

WANTED—Old jewelry, etc., to exchange for Hot Coffee somewhere in France. Get yours ready.

Smart New Pumps and Oxfords Are In

Spat Pumps and the New Oxford Ties, on new spring lasts.

Worn with fashionable high cut Spats, they make effective "street boots" for between-seasons' wear.

Without Spats, they are decidedly proper as evening footwear.

Last Call for Ladies' Winter Coats

PRICES CUT IN HALF

This is our last final clearance of Ladies' Handsome Fall and Winter Coats. We must clear them out to make room for spring goods now coming to hand.

Buy Next Winter's Coat Now

You will pay almost double for Coats like these next year. Buy now while these exceptional prices prevail.

Regular \$12.50 Coats\$5.95
Regular \$15.00 Coats\$7.85
Regular \$22.00 Coats\$13.50

Different styles, shades and all-wool material.

Sale Starts On Thursday Morning

Ladies' and Children's Raincoats at half price, \$3.45 and \$7.50

WE SAVE YOU \$5 TO \$8 ON YOUR NEW SPRING SUIT

All the very latest spring models, in all the most fashionable styles and shades now showing.

Also All New Spring Stock of Waists, Dresses and Skirts, on Sale at Special Prices for Tomorrow.

It will pay you to visit this store before you buy Ladies' Ready-to-Wear, for we are noted for our low prices.

Metropolitan Suit Mfg. Co.

232 DUNDAS STREET.

SAYS POOR SERVICE IS RESPONSIBLE FOR LOST RAILWAY FARES

Schedules Blamed by Correspondent for L.S.R. Difficulty.

LOCAL RETURNS HIGH?

Another Correspondent Points Out That Londoners Pay as Much as Anywhere Else.

THEY COME IN BUNCHES.

To the Editor of The Advertiser:

When the matter of the increased fares for the street railway company is being considered, I hope the city fathers will not lose sight of the fact that while the railway company is doubtless entitled to consideration, yet before they can justifiably ask for higher fares they must clear themselves from the disadvantages of their present methods of business.

It is well known that on Richmond street, at least, and probably in other parts of the city, wherever two or three different cars run over one line of track they usually perform the journey together, thus on Richmond street north a traveler at Piccadilly may see an Oxford, Richmond and North Belt pass down while he is walking half a block, and if he had been desirous of saving time by using the cars he would know that after the passage of these cars he has time to walk down town before another car reaches him. Such opportunities wasted are money thrown away for the company, and there is no doubt that if they would hitch all their cars together and run them in one long string over the different routes they would miss even more fares than they do at present. The contrary also is true, namely, that if the cars of these different routings ran down Richmond street at two or three-minute intervals, they would pick up many a fare between Oxford and Central, which they now miss.

It is said that the management is persuaded that the method used is the most advantageous way to run the cars, but as long as that method is persisted in, the company has no right to expect higher fares.

It might also be well for their rulers to provide for the picking up of passengers who are at the car steps when the car is starting. Everyone has seen cars packed with passengers, and the passengers running beside them knocking on the doors, but the conductors refuse to open. This is doubtless a regulation of the company and the men cannot be blamed, but long as the company carries regulations to such an extreme, they can blame no one but themselves if their receipts fall short of the sum total required for dividends.

W. E. SAUNDERS.

A GIFT FRANCHISE.

To the Editor of The Advertiser:

Manager King of the London street railway has frequently made the statement lately that the citizens of London are enjoying cheaper fares than other cities in Canada, but does not say why this is the case.

When the road was electrified a little over twenty years ago, and the franchise was to be renewed, the question was brought up in council as to whether, for the privilege of using the streets of London, the street railway company should pay the city of London a percentage of their earnings (the same as Toronto and other cities), or whether the patrons of the railway should receive the benefit by an extra ticket, and it was decided in favor of the latter. So that while on the face of it, it would appear that London is getting cheap fares, yet in reality they are paying just as much as Toronto or other cities. In the one instance, the individual that uses the street cars should receive the benefit in the other case the city loses that much revenue that would otherwise help reduce the tax.

