.3 per cent of the total population. The negro proportion at the last census had declined to 11.6 per cent. Between the first and latest censuses the whole population increased nineteenfold.

In the century, 1800 to 1900, the population of Europe, exclusive of Russia and Turkey, for which figures are not obtainable, scarcely doubled itself, while that of the United States increased fifteenfold. Partial explanation of this is, of course, found in the immense volume of emigration from Europe to the United States during the hundred years. The compiler of the volume, however, finds that the descendants of the persons enumerated in the first census numbered approximately 35,000,000 in 1900, showing a natural increase during the century of 68 per cent, or over six times the European growth. It is estimated that the present white population is made up of 35,000,000 people descended from the persons enumerated in 1790, and 31,000,000 of immigrants or their descendants.

An interesting feature of the volume is that dealing with the remarkable fecundity of the British peoples. The United Kingdom began the eighteenth century with but 6,000,000 souls, and during the next hundred years she peopled the American colonies and increased her own population to six-

teen million. During the nineteenth century Britain sent millions more of people to America, established populous colonies throughout the world, and increased her own population to 41,000,000, while the United States 1790 population, over 90 per cent of which was of British stock, increased to 35,000,000, showing an increase in the two centuries of from about 6,000,000 to 80,000,000. This remarkable achievement by the British people, the writer says, is without a parallel in history.

The record is one which will certainly not be repeated during this century, for the birth-rate is steadily decreasing. In 1790 the average size of families in the United States was 5.8 persons; in 1900, the average for the area enumerated in 1790 was 4.6. Had the 1790 average been maintained in 1900 the republic would in the latter year have had a population of 20,000,000 more than it had. The birth-rate is lowest among the native British stock, and it is estimated that among this class the ratio of adults to children under 16 is 1.8, which is higher than the rate in any European country, excepting France.

In 1790 the New England States were practically solidly British, the proportion being more than 99 per cent; and of these an overwhelming majority were English. Now the native British stock has almost disappeared from New England, and is widely distributed. The south is the only part of the country in which the stock of 1790 has perpetuated itself in its purity, and it is estimated that nine-tenths of the white people of the Southern States are of unalloyed British descent, the percentage of English alone in each of the states running from 80 to 85 per cent.

SOMETHING UNIQUE.

The sitting of the Ontario Legislature yesterday was unique. A party leader and his followers voted solidly against a railway bonus. The revolt of the Conservative members for East and West Kent, who voted against the Government, made the incident more impressive.

The grant of 4,000 acres a mile to the Canadian Northern Railway for a line from Port Arthur to Sudbury, or nearly 3,000,000 acres of Ontario's clay belt, was opposed on the ground that it was not primarily a colonization road, but a link between the eastern and western sections of the Canadian Northern, which would be built if no public aid were forthcoming. A local road built to open up unsettled but productive portions of the country would be on a different footing. There is something to be said in favor of public assistance for such undertakings, but there are weighty objections to the alienation of great tracts of public lands to railway corporations under any circumstances. The policy of land grants has been too freely pursued in the past, and has laid a heavy burden upon western development.

The Canadian Northern Railway Company has, of course, accepted the Government's land offer, and Mr. Mackenzie announces that work on the line has already begun at the Sudbury end. The suggestion that the company would refuse the conditions laid down by the Government was obviously a mere pretence. Mr. Whitney and Mr. Mackenzie understand each other pretty well, as was evidenced in the curious Canadian Northern guarantee last session.

March has repented his meek exit, and has returned today to give us a taste of his lionlike qualities.

The British Tories are trying to oust the Liberals by waving the old flag. It is an old game in Canada, too.

The Standard Oil Company pleads for immunity from attack because it has advertised the United States abroad. Samuel Johnson's aphorism about patriotism seems to fit the case exactly.

Mr. Whitney vowed less than a year ago that no more land would be given to railways. Yesterday he handed over 3,000,000 acres to the Canadian Northern. This confirms Mr. William Mackenzie's reputation as a genius.

