

London Advertiser.

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LONDON, WEDNESDAY, JAN. 16.

THE KINGSTON CALAMITY.

The year 1906 saw the partial de-
struction of the cities of San Francisco
and Valparaiso by earthquake, and the
devastation of several cities and towns
and a wide tract of fertile country, by
the eruption of Vesuvius. The present
year has opened ominously with an-
other of those appalling catastrophes,
in which nature appears to strike with
blind rage at man and his handwork.
The West Indies have been scourged
beyond other divisions of the earth's
surface. Volcanic in their origin, they
are lids of granite and limestone over
the elemental fires. They are the habi-
tat of the hurricane, and its sport and
prey. A few years ago it spread havoc
over the plantations of Jamaica, and
the sugar and fruit growers were only
saved from total ruin by the charity
of the Imperial Government.

In 1692 an earthquake caused the
town of Port Royal to slip into the
sea, a disaster which led to the found-
ing of Kingston. During the eighteenth
and nineteenth centuries the island was
visited by several seismic and volcanic
disturbances. The most frightful cala-
mity in the Antilles occurred in 1903
on the French island of Martinique,
when the eruption of Mont Pelée buried
the city of St. Pierre, with its 30,000
people, only one of whom, a negro in
prison, escaped alive. Advances from
Jamaica are meager, and the first re-
ports may prove to be overdrawn, but
there is little doubt that thousands of
people have been thrown into great dis-
tress. They are British subjects, and
their misfortune will appeal to the
sympathies of the race.

JUSTICE TO THE GOVERNMENT ROAD.

For some reason best known to
themselves various Conservative jour-
nals have, recently making a
"deal-set" on the Intercolonial Railway,
the only system of railway lines owned
by the taxpayers of the Dominion. Even
journals which ordinarily profess to be
in favor of nationalizing all the rail-
ways have been railing at the Inter-
colonial and making it out to be a
"horrible example" of Government own-
ership. The Halifax Chronicle asserts
that it is "a sinkhole of public money,"
that it is "scandalously and criminally
managed," and so forth, and supports
these charges by a comparison of the
earnings and expenses of the Intercol-
onial and the Government railways of
Australia. But it surely is neither
fair nor honest to take the returns of
the Intercolonial traffic and expenses
from the report of 1904, before the
signal reforms devised by Hon. M. Em-
merson had been put into force.

It is also beside the question and
utterly fallacious to make any com-
parison between the Intercolonial and
the railways of Australia or of any
other country, that does not take rates
and fares into account. It has to be
borne in mind that the Intercolonial
is one of the many railways seeking traf-
fic on the American continent—that it
has to compete for business with lines
managed by the very shrewdest of
railway managers. If Canada were an
island like Australia, if its Govern-
ment lines enjoyed a complete monop-
oly of the traffic, if the officials could
charge just as high rates as they chose,
would it not be child's play to make a
good financial showing? Even on a
railway handicapped like the Intercol-
onial by a roundabout route to meet
imperial military views, there would be
no difficulty in making a favorable bal-
ance sheet if the rates for freight could
be hoisted to the level of the Australian
systems. Our authority is that the
good Conservative journal, the Montreal
Gazette, which points out that the aver-
age freight rate per ton mile on the
Australian Government-owned and
commission-controlled railways is 2.28
cents, whereas the average freight rate
on all the Canadian railways is 0.80
cents, and the Intercolonial rates are
considerably lower than this average.
Thus if Canadian patrons of the Inter-
colonial had been taxed to the same
extent as the Australian shippers, the
earnings of the Intercolonial from
freight last year would have been over
\$15,000,000, instead of a little more than
\$5,000,000, and the surplus would have
been \$10,000,000, instead of \$61,915.

All that is needed to rival Australia's
record is to completely isolate Canada
from the rest of the continent, forbid
all competing railways to carry freight
out of or into Canada, and then hoist
the freight charges on the Canadian
public to about three times those now
charged on the Intercolonial and lines
competing with it. Until the carpers

against the Government railway are
prepared to do this, it is idle to point
to Australian methods of running Gov-
ernment railways as something to be
emulated by us, and to found on the
comparison an attack on the hard-
working servants of the people and the
minister who is at the head of the De-
partment of Railways.