During the past twenty years, the street railway company has had the use of the streets of London, have enjoyed whatever dividends have been received, have made the citizens put up with cold, noisy (and until quite recently) dirty cars, and because the prospect of dividing a good dividend this year are poor, want the citizens of London to contribute, so that the "poor" directors will not lose anything. There are quite a number of businessmen who would welcome such a proposition in their own business.

Very truly yours,

VIVIAN REEVE.

MORAL STAIN LEFT BY PRUSSIAN TACTICS IN NEW LEGISLATION

Voters Gave No Thought to Wrongs, Says John Cottam.

CAUSED MUCH SUFFERING

Hydro, Temperance and Coal-yard Measures Savor of Piratical Move, He Writes.

To the Editor of The Advertiser:

Dear Sir,—Sir Adam Beck must appreciate the honor you did him of mentioning his name with mine in your editorial February 21, which escaped me until today.

Alongside what you quote from my speech, however, I wish you had published my expressed approval of the hydro-electric achievements of our inflexible knight, without committing Sir Adam to discomfort with a political bedfellow prone as I am to kick the clothes off the bed.

My disapproval of what you mentioned had reference to a grave injustice which private individuals have suffered from alone from hydro-electric, but from recent temperance legislation, and incidentally to some extent, from London's coal yard bylaw.

The people of this city or this province have an inherent right to collectively engage in any business they desire, or to discontinue any business of which they disapprove.

To repeat what I said to the Advertising Club, citizens of Ontario would stand better in the sight of their heavenly Father if their consciences were not so hardened that they could carelessly and often boastfully in the name of religion, allow innocent individuals to suffer when a powerful province combines its resources and ruthlessly crushes out a business out of existence, forgetful of having legislated to encourage men to devote their lives to the service of the community, and in getting that such men and their families have served the people for many years with accuracy and in accordance with the will of the people expressed in legislative acts.

The suffering of many of our neighbors is a pathetic moral stain upon the character of citizens who voted for hydro-electric legislation, and in a civic coal yard, with never a thought or care about setting right any wrongs which might be inflicted by such public measures.

Our local traction line is a case in point. I care not what its legal aspect is. But in its moral bearing, the united power of this city and this province in equipping and operating a parallel line, has resulted in the practical ruin of a private enterprise which served us well.

We reward that service by depriving the company of its normal business. But surely such citizens would have a higher respect for our standard of common decency if in bargaining about this and other matters, we acted less like Prussians or pirates, and more like a citizenship who sought to do unto others as we would be done by.

Nor do I believe in compensating hotelkeepers for licenses to which they had no permanent title. But both in the coal and traction business, dealing between man and man would not justify the high-handed procedure which our citizens collectively engaged against individuals who are at their mercy.

Once their eyes get open the people of Ontario will prove to be good sports enough not to ask individuals to suffer in order that the rich province may withhold a few thousand dollars to which those individuals may not be entitled, as between man and man.

It is indeed true that a general compensation act were passed to afford arbitration and prompt compensation for any injury to any individual, by reason of any collection action on the part of the people.

JOHN COTTAM.

London, Feb. 26, 1918.

QUERIES REGARDING MILITARY SERVICE

Send In Your Problems and They Will Be Answered From Official Information by The Advertiser.

A. B. C.—Q.—1. When are the men in lower categories likely to be re-examined?

2. The health of a man in category D has been steadily on the decline since he was examined, and his doctors state that he must at once seek a higher altitude, if he were to go now would he be obliged to return for a re-examination? Would his fare be paid? Or would an examination by military board, say, at Calgary, be acceptable?

A.—1. Some of the men in category D are being ordered up for re-examination at present, and all in that category will probably be re-examined with a view to placing them in one or other of the permanent categories shortly (all those in category D being considered doubtful or temporarily unfit). There is no information as to re-examination of men in other lower categories.

2. He could be examined wherever he might be, by the nearest medical board. He would not be obliged to return for re-examination.

Australian.—Q.—Is an Irishman who is not two years in Canada liable to service under the draft, because they have not conscription in Ireland? Is a man born in Australia in the same class?