Twice within a year have a number of London school children been injured and the lives of many of them endangered by defects in school buildings. There should be a rigid inspection of every school in the city without delay.

Mr. Hugh Clark, M. P. of Kin-cardine lined up behind the Government yesterday on the Canadian Northern deal. Hugh's denunciation of railway bonuses last session was evidently one of his famous jokes.

A clergyman at Dundas varied his Sunday sermon by pleading for the Canadian donation of a Dreadnought to the British navy. There are some subjects which the pulpit may with advantage to itself leave to the politicians.

Germany knows that the whole resources of the British Empire would be spent if necessary to keep the British navy superior to any other. When the German chancellor and German naval secretary declare that Germany has no intention of trying to rival Britain's sea power, they are telling the truth and bowing to the inevitable.

The services of the late parks commissioner were not to be measured by the niggardly allowance for park purposes. He made the money go a long way and in a judicious and consistent way to the work of embellishing the city. Those who say that anything in the nature of a parks policy should be abandoned and the salary of a parks

commissioner saved, are not taking a hopeful view of the future. London's reputation as a beautiful city should be maintained, and may be easily lost.

THE DOCTOR'S DOSE.

[Toronto News.]
Some years ago a member of the Canadian House of Commons was speaking with his attention fixed on his manuscript. A Conservative rose to complain that the member was reading his speech. Interrogated by the Speaker, the member confessed that he had "copious notes." He was, however, allowed to proceed. Not long afterwards a Conservative member was reading his speech, and the late Dr. Landarkin stood up, and, addressing the Speaker, said, "I rise to a point of order." "You mean," said the Speaker, breaking in, "that the honorable gentleman is reading his speech?" "No," said Dr. Landarkin, "my objection is that he is reading it so badly."

GOOD TIMES COMING.

[Hamilton Herald.]
The approach of good times is heralded by signs not less unmistakable than are the signs of springtime. With the passing of winter the clouds of depression are rolling away. The coming Eastertide will be a more joyful and hopeful one than the Eastertide of last year.

A GRAFEFUL WHISTLER.

[M. A. P.]
A patronizing young lord was seated opposite the late J. M. MacKay at a dinner one evening. During a lull in the conversation he adjusted his monocle and leaned forward toward the artist. "And now, y' know, Mr. Whistler," he drawled, "I passed your house this morning." "Thank you," said Whistler. "Thank you very much."

REMEMBERING ALL.

[London Standard.]
An earnest young preacher in a remote country village concluded a long and comprehensive sermon by saying: "And now let us pray for those who are dwelling in the uninhabited portions of the earth."

A BELLOCQUE EDITOR.

[Grimby Independent.]
I don't believe in fighting with my neighbor, but if I have a neighbor that is always looking for trouble the sooner I lick him the sooner he will be able to live at peace with him. If Germany wants it, she should get it, and get it quick and get it hard. She will be contented for the next fifty years to sit down at home and make cheap toys for Santa Claus to distribute over the rest of the world.

A DELICATE HINT.

[Success Magazine.]
Sandy and his lass had been sitting together about half an hour in silence. "Maggie, I don't think I can live here on the Sabbath night," said Sandy. "Ay, Sandy, I dare say ye were." "An' wasn't I here on Monday night?" "Ay, ye were." "An' I was here on Tuesday night, an' Wednesday night, and Thursday night, and Friday night, and Saturday night, and Sunday night." "Ay, ye were." "An' this is Saturday night, an' I'm here again?" "Ay, ye were." "What for then? I'm sure ye're very welcome."

THE AFFINITY BUSINESS.

[Harrisburg Telegraph.]
The day of the "affinity" has not come. Marriage remains a bond between men and women, not between the shrines of home and family is not endangered by the example of a morbid "artist" who doesn't even know that true art is the expression only of a pure mind.

THE MEN OF THE NORTHERN ZONE.

