### Yondon Advertiser

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THE LONDON ADVERTISER COMPANY, LIMITED.

London, Ont., Wednesday, July 11.

#### MR. ACWORTH'S REAL VIEWS.

Now, I am no foe of government railways. On the contrary, I be-lieve that in countries with a popu-lation less self-reliant than ours, such a policy is necessary. In a country with a bureaucracy as well rained and as well organized as sirable. But a careful study of the evidence has convinced me that in the long run state control ends in keeping down the best to the level of the worst, and that taking them ell for all the private railways of have served the public better than he government railways of the continent or of our Australian colonies, and are likely to serve it better in the future."—From a report of a ecent address given in England by

O IT SEEMS that after all Mr. Acworth is in favor of government ported, as the Government appeared to change its politics. around by the Government, and in Eng-

London, England, "and it is well that it should be known in the Dominion that much criticism has been levelled at the scheme. The fluancial editor of the Observer, in referring to the sub-level consideration with the Canadian Pacific, is building a new and important station at Toronto. In addition, the innumerable requirements of modern railway management have been assiduously cared for throughout the system.

In the sixty-five years of the Company, in conjunction with the Canadian Pacific, is building a new and important station at Toronto. In addition, the innumerable requirements of modern railway management have been assiduously of a great company?

Anyone reading the majority company. it would do if anything approaching a \$26 a minute. or imperil their justifiable confidence once started. in the safety of British capital invested

England, of British ports and shipping doing the usual business in spite of all submarine attacks, and of American be of interest to Fritz. Self-damaging acter of poisonous gas. statements of all sorts, as they drop from the lips of Germans in authority every now and then, admissions as to whose war this is, who really made it, their designs, foreign and domestic, such stuff as this might be distributed in the greatest possible circulation.

Such a literature would supplement and correct very usefully the native German press. It might even injure the circulation of the native article, as it would be absolutely free of charge to all customers. Bits of moral and religious instruction, social uplift, etc., food. might advantageousty be worked in for the improvement of the enemy's char-

do their best to combat this sort of port of his speech.

ampaign. In Belgium it is strictly prohibited even to pick up any literature dropped from Allied planes. But it must be very difficult to prevent people from doing this, although there is the chance that the police-tamed Huns themselves may need nothing more than the mere official prohibition o keep their hands from the bulletins of the Allies. Let us trust the German women for curiosity enough to persuade their lords and masters, as Eve tempted Adam, to stop, look, touch, read, mark and inwardly digest the fallen fruit of the Tree of Knowledge.

#### A SAD TALE.

CCORDING to some Conservative A papers, there is a sad state of affairs in Saskatchewan. This is nothing less than the control of the province by pro-Germans and other foreigners. Of course, it would have been otherwise if the Liberals had not won in the recent election. But, alas!

One newspaper heads its report of the election thus: "Pro-German Victory in Saskatchewan." and proceeds: "The results of the election in Pheasant Hills. Saltcoats and Yorkton will probably show that the Conservative candidates

cured him to report on Canada's rail- righteous patriotism and wipe the west si

ject, considered it 'extremely unlikely for 1916 were not available, but were that the Canadian Government would probably in excess of those for the deliberately injure its own interests, as preceding year. This total works out at

confiscatory policy were adopted,' and The reason for the much greater loss said that 'the more the majority report per head of population in the United was examined, the more remarkable it States, \$2.25, as against \$1.75 in Canada, appeared to be." The writer expresses is probably the greater numbers of large hope that nothing will be done that cities, where fire is more liable to break would tend to alienate British investors. out, and does much more damage when

mobilizations when they come should That gives one good mark to the char-

It is true the German officials would Hansard for the excellence of the re-



SMITH (late head shopwalker at Peter Brown and Robinson's): "Kamerad Department? Thank you—just step this way, please!" From London Opinion.

### Chairman Smithers on **Proposed Nationalization**

Considered around by the Government, and in Parsa is becoming almost the people have common-sense. "Take in the maintained it until the present the people have common-sense." Take which is brought before the notice of the whole nation, and yet the importance of the public better than the government railways and are likely which can be given it, and more of the subject warrants all the publicity which can be given it, and the public better than the government railways and are likely which can be given it, and the publicity which can be given it, and also a line for the fourth of the country. The regarding the loss Canada and the language of the subject warrants all the publicity which can be given it, and also a line for the Montreal and should be a line for the Montreal and should

management have been assiduously cared for throughout the system.