A.—In section 2, sub-section 1, of the military service act, it is stated that "every male subject who comes within one of the classes . . . and who (a) is ordinarily resident in Canada, or (b) has been at any time since the 4th day of August, 1914, resident in Canada, shall be liable to be called out," etc. If the Australian and the Irishman are still British subjects, and have resided in Canada, as mentioned above, it would appear that they are liable for service.

A. S.—Q.—Which, if any, of the following are exempt by the terms of the act?

1. Railroad employees, (2) telegraph operators, (3) customs officials, (4) postmasters, (5) assistant postmasters, (6) drivers of rural mail routes, (7) ministers, (8) members of Parliament.

A.—Ministers only, according to the terms of the act. Many of the others have been granted exemption by the tribunals on the ground that it was expedient in the national interest that they should continue at their work.

A. I. R.—Q.—A man was in class A2 under the M. S. A. and was married after July 6, 1917. Does his wife draw the Government allowance and patriotic money as soon as he is in uniform?

A.—The wife of every married man in the C. E. F. receives a monthly separation allowance. The patriotic fund allowance is paid by civilian officials, who investigate the needs of those who apply for payments from the fund, and could be obtained if needed.

R. R.—Q.—Is a Russian living in Canada, but not naturalized, liable for service?

A.—It is understood that they are bound to report themselves to the Russian consul in Canada for service in their own country, and though not bound to join the Canadian forces, they

STANDARD DRUG STORES

CONTINUE TO INCREASE THEIR BUSINESS

In spite of the extremely cold weather during January and February, the blizzard on Saturday, January 12, the heatless days, all of which have been a severe handicap to make big records—our business has shown a healthy increase over January and February last year. We want to make a record showing for March, and are going to do our part to achieve the desired results. With this object in view we have prepared an extraordinary list of cut-rate specials. You will save many dollars and we should pile up new high records with such bargains as these for

THURSDAY, FRIDAY AND SATURDAY

25c Baby's Own Tablets 15c	50c Pink Pills 28c	50c Nasal Balm 39c	\$1.25 Clarke's Iron Capsules 96c	25c Young's Laxative Tablets 19c	25c Miller's Worm Powders 16c	25c Thomas' Electric Oil 15c	25c Parnalee's Pills 16c
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Big Bargains in Stationery

Thursday, Friday and Saturday

Linen Writing Pads, your choice of Unity, Wicklow, Linen and Maple Leaf.

Regular 15c 9c
Regular 25c 19c

Linen Envelopes, both plain and Unity, regular 10c package 2 for 15c

Commercial Envelopes, regular 5c package 2 for 8c

Unity Paperettes, regular 35c, for 29c

Assorted Paperettes, regular 50c, for 36c

Assorted Paperettes, regular 25c, for 19c

10 Gross GIN PILLS

Regular 50c 35c or 3 for \$1.00

4 Dozen

Handy Floor Wax

1-lb. Tins, Regular 50c, Thursday, Friday and Saturday 39c

2 Gross Thermogene

Regular 50c, Extra Special, Thursday, Friday and Saturday 33c

6 Dozen

Brooks' Baby Barley

Now enjoying a good sale. Regular 50c, Thursday, Friday and Saturday 33c

3 Gross Hair Brushes

Solid back, good bristles. Regular value, 75c. Special 59c

Ingram's Toilet Articles

Special Bargain Prices

Thursday, Friday, Saturday.

Zodenta Tooth Paste, regular 25c 19c

Zodenta Tooth Powder, regular 25c 19c

Velveola Face Powder, regular 25c 17c

Velveola Souveraine Face Powder, regular 50c 34c

Ingram's Rouge, regular 50c 34c

Milkweed Cream Soap, regular 25c 17c

Ingram's Milkweed Cream, regular 50c 26c

Big Bargain Sale Mennen's Toilet Articles

Talcums, Borated, Violet, Flesh Tint, Cream Tint, Talcum for men and Sen Yang, Regular 25c 2 for 25c

Mennen's Shaving Cream, regular 35c, for 20c

Mennen's Ruvia, regular 25c 15c

Thursday, Friday, Saturday.