[Toronto Star.]
Note—Several newspapers in Ontario have of late spoken in high terms of this poem by the Khan as the best Canadian national hymn yet written, a number of readers have asked The Star to reprint it. Fine and stirring as it is, it has this defect as a national hymn, that it is pointedly directed against a neighboring nation, and it was written at a time when there was talk of Canada's absorption by her powerful neighbor.

I.
Oh, we are men of the Northern Zone;
Shall a bit be placed in our mouth?
If ever a Northernman lost his throne,
Did the conqueror come from the south?

Nay, nay, and the answer blunt,
In chorus southward sent,
Since when has a Southern's conquering steel
Hewed out in the north a throne?

Since when has a Southern placed his
On the men of the Northern Zone?

II.
Our hearts are as free as the rivers that flow
In the seas where the north star shines;
Our lives are as free as the breezes that blow
Through the crests of our native pines.

We never will bend the knee;
We'll always and aye be free;
For liberty reigns in the land of the seal.
Our brothers are round her throne;

A Southerner never shall place his heel
On the men of the Northern Zone.

III.
Oh, shall we shatter our ancient name,
And lower the standard of our race?
And leave a heritage dark with shame
To the infant upon the breast?

Nay, nay, and the answer blunt,
With a chorus in the land of the seal,
Ye claim to be free, and so we are;
Let your fellow-free men alone;

For a Southerner never shall place his heel
On the men of the Northern Zone.

IV.
Shall the mothers that bore us bow the head
And blush for degenerate sons?
Are the patriot fires gone out and dead?
Oh, brothers, stand to your guns!

Let the flag be nailed to the mast,
Defying the coming blast;
For Canada's sons are true as steel,
Their mettle is muscle and bone—

The Southerner never shall place his heel
On the men of the Northern Zone.

V.
Oh, we are men of the Northern Zone,
And the maples their banners toss,
The Great Bear rides in state alone
Afar from the Southern Cross.

Our people shall aye be free;
They never shall bend the knee.
For this is the land of the true and the real,
Where freedom is bred in the bone.

The Southerner never shall place his heel
On the men of the Northern Zone.

VI.
Wealthy Parvenu to fashionable port
Traitor Parvenu! don't mind paying a stiff
Price for this money's no object to me,
But I must have it tip-top. Look here,
Paint a receipt in my hand coming right
Across the plebs, with your name over
A penny stamp, and the figures very clear
That's a'ver, you an' your wot it's cost me!

CAN. NORTHERN'S
SPLENDID BARGAIN

Whitney's Gigantic Land Grant
Equivalent to \$52,000
Per Mile.

HOUSE DIVIDES ON BILL

Several Conservative Members Register Their Votes Against the Measure.

[Special to The Advertiser.]

Toronto, April 7.—The first formal division of the session took place in the Legislature yesterday, the point at issue being the bill giving a land grant of 4,000 acres per mile to the Canadian Northern Railway for a 500-mile extension from Selkirk, near Sudbury, to Lord William. The debate which preceded the division, occupied practically all of the afternoon session and extended far into the evening sitting.

Premier Whitney claimed that the bargain was a good one for the province, and compared it with the plan of the Grand Trunk Pacific construction, much to the disadvantage of the latter. Hon. Mr. MacKay retorted that the G. T. P. had nothing to do with the question. The debate, which preceded the division, occupied practically all of the afternoon session and extended far into the evening sitting.

Hon. Mr. Hanna announced a couple of minor changes in the liquor license bill. Where the fee is over \$1,000, it may be paid quarterly. Brewers are not allowed to canvass for orders in local option districts or in municipalities under 4,000 population.

SUNDAY CAR.

Sir James Whitney informed the House that he had a few changes in his bill to amend the railway act, respecting Sunday cars. An addition provides that if a vote is intended to be taken in any railway, the Joint Council must so decide before the first of the preceding December. Provision is also made that no employee shall work on two consecutive Sundays. Mr. MacKay asked if any provision was made to let the people decide on the Sunday car question. Sir James said the provision was made, but the people should decide. Those in favor of and those opposed to Sunday cars had both approved of the bill.