MISREPRESENTATION.

The Ottawa correspondent of the
Montreal Herald writes to his paper:
"The unexampled situation in re-
gard to Mr. Hyman's double resi-
dence continues. Sir Wilfrid has
again based a claim for the in-
dulgence of the House upon positive
advice from those attending Mr.
Hyman in California, that his health
is shattered, that his condition is very
serious, and that the whole matter
has been deliberately and advisedly
kept from him. It is an amazing situ-
ation, for those who remember what
manner of man Mr. Hyman was a
year ago, and it must be said of the
Opposition that they have so far
treated the incident with a sympa-
thetic reticence that is much to their
credit. Mr. Hyman was one of the
House of Commons' favorites, and the
House knows very well he is too man-
ly a man to be suspected of subter-
fuge in circumstances like the present."

The London Free Press publishes this
paragraph, carefully omitting the last
sentence, under the heading, "Mr.
Fisher's Paper Attacks Mr. Hyman."

Hon. Mr. Fisher has no connection
with the Montreal Herald. He informed
Parliament some years ago that he
parted with every dollar of his inter-
est in that newspaper when he entered
the Government. Yet the Free Press
chooses to attribute the Herald's para-
graph to Mr. Fisher himself, although
the correspondence in which it appears
is signed by the Herald's representa-
tive at the capital, Mr. J. C. Walsh.
There is nothing in the Herald's para-
graph remotely reflecting upon Mr.
Hyman. His condition may well amaze
those who remember "what manner of
man" he was a year ago, but those who
saw him just prior to his departure for
the south do not share the surprise.
It is difficult to acquit the London
Free Press of sharp practice in mutilat-
ing the Herald's paragraph, and then
describing it as an attack upon Mr.
Hyman—and by one of his colleagues,
too!

The present Conservative Govern-
ment in British Columbia has held of-
fice for months only by the support of
the Socialists. Politics makes strange
bedfellows.

It is reassuring to hear from Re-
gina that Hon. Walter Scott, Premier of
Saskatchewan, has so far pro-
gressed towards convalescence that
he will be able to go south for a
change of scene and to recruit his
energies. His thousands of friends in
Ontario will wish that Premier Scott
may return entirely restored to health
and none will be better pleased to hear
of such a result from his trip than Mr.
Scott's "ain folk" in his native county
of Middlesex.

The grand jury of the Wentworth as-
sises, held at Hamilton last week, cal-
led attention to a state of things which
ought to make that rich county ashamed
of itself. The jurors found locked
up in jail cells a number of old people
whose only crime was that they were
too old to work to pay for their board.
In this age such treatment of the
poor and needy should not be tolerated.
The people of Wentworth County should
be made to provide a house of refuge
or industrial home for such cases.

The late George Wrigley, who died in
Winnipeg Monday, was known to a host
of people in Western Ontario. He was
an able and vigorous journalist in his
prime, and did a great deal toward en-
larging the Patrons of Industry move-
ment which broke up party lines in On-
tario a dozen years ago. Later he was
identified with the Socialists. He was
a man of convictions, and of genuine
goodness of heart. He had his ups and
downs, but was always courageous and
cheerful. Thousands will hold him in
kindly remembrance.

The Water Commissioners have de-
cided to engage an expert engineer at
once to report upon the Komoka
scheme and the whole question of the
water supply. The commissioners' plan
will find greater favor with the rate-
payers if it has the sanction and ap-
proval of an independent engineering
authority of the first rank. This step
should have been taken before the
submission of the bylaw, but probably
no inconvenience will be caused this
summer which would have been ob-
viated by its adoption last week. There
may be some discomfort during the
coming summer if the commissioners do
not in the meanwhile find a tempo-
rary supply of water to eke out the
present resources, but the public may
be assured that the problem is now
in a fair way to a permanent solution
before another year has passed.

THE NEW SENATOR.

[Hamilton Times.]