Big Bargain Sale Rigaud's High-Class Toilets

Mary Garden Perfume, regular \$2.50 oz. \$1.49

Mary Garden Talcum, regular 75c 48c

Lilas de Rigaud Talcum, regular 75c 48c

Thursday, Friday, Saturday.

3 Gross Egyptian Violet Glycerine Soap

(3 Cakes in a Box)

Regular 30c value.

Thursday, Friday, Saturday.

23c Per Box

75c Bisurated Magnesia 43c

25c Chase's K. & L. Pills 16c

50c Fruit-a-tives 28c

50c Chase's Nerve Food 32c

25c Beecham's Pills 19c

50c Doan's Kidney Pills 28c

50c Milburn's Heart and Nerve Pills 28c

50c Scott's Emulsion Reg. 75c. 57c for \$1.50, for \$1.15

STANDARD DRUG, LIMITED

SAVE YOU MONEY

Main Store—252 Dundas Street = = = = Phone 4040

No. 2—344 Richmond Street. Phone 1261.

No. 3—174 Dundas Street. Phone 1424.

No. 4 Store, East London—664 Dundas Street = = = = Phone 2027

SAVE YOU MONEY

of the M. S. A. (1) Railroad employees, (2) telegraph operators, (3) customs officials, (4) postmasters, (5) assistant postmasters, (6) drivers of rural mail routes, (7) ministers, (8) members of Parliament.

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of the disposition of your claim immediately after it had been dealt with by the tribunal. This will enable you to satisfy any officer. If you have not received it, write to Deputy Registrar, W. E. Wismer, Royal Bank Building, London, Ont., asking for it. The certificates will probably be issued, but possibly owing to the pressure of work have not been sent out yet.

G. M. S.—Q.—Where are the certificates of exemption that the tribunals promised would be issued to exempted men in the course of six weeks?

A.—You should have received notice

Let Us Have Facts and Fairness.

COMPARE YOUR BILLS

Compare your bills for food and clothing in 1914 with what you are paying today. They will show increases about like the following:

	1914	1918
Beef	\$.18	\$.32
Bread	.05	.11
Shoes	4.00	7.50
Clothing	16.00	25.00

The man who sells them to you is right in charging you more. He has to pay more for everything he keeps in his store.

We have not escaped paying more, but we cannot charge more without the consent of your representatives, the city authorities.

We need higher street car fares for the same reason that the butcher must charge more for beef or go broke.

The amount of the increase in fares is for the people and their representatives to decide; we can only state the facts.

What would YOU do if you owned the Street Railway?

LONDON STREET RAILWAY COMPANY,
C. B. KING, Manager.

February 27, 1918.

ROWLAND HILL
RELIABLE FOOTWEAR
180 Dundas St. W. 429 Bannockburn

CHILDREN'S FOOTWEAR.

We always shoe the children with the greatest of care.

SPRING SHOES ARE READY.

High or low cut, button and lace, black or brown, low or flat heels, at \$1.50, \$2.00, \$3.00 to \$4.00.

ROWLAND HILL
RELIABLE FOOTWEAR
180 Dundas St. W. 429 Bannockburn

DAVISERVICE
WILL PROTECT YOU
206 ROYAL BANK BUILDING.
Phone 776 and 2922.

DANGER Don't let a cough or cold hang on to you. Get a bottle of KUPA-KOP—the result is quick. Price 25c at Anderson & Nelles Drug Store.

Visit The Fair
DOMINION SAVINGS BUILDING,
FOR DOLLS AND TOYS.

YOUR FILMS DEVELOPED AND PRINTED CORRECTLY
—AT—
ROBERTSON & MORLEY,
810 Dundas Street. Opposite Armistice.

ICE MERCHANTS OF CITY

Set prices for wholesale consumers for season 1918:

Butchers 20c per cwt. laid down

Florists and Confectioners 25c per cwt.

Public Institutions, Grocers, Hotels, Fish Dealers and Restaurants 30c per cwt.

W. & E. Cushing, North Branch Ice Company.
Artificial Ice Supply Company.
Crystal Lake Ice Company.
Arthur Ice Co.

F. 27, M. 2, G.