CANADIAN NORTHERN BILL.

Sir James Whitney, in moving the second reading of the bill respecting aid to the Canadian Northern Ontario Railway, covered much of the same ground which he had gone over when he introduced the bill. He stated that the Government's proposal to give 4,000 acres per mile for the 500 miles from Selkirk to Lord William. The history of the Canadian Northern Railway, from its inception to the present, was a long and arduous one. The Government would dictate when and at what price every acre should be sold. Moreover, an order-in-council was issued, which was issued by the Government, could not be subsequently varied, although the company had urged that this be provided for. The Government had given a hard bargain with the company and should now be prepared to give the company all it was entitled to.

Sir James pointed out that as the Dominion Government controlled immigration, most of the new immigrants went to the west. Every immigrant brought her increased the Dominion revenue, and Ontario's expenditure. Ontario had the great yield of 16,000,000 acres, which at present was not worth a dollar. It was the duty of the Government to provide a place not only for European immigrants, but for settlers from Old Ontario.

The Canadian Northern had asked the Government to give it a cash subsidy, and a land grant, and to guarantee its bonds. The Government had refused these requests, much to the company's disappointment. Then the Government told the company that if it would put the line through in a certain time it would give a land grant. This was a reversal of the ordinary policy of the Government, which was laying down terms to the company, not the company to the Government.

The proposal should not be looked upon in the same light as the ordinary aid to a speculative railway enterprise. It was a method which any set of reasonable men would adopt in order to open the clay belt and develop the province's resources. The Government felt justified in giving the railway a land grant, and in giving the whole of it valuable. From that point of view, the Government was not wrong.

After reciting the usual well-known arguments against the G. T. P., Sir James said there was no comparison between the two propositions. The Government could have taken \$25,000,000 to build the railway itself, but it would be unwise to do so when the building of the line could be secured without spending a dollar of the province's money.

The Government was proud of the opportunity of showing once more its business capacity by this transaction. The Government was proud also to take a manly stand in spite of opposition, for as time passed the wisdom of the course chosen would be recognized more and more.

Hon. Mr. MacKay.

Hon. Mr. MacKay, in opening his reply, said that he failed to see what bearing the G. T. P. had upon the bill in hand. The cases were by no means parallel. He proposed that the G. T. P. be a connecting link which the company would build in any event whether the Government would help it or not. The line was not what it was now, but what it would be worth when the railway was built. It would be a warning that care should be exercised.

An Enormous Grant.

In spite of this experience, the Government recommended this enormous grant. It was proposed to give to the railway promoters 2,000,000 acres of the clay belt in Ontario. There was no doubt in the world that the land in the great clay belt was remarkably fertile, and was very valuable. Yet the Government thought nothing of giving away land, equal to one-sixth

reserved the white pine and the minerals, but it was shown by Government reports that there was neither white pine nor minerals on the land in question, so that this provision meant nothing. Control of sales of land would also mean little if a regulation once made could not be changed, no matter what the circumstances. Mr. MacKay took exception to Sir James Whitney's map, which showed the proposed route of the line, and claimed that a correct map would show that not more than 100 miles of line would run through and open up the clay belt. Mr. MacKay estimated that the jackpine and other timber on the land would be worth \$5 per acre, while the land itself would be worth \$5 more. This represented a gift of \$52,000 per mile to the company. Few persons realized the extent of the proposed land grant. Two million acres meant a tract as large as the counties of Glengarry, Stormont, Dundas, Grenville, Carleton, Prescott and Russell, in Eastern Ontario, or as large as Durham, Ontario, York, Peel and Halton counties, the centre, or as large as Huron, Perth, Oxford and Norfolk in Western Ontario. There was no doubt that the land would pay, so Mr. MacKay considered that a guarantee of bonds would have been the better course.

Mr. MacKay then quoted the Premier's previous declaration that no more land grants would ever be given. Mr. MacKay said that the bill was distinctly wrong in principle. He then moved the six months' hoist for the bill.