In the sixty-five years of the Company's existence it has never defaulted on its fixed charges, notwithstanding that in that period a great number of the American railways have several times been in bankruptcy and that in 1895 when the present Board took office, nearly half of the American roads were then in the hands of receivers; it has maintained its standing on the London market, thus being able to finance on its own credit the many

about the best place to live on Mon-Canadian Pacific in thirty-five years of the interests which I have the company a time of extraordinary stress and

Now, I am no foe of government throws that the Conservative candidates where that in countries with a populous for items of the contrary, I best that in countries with a populous for items of the contrary, I best that in countries with a populous for items of the contrary, I best that in countries with a populous for items of the contrary, I best that it may even be deaded and and that in long run attace control ends in plug down the best to the level as convinced me that in long run attace control ends in plug down the best to the level as convinced me that in long run attace control ends in plug down the best to the level as convinced me that in long run attace control ends in plug down the best to the level as convinced me that in long run attace control ends in plug down the best to the level as convinced me that in long run attace control ends in plug down the best to the level as convinced me that in long run attace control ends in plug down the best to the level as convinced me that in long run attace control ends in plug down the best to the level as convinced me that in long run attace control ends in plug down the best to the level as convinced me that in long run attace control ends in long run attace control ends in plug down the best to the level as convinced in the worst, and that taking them grower ment railways of the curs have descent the worst, and that taking them grover ment railways of the control of the public better than government railways of the control of the company of the winds of the convent of the convent of the convent of the convent in the property of the convent of the convent of the convent of the convent in the property of the convent of

once started.

When one tries to picture the destruction of timber, steel, bricks, etc., which is included in the loss of all this property the result is appalling. Labor on the London market, thus being able to some credit the many and various requirements demanded by the people of Canada. That the credit to finance on its own credit the many and various requirements demanded by the people of Canada. That the credit to finance on its own credit the many and various requirements demanded by the people of Canada. That the credit to finance on its own credit the many and various requirements demanded by the people of Canada. That the credit to finance on its own credit the many and various requirements demanded by the people of Canada. That the credit to finance on its own credit the many and various requirements demanded by the people of Canada. That the credit to finance on its own credit the many and various requirements demanded by the people of Canada. That the credit to finance on its own credit the many and various requirements demanded by the people of Canada. That the credit to finance on its own credit the many and various requirements demanded by the people of Canada. That the credit to finance on its own credit the many and various requirements demanded by the people of Canada. That the credit to finance on its own credit the many and various requirements demanded by the people of Canada. That the credit to finance on its own credit the many and various requirements demanded by the people of Canada. That the credit to finance on its own credit the many and various requirements demanded by the people of Canada. That the credit the congestion on the Grand Trunk Railways was less than on the American railways, and that notwithstanding the congestion on the Grand Trunk Railways was less than on the people of Canada. That the credit the people of Canada. That the credit the people of Canada. That the credit that the congestion on the Grand Trunk Railways was less than on the fact that the congestion on the when one tries to ploture the design the seafety of Brittine capital invested in the Dominion.

When one tries to ploture the design the Dominion, the Dominion of the Dominion, the Dominion of the Dominion of

about the best place to live on Monday afternoon. No ben's-egg-hall here Canadian Pacific in thirty-five years of which amount \$113,000,000 represents the value estimated by the Canadian Northern in fifteen years and \$114,000,000 received by the Canadian Northern in fifteen years. and \$114,000,000 received by the Canadian Northern in fifteen years and \$114,000,000 received by the Canadian Northern in fifteen years. and \$114,000,000 received by the Canadian Northern in fifteen years. and \$114,000,000 received by the Canadian Northern in fifteen years. and \$114,000,000 received by the Canadian Northern in fifteen years. and \$114,000,000 received by the Canadian Northern in fifteen years. About the most unpopular honor in the German army is that of being made a member of one of the shock corps. They receive the shocks.

In 1903, Mr. Hays, the then General Manager of the Grand Trunk Railway, was anxious, to open up connection with the Northwest and proposed to build a line from North Bay to Winnipeg and the Pacific coast. The Government of that day on being approached wished, however, to build a second dranscontinental line, taking in Quebec, and proposed that a line should be built from Moncton connecting therewith from Halifax and St. John by the Intercochnial Railway, through Quebec, and the promotion and a port on the Pacific coast.

Teuton prisoