

SAVE MONEY SATURDAY

On Linoleums, Oilcloths and Matting Rugs

50c CORK LINOLEUM, 2 yards wide, per square yard **39c**
 55c CORK LINOLEUM, 2 yards wide, per square yard **42c**
 60c CORK LINOLEUM, 4 yards wide, per square yard **47c**
 75c CORK LINOLEUM, 4 yards wide, per square yard **52c**
 \$1.25 INLAID LINOLEUM, per square yard **95c**
 New patterns in floral and conventional.
 SPECIAL 35c ENGLISH AND CANADIAN OILCLOTH, only per square yard **29c**

JAPANESE MATTING RUGS, 40c regular, for **27c**
 JAPANESE MATTING RUGS, 50c regular, for **37c**
 JAPANESE MATTING RUGS, size 6x9, for **\$1.29**
 JAPANESE MATTING RUGS, size 9x9, for **\$2.39**
 JAPANESE MATTING RUGS, size 9x12, for **\$2.89**
 Beautiful colorings, close woven and durable
 WINDOW SHADES, 3x6, with lace insertion, only **29c**

The Hoosier Special Kitchen Cabinet

Free demonstration any time, any day, of the greatest Cabinet ever built.
SAVES MILES OF STEPS.

Sample Go-Carts

A special lot of High-grade Go-carts, specially bought from the sample floor of the largest maker in the country, and offered Saturday at wholesale prices.



NEW ARRIVALS

Shipment of English and Swiss Lace and Net Curtains.

Hong Kong Sea Grass Furniture, for living rooms and porch.

Bamboo-Porch Shades, natural and green, sizes 4 to 10 feet.

The Wm. Trafford Furniture Co.

129 DUNDAS STREET.

11 MARKET SQUARE.

LICENSED AGENTS FOR
HOOSIER KITCHEN CABINETS
 THE HOOSIER KITCHEN CABINET SAVES STEPS.

JO JO KEENAN FIRST ARRIVAL OF HAMILTON'S NEW 1912 TEAM

Former London Manager Reports to Knotty Lee and Says He Is in Fine Condition—Other Players Reported Soon After and Practices Will Begin Right Away.

Hamilton Spectator: As predicted, the veteran, Jo Jo Keenan, was the first of the 1912 Koots to report to Manager Lee yesterday. Jo Jo came in from London yesterday afternoon, beating the rest of yesterday's arrivals by the starting post by several hours, and rejoicing much on that fact, for the peppery little player has a bee in his bonnet, and that is to show some people who have been kidding him a bit about his age, that he is still there with all his old-time pep, and that it takes a pretty good youngster to set the pace for him. Joe is in fine edge, and just as eager as Tommy Hess to get into harness, in fact, if all the youngsters show as much side first, this pair, there is going to be something doing this spring.

KEENAN IN CONDITION.
 Like Hess, Keenan has been indulging in bringing himself around into playing condition, and in a fanning bee indulged in last evening with Hess and Knotty Lee. Jo stated that three or four days' work at the ball park will see him in pretty good shape, and he said, "We old fellows always take a pretty good care of ourselves during the winter, and for this reason we escape a lot of the troubles of spring training, and you can leave it to Tommy and I to show form as fast as soon as the rest of them." Jo is greatly pleased to have the opportunity to be able to lead a winner, and he will not be with Hamilton, and while he will not be a winner under Knotty Lee, with Knotty Lee and Hess supplying the fire-works this summer, the Hamilton team will find favor both at home and on the road, for the three of them are pretty popular, and always afford much delight to the bleachers.

MARTIN AND FARRELL REPORT.
 Following close on Keenan's heels came Jack Martin and Jack Farrell, the two Corona (New York) boys. Martin is the infielder recommended to the local club by Tommy Clarke of the Cincinnati Reds, and he is said to be a good one. Farrell also comes highly recommended, and is one of the recruits upon whom Lee is placing much reliance. Both are well-set clean-appearing, chaps, and should take well with the fans. Martin was under contract to the Albany club, of the New York State League, but was beaten out by a regular berth by a veteran player who came down from the big show. He is only a youngster, but has weight and speed with it, and should prove one of the best of the youngsters. Farrell is being made a bid for the first base job, but if Harry Schaefer is secured, will likely be found in the outfield.