Neither by age nor by defect of any kind
can many of the virile men who are taking
their places in the Red Chamber be classed
as worn out. Some of them are not in
the first flush of manhood, it is true. Hon.
Mr. Ross is one of them, but not even his
worst enemy will say that his mind has
lost its brilliancy, or that the greatest equip-
ment gathered in a busy lifetime devoted
to the service of his country will not prove

to be of vast value to duties before him
in the Senate. Ross will be the peer of
any member in the chamber, and will lead
importance and dignity to it. Long may
he grace it.

A CURIOUS AD.

[Saturday Night.]

A correspondent sends in as a sample of
curious advertising the following from the
Halleyburyan, of Halleybury, Ont.:
"SITUATION WANTED—YOUNG WIDOW
wishes situation as respectable house-
keeper and also very good cook, apply at
once to P. O. Box 112, Halleybury, Ont."

MORTALITY STATISTICS.

[Boston Traveler.]

In the United States there were more
suicides than homicides in 1906—10,125 to
9,550. Lynchings claimed 69 deaths, auto-
mobile accidents killed 209 outright, while
483 persons met death by falling buildings.
More hunters were killed by their friends
shooting at them by mistake than met
their death at the hands of Judge Lynch.

COLD.

[Chicago News.]

The melancholy days have come.
As they have come of old,
When every blessed man you meet
Has a sure cure for your cold.

CHEAP RIDING IN MOTOR CABS.

[Springfield (Mass.) Republican.]

Motor cabs are taking a large hold in
London, where a single company has con-
tracted for 500 of the vehicles, which will
be equipped with taximeters, the fare
starting at 15 cents for the first mile,
whether one or five passengers are carried,
and rising to 32 cents for three miles, and
21 cents a mile outside of the four-mile
radius having Charing Cross for a center.
The charge by the hour will be 97 cents.

THE TORONTO METHOD.

[Toronto News.]

Mayor Judd believes there are 50,000 peo-
ple in London, Ont. He will take a census
on the day the Old Boys come home.

TAIL-TWISTING OUT OF FAVOR.

[Chicago Record-Herald.]

In this country there was some revival
of the old bitterness during the Boer war,
but it would seem that diatribes against
England are not so common now as they
so highly valued as they once were. Ap-
parently the old animosity is dying out,
and, of course, there is, as there always
has been, a strong bond between the two
countries because of a common language
and literature and the similarity of laws
and institutions.

GOOD REASON.

[New York Sun.]

Stella—She puts all her money on her
back.
Bella—Well, that is where comments are
made on one, anyway.

RICHES OF COBALT.

[Toronto Star.]

And, as Mr. Cochrane points out, Cobalt
is not only rich in silver, but in the land-
scape just naturally bristles with Chris-
mas trees.

MAY GET JUSTICE NOW.

[Hamilton Times.]

No Canadian public man has had to
endure such persecutions for duty sake as
Hon. G. W. Ross. Partisan ingenuity ex-
hausted itself in striving to picture him
as a monster of iniquity. Now that he
has withdrawn from Provincial politics
life, his defenders may begin to admit that
he has a few good points.

**SPEND BILLIONS,
SAYS JIM HILL.**

Points Out the Only Way to Re-
lieve the Traffic Situ-
ation.

St. Paul, Jan. 15.—Governor John A.
Johnson today received a letter from
James J. Hill, president of the Great
Northern Railroad Company, declaring
that it would require a permanent in-
vestment of \$1,100,000,000 a year for
five years, to provide the railroads of
the country with a free traffic block-
ade. During recent years the volume
of business has increased, and is in-
creasing with extraordinary rapidity,
while the necessary additional track-
ing and terminals have not been equal
to the demands upon them. The result-
ing situation is a freight blockade of
enormous dimensions, especially at all
terminal points. How to remedy this
is a problem, financial, mechanical and
physical. No time should be lost in
applying such measures of remedy as
may be possible, and the first step to-
ward this is to reach a proper under-
standing of actually existing condi-
tions.