Mr. Sam Clarke (Northumberland), who spoke next for the Opposition, said the question was too large for the Opposition to swallow in its present shape. The land might be of no value. "At the timber was of great value, and some report should have been secured upon it. The land in the clay belt was as good as any in the Northwest. The Canadian Northern Government, and was getting its grip on the Saskatchewan and Alberta Governments. Instead of aiding the C. N. O., said Mr. Clarke, the Government should extend its own line. Mr. Clarke claimed that the G. T. P. was opening up more of the clay belt than would the proposed C. N. O. line.

The Premier immediately contradicted this statement, but Mr. Clarke claimed it was borne out by the map. Mr. Clarke said he used to think the Premier was a big man, but now he feared otherwise. God help the Premier when he fell into the hands of Mackenzie's hands. That shrewd financier had done the best stroke of business in his life. Instead of the Government helping the railways, the railways should be paying money to the Province.

Mr. Gurney (Manitoulin), as a New Ontario member, said that the bargain was one of the best ever made between a government and a railway company. It was amusing to see the difference in a party when it changed from one side of the House to the other. Mr. Gurney remembered when the Liberals in the House voted blithely for a land grant of 6,000 acres per mile, and a cash subsidy of \$24,000 per mile, for the Grand Trunk Pacific. It needed a strong imagination to value the C. N. O. land at \$52,000 per mile, for it could be purchased at 50 cents an acre. But if the land was worth \$52,000 per mile, then what a rich domain the Government would have in the remaining 14,000,000 acres. The Ross Government had given away millions of acres and received nothing in return. The present Government had proved its anxiety to do something for New Ontario. The people up there wanted a government which would act in their interests. Instead of lagging behind, it was wise for the Government to secure the building of another line that would build its own line. The Province was taking no chances, except the chance of becoming enormously wealthy as a result of opening up the clay belt. Mr. MacKay might be voicing old Ontario's opinion, but so long as he continued on his present course, thirteen New Ontario constituencies would continue to send thirteen Conservatives to the Legislature.

Mr. Proudfoot (Liberal, Centre Huron) declared himself opposed to all land grants. The former Government had been just as anxious to open up New Ontario as the present one. The Government should be more progressive regarding immigration in New Ontario. The Opposition was anxious to see the clay belt built, but not on the terms provided. The Premier's attack on the G. T. P. had been merely a herring drawn across the trail.

Mr. Hoyle (North Ontario) said the question under discussion was purely one of colonization. Mr. Hoyle recalled the occasion when Mr. Clarke (Northumberland) had unhesitatingly voted for a bigger land grant and a cash subsidy for the Algoma Central. After the bill had been passed, Mr. Hoyle had been referring only to railways in older Ontario, which should properly be built without public aid.

Mr. McEwing (West Wellington) declared himself opposed to all land grants and bonuses.

Mr. MacKay (Kenora) warmly supported the bill.

On resuming after dinner, Mr. MacKay (Stormont) opposed the bill on the ground that there was not sufficient data to allow the House to consider it intelligently. The railway would be built whether the grant was made or not.

Mr. Johnson (Hastings) said the building of the road would open a vast territory and attract thousands of settlers. Old Ontario would never have been developed if it had not been for railway grants.

Mr. Stock (Perth) asked why the settler was not given the pulpwood. Sir James Whitney—The honorable gentleman should listen. The bill gives exactly what he says it should give.

Mr. MacKay—It doesn't.

A Strong Protest.

Mr. J. C. Elliott, the Liberal member for West Middlesex, made a strong speech against the grant of 2,000,000 acres of land to the Canadian Northern Railway. He scored the Government's policy, and condemned it from its own statements.

Mr. Elliott regretted that the Government had taken the action they had. The proposed line was but a connecting link between the eastern and western sections of the Canadian Northern, and most of necessity be built. It could not be any stretch of the imagination be called a colonization road, and not being a colonization road was not entitled to the consideration given to a pioneering project. He was utterly opposed to land grants in any form. The experience of the people of Canada along this line was not pleasant, and it was a warning that care should be exercised.