MANGAN ARRIVES.
 Shortly after Martin and Farrell had been introduced and had thoroughly

SUFFERED
 With Biliousness and Sick Headache

Calgary, Alta., July 8, 1911.
 I was a great sufferer for a long time with Biliousness, Sick Headache and Liver trouble. Nothing seemed to do me any good. I had almost given up in despair when I decided to try

FIG PILLS
 After taking about half a box the headaches stopped, and my appetite improved. I have just finished the fifth box and feel as well as ever. I can heartily recommend Fig Pills for stomach and liver troubles.
 MRS. MARY ELLISON.

Sold at all dealers in 25 and 50 cent boxes, or mailed by The Fig Pill Company, St. Thomas, Ont. Sold in London by Taylor Drug Company, 399 Talbot street.

WINGHAM BOWLERS

Alexander Porter Was Elected President For Coming Season.

[Special to The Advertiser.]
 Wingham, April 26.—The annual meeting of the Lawn Bowling Club met in their rooms last night and elected their officers for the season of 1912 as follows:

Honorary President—C. Dallas.
 Honorary Vice-President—A. E. Smith.
 President—A. E. Porter.
 Vice-President—K. Rae.
 Secretary—Treasurer—D. Davis.
 Grounds Committee—D. Holmes, C. Knechtel, W. Holmes.
 Executive Committee—Consists of grounds committee and president and vice-president.
 Receiving Committee—A. M. Crawford, B. Cochrane, A. H. Musgrove.
 Auditors—C. N. Griffin and A. E. Smith.



Photo by Henry.
CHARLEY NICHOLS,
 London's second baseman, who has agreed to the terms offered him by the local management.

LOST VALUABLE HORSES.
 Galt, April 26.—Word has been received here from J. O. Pickard, who went west a short time ago, that he has lost four of his valuable horses. While the car was being shunted at other one crashed into it and killed the four animals, including Vic, a prize-winning Hackney pony, and Jack Mitchell, the fastest pacer ever seen in Galt. The four animals were valued at \$1,800.

PEOPLE OF SOUTHEAST

Continued From Page One.

—perhaps more so than to any other municipality.
 Mayor Graham expressed his appreciation of the approach made by the visitors. The city fully understood the advantage that such a line would be to the city, and the council were prepared to take a very aggressive position along that line. Port Burwell would give London another port on Lake Erie and would add to the attractiveness of this city as a manufacturing point.

"I am in favor of a municipally-owned and municipally-operated railway," declared his worship, "I think the municipalities should get together and work out a proper scheme. We can furnish an inlet into the city. We will electrify the London and Port Stanley road. We could allow you to tap our line at Westminster. This would bring you into the centre of the business district, and would reduce the expenditure greatly. We want more electric lines. The Traction Company cost us little, and it is today a splendid asset for the city. I can assure you that we will put nothing in the way of securing the line."

A Municipal Line.
 Mr. Philip Pocock heartily approved of the scheme and said that it would have his support.

"Let us get together on a proposition to own and operate this line," he declared. "We can make it a success. We can organize a joint stock company of the municipalities, and it will be a success. Make no mistake—we can make it a go."

Mr. J. I. A. Hunt differed as to the success of municipal ownership. It has not been demonstrated that it would be a success.

more beneficial than private ownership. However, he heartily endorsed a proposition to build a line to Port Burwell.

It was then suggested that the city representatives withdraw to allow the visitors to prepare a proposition to be presented to the London Board of Trade at the evening session.

Secure a Charter.
 After some discussion, it was moved by Mr. D. H. Price, that a committee be named to consider the advisability of securing a charter for the proposed road to Port Burwell. The meeting named Messrs. J. C. Dance, Kingsmill, Dr. Sinclair, Aymer, S. McDermid, Lakeview, D. H. Price, W. Warnock, Aymer, Jas. Poustie, Port Burwell, John Cousins, and A. D. McCallum, Belmont.

There was a large representation of board of trade members at the evening session. Mr. W. Powell, of Aymer, presented the report of the meeting in the afternoon. He reiterated the enthusiasm with which the project had been received, and hoped that London would get behind the proposition. He pointed out that Hamilton and Toronto wholesale houses did a large business in the district, while London was practically cut out.

London Street Railway.
 In response to a question from Dr. Pearson, as to the attitude of the London street railway towards traction projects, Manager King declared that they were most favorable, and would do what they possibly could to assist. Their bylaw gave them an exclusive right to operate traction lines in the city, but it also made provision for making agreements with the city limits. The arrangement generally made was to charge fares for passengers in the city.