Mr. Hill then quotes from official
figures of the interstate commerce
commission, showing that while the
mileage of railroads has only in-
creased 21 per cent in the ten years
between 1895 and 1905 and locomotives
and cars from 23 to 35 per cent, pas-
senger mileage has increased 95 per
cent, and freight ton mileage 118 per
cent. He continues:
"These figures show the cause of delay
in the national traffic movement,
which threatens to bring industry to a
standstill. The railroads have endeav-
ored to meet it. Equipment is being
increased as rapidly as capital and labor
can do it. There are and will be cars
enough to carry.
The limit of service of a common
carrier has been reached when it has
moving at all times over its system
as many cars as can be run on its
tracks with safety, and transferred and
dispatched from its terminals and junc-
tion points without unreasonable de-
lay. Beyond that point, increase of
business cannot be handled by increas-
ing cars and engines.
"The best judgment of many con-
servative railroad men in the country
is that an immediate addition of not
less than five per cent per annum to the
railroad trackage of the country, for
say, five years should be made to re-
lieve the situation and put an end to
unreasonable delays in the transaction
of business."

**CURE
SICK
HEAD
ACHE**

Headache, yet Carter's Little Liver Pills are
equally valuable in Constipation, curing and pre-
venting this annoying complaint, while they also
correct all disorders of the stomach, stimulate the
liver and regulate the bowels. Even if they only
cure
Headache, yet Carter's Little Liver Pills are
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liver and regulate the bowels. Even if they only
cure

ache they would be almost priceless to those who
suffer from this distressing complaint, but for-
tunately their goodness does not stop there, and those
who once try them will find these little pills valua-
ble in so many ways that they will not be will-
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J. H. CHAPMAN & CO
Our Anniversary Sale**Is In Everybody's Mind**

The capital bargains of this sale are making everybody talk and come in
crowds. It's too good a chance to be neglected. Read tomorrow's price offerings.

Anniversary Sale of Newest Dress Goods

We strongly invite you to come and see this bunch of beautiful new Dress Goods just received
and put on sale at anniversary sale prices, not a yard was shown before. The styles are correct
down to the minute for the spring of 1907.

Reduction In Price of Making This Month

200 yards All Wool Imported Tweeds in gray and fawn. These will set on sight at spe- cial Anniversary Sale price, a yard 40c	Imported Cheviot Tweeds in new- est light mixtures of gray and fawn, regular 75c value. Anniv- ersary Sale price, a yard 60c	64-Inch Overplaid Tweed Suitings elegant quality of fabrics, worth at least \$1 25 yard. Anniv- ersary Sale price, a yard 85c
New stripe effect Imported Tweed Suitings, assorted grays, 45 inches wide, Anniversary Sale price, a yard 45c	Every fashion shade for the com- ing season in Imported Suitings a great variety; you'd expect to pay anyway \$1 for them. Anniversary Sale price, a yard 75c	Black and White Check and Plaid Shetland Wool Suitings; all the rage now in New York, a yard \$1 50
Black and White Check Suitings from 50c up.		

New Idea Fashion Patterns

The New Idea Fashion Patterns for February are in, with an excellent selection of newest
designs. All patterns are 10c each. Once you use these patterns, you will not want any other. Out
of town customers should subscribe for the New Idea Magazine and order patterns from it. Magazines
are 5c a copy. Fashion sheets are free.

LINENS

After a splendid sale of manufacturers' linen
seconds we have the following limited quantities:

2 only, 2x2 Table Cloths at 85c	3 only, 2x2 Table Cloths at \$1 00
3 only, 2x2 Table Cloths at \$1 25	3 only, 2x2 Table Cloths at \$1 35
3 only, 2x2 Table Cloths at \$1 50	3 only, 2x2 Table Cloths at \$1 75
4 only, 2x2 1/2 Table Cloths at \$1 25	5 only, 2x2 1/2 Table Cloths at \$1 35
5 only, 2x2 1/2 Table Cloths at \$1 75	6 only, 2x2 1/2 Table Cloths at \$2 00
7 only, 2x2 1/2 Table Cloths at \$2 00	10 only, 2x2 1/2 Table Cloths, worth \$5 to \$6, at \$3 00
5 only, 2x3 Table Cloths, worth \$2 25, at \$1 35	6 only, 2x3 Table Cloths, worth \$2 75, at \$1 75