Mr. Elliott declared, was not fair, nor was it just.

He was given an ovation on taking his seat.

Mr. Studholme (Labor) moved in amendment to Mr. MacKay's six months' hoist of the Canadian Northern bill, that the Province extend its own railway through the clay belt. This was declared out of order.

The bill carried 73 to 21. Messrs. Studholme (Labor), Sulman (Conservative, E. Kent), and Bowyer (Conservative, E. Kent), voting with the Opposition. Mr. McDougall (Ottawa) was absent.

The libel law bill was changed in committee to make production of a copy of the newspaper prima facie evidence of publication. The name of the responsible publisher must be printed either on the front page or on the editorial page.

DUKE BALLOONING.

Dieppe, France, April 7.—A balloon with the Grand Duke of Tuscany aboard land-



The Result of "Green" Shoes

Say, Bill, ever have feet that feel that way? As big as a church, and as sore as they make 'em? Been up against the "green" shoe proposition if you have. Been up against the shoe made from soft, pulpy, unseasoned leather. Made by inexperienced operatives who simply understood they had to make so many so-called shoes a day, or else something would drop.

You've been up against the shoe that was meant to hold its shape merely long enough to "sell" you, Bill—Which went wrong after the first day's wear, and commenced to hurt your feet like sixty.

The Hartt Shoe

Now, don't get pessimistic just because that pair of shoes were "green" shoes, Bill.

All shoes are not "green" shoes, some shoes are right shoes. Hartt Shoes are "seasoned" shoes, made first of prime seasoned, tough, close fibred, pliable leather; second, by the most expert and seasoned shoemakers in Canada.

Shape is built in each Hartt Shoe from the start to the finished shoe.

Every process, every stitch, every peg is put in to insure shape—not for a day or a week—but for a year.

That's why Hartt Shoes are dependable shoes; that's why when they fit to your satisfaction at the try on you can rest assured they'll fit to your satisfaction a year hence.

If you want shoes that make your feet feel fine—that make you feel fine all over—not grouchy and grumpy—wear the Hartt Shoe—

And enjoy life like the hundreds of thousands who already wear this famous shoe.

"CANADA'S BEST SHOEMAKERS"

THE HARTT BOOT AND SHOE CO. LIMITED, FREDERICTON, N.B.

FOR 4 DAYS ONLY

SAVE ONE HUNDRED DOLLARS

During one of these days. Dollars will count double from \$1 to \$100 for the piano buyer.

\$10.00 cash gets you a receipt for \$20.00

25.00 cash gets you a receipt for 50.00

50.00 cash gets you a receipt for 100.00

100.00 cash gets you a receipt for 200.00

It is only possible for us to make this amazing offer to you through our being the manufacturers, and we are saving you the middleman's profit. IS THIS CLEAR TO YOU? If not quite so as yet, call and see our Pianos and prices and you will readily realize the truthfulness of this great offer.

PRICES RANGE FROM \$300.00 TO \$1,000.00

We will only sell what Pianos we now have in stock on this offer.

Send for catalogues, prices and terms if desired.

WILLIAMS PIANO CO., Limited
261 DUNDAS ST. H. P. BULL, Mgr.

of Switzerland, one-fourth of Belgium, and one-half the size of Wales.

Wrong in Principle.
"The principle of giving away land, especially farm land to a railway is wrong, and cannot be justified," said Mr. Elliott.

Continuing, he read extracts from a speech made by Sir James Whitney on the grant of 1,480,000 acres of land to the Algoma Central. Sir James had then called that transaction the greatest steal in the history of Canada; in fact, he thought the greatest in the history of the world. A principle had been given to the railroad, he stated. But the Algoma Central was a colonization road in return for the land certain conditions were imposed upon the company. They must bring in 1,000 settlers a year, and other conditions were brought to bear upon the company