Ald. Bennett was not in a position to express a definite opinion on the project, as he had not "tried it" carefully. The rights of the London and Port Stanley Railway should be considered, and if a competing line were built the earnings of the L. and P. S. would be lowered.

Parallels L. and P. S. R.
 "The traction line parallels the London and Port Stanley," Mr. J. I. A. Hunt explained. "It may have reduced the passenger business somewhat, but there is no denying that the advantage that line has been to us greatly outweighs what little loss we may have sustained."

"What loss of revenue you may sustain by this project will be made up a thousand fold when the new line is constructed," said Mr. Proctor, of Belmont. "It will mean greater revenue for the city, and your merchants and wholesalers will get it. The country through which we are going is the best in Canada. Thousands of acres are being bonded along the lake for fruit farms, and in five years it will be the equal of, if not greater, than the Niagara district. Farms you could buy for \$20 an acre, and in five years ago cost \$100 an acre now, and the price is still going up."

Position of St. Thomas.
 Mayor Price, of St. Thomas, was under the impression that the extension of the traction line from St. Thomas to Aymer was under consideration. This was not the case, and he would not discuss the advantages of such a line. The more traction systems the better, as they greatly benefited the country through which they passed.

"We are a mile or so off the beaten track of the proposed route," said Reeve Black, of Springfield. "However we are in favor of this line, and you can bank on us doing our share." Mr. W. McCready, of South Dorchester, suggested that a provisional board of directors be named, and that a charter be obtained at once.

"There is no need of discussing whether we want the road or not," he said. "Everybody wants it."

Build Up London.
 Mayor Graham thought that the question of diverting trade from London and Port Stanley Road did not enter into the discussion. The new line would open up new territory, and assist in making London the dominating trade centre of Western Ontario. Whether the London and Port Stanley were taken over by the city, or released, provision would be made for bringing the proposed traction line over the city right-of-way from Westminster to the city.

"I am heartily in favor of this road," said Mr. F. E. Leonard, of E. Leonard & Sons. "I have advocated this for years, and I have the greatest satisfaction in seeing that it is about to be realized. I feel like recommending a bonus, either of so much a mile or a lump sum. The citizens will vote it, I am sure. The traction company is a great object lesson to us, and its benefits are most pronounced. We are losing trade because we have no railway facilities connecting with many trade centres. The board of trade should endorse the proposition. It would have representatives on the provisional board."

The Committee.
 Mr. Philip Pocock then moved that the board of trade add the following names to the committee sent on from the afternoon meeting—Reeve Black, of Springfield; Reeve S. R. Wilson, of South Dorchester; Dr. Harry T. Reason, president of the board of trade; Mayor Graham, Ald. Spittal, A. W. White and F. E. Leonard.

"This is an excellent committee, and will do all they possibly can to further the success of the scheme," he said.

"I think it is a mistake to omit the name of Mr. Philip Pocock," said Mr. W. Powell, of Aymer. "It was through his efforts that this meeting has been held, and we should place him on the committee. He is in touch with such matters, and will be of great assistance to us."

An Estimate of Cost.
 General Manager Glabitz, in an informal talk, declared that such a road as they proposed might be constructed for \$17,000 a mile, fully equipped. This would bring the cost of the road from London to Port Burwell to about \$593,000.

Mayor Graham stated that Mr. J. Grant Henderson, the livestock wire in the city, would act as secretary of the committee. It was decided to call a meeting for Thursday next at 2 o'clock in the board of trade rooms.

Ex-Ald. J. A. Tancock stated that the farmers would assist, as he knew in the section of London Township \$1,000 a mile had been subscribed for another line.

The visitors at the conference were Messrs. W. Powell, Aymer; A. D. McCallum, Belmont; John Cousins, Westminster; M. Proctor, Belmont; L. A. Ball, Aymer; Duncan Taylor, South Dorchester; W. Backus, Port

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\$750,000 Sawyer-Massey Company Limited

6% FIRST MORTGAGE FIFTEEN-YEAR SINKING FUND GOLD BONDS

Dated 1st April, 1912

Due 1st April, 1927

Interest payable 1st April and October

Principal and interest payable at The Canadian Bank of Commerce, Toronto, Montreal and London, Eng.

Redeemable as a whole at 105 and accrued interest on any interest date on six weeks' prior notice, or annually for Sinking Fund drawings, beginning 1st April, 1913.

Denominations: \$100, \$500 and \$1,000 with Sterling equivalents

Bonds issued in coupon form with privilege of registration of principal and in fully registered form. Coupon and registered bonds are interchangeable.

TRUSTEE:
NATIONAL TRUST COMPANY, LIMITED, TORONTO

The legal opinion of Messrs. Blake, Lash, Anglin & Cassels, will be furnished.

Of \$1,500,000 First Mortgage Bonds authorized, \$750,000 are retained in the Treasury and can only be issued for 60% of the cost of new properties, future additions and improvements, and equipment of machinery, etc., as set forth in the Trust Deed.

We emphasize the following salient points of this issue:

- (1) Value of fixed assets \$999,976, consisting of Real Estate, Buildings, Plant and Equipment. Current assets in excess of current liabilities \$2,135,141. Total net assets \$3,135,117 or over four times the new issue of Bonds.
- (2) These figures do not make any allowance for goodwill, which is of considerable value as the trade-name "Sawyer-Massey" has been established for many years.
- (3) 80% of the Current Liquid Assets or \$1,731,856 (twice the amount of bonds issued), represent lien notes and mortgages held against payment for machinery sold, on collection of which the Company has never lost more than 1%.
- (4) Average annual net earnings for three years ending November 30th, 1911, \$199,628, or about four and one-half times the interest on Bonds now issued. Net earnings available for interest during 1911 were \$223,215.
- (5) An annual sinking fund beginning April 1st, 1913, sufficient to retire the present issue by maturity at a maximum price of 105 and accrued interest.

Sawyer-Massey Company, Limited, established in 1889, has, after many years of continuous growth, become the largest establishment of its kind in Canada. The Company manufactures Portable and Traction Steam Agricultural Engines, Gasoline Tractors, Threshing Machines, Clover Hullers and Road-making Machinery, for which there is a constantly growing demand. From Hamilton, where the manufacturing plants are situated, the Company's products are distributed throughout the territory east of the Great Lakes; while in the three wheat-growing provinces of Western Canada, the consumer is reached through branches located at Winnipeg, Regina and Saskatoon. The Company is well managed, has a long established business and is excellently equipped to share in the future development of Canada.

Copies of the Trust Deed and of the Certificates of the Canadian Appraisal Company, Limited, National Trust Company, Limited (Real Estate Department), and Price, Waterhouse & Company, may be seen at our offices.

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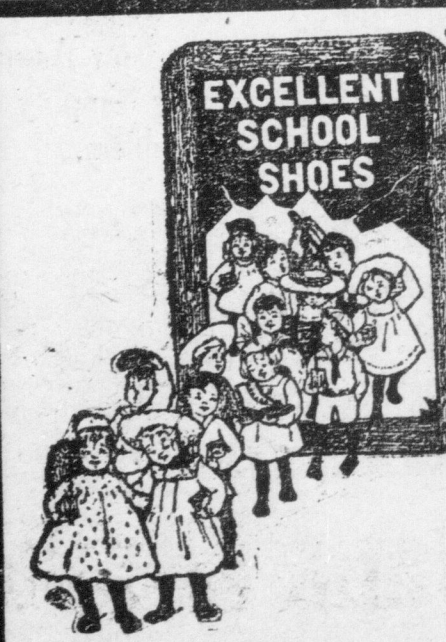
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 With its elegant comforts, its tonic and curative baths, and superior table and service, is an ideal place for winter and spring. Always open. Always ready. Always busy.
 1617 F. L. YOUNG, General Manager.

WILTSHIRE Virginia Av. and Beach. Ocean view. Capacity, 350. Private baths, running water in rooms, elevator, sun parlor, etc. Music. Special, \$12.50 up weekly; \$2.50 up daily. Open all year. Booklet, Samuel Ellis, 83bu



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That's the whole story regarding School Shoes. We have always recognized the fact that for the average youngster of 5 to 12 years, Shoes must be built to stand abuse as well as use. This season we have a wonderfully large selection at particularly reasonable prices:

Box Calf Boots, 5 to 7 1/2 **\$1.00, \$1.25**
 Box Calf Boots, 8 to 10 1/2 **\$1.25, \$1.50**
 Box Calf Boots, 11 to 12 **\$1.50, \$1.75**
 Box Calf Boots, big boys' **\$1.75, \$2.00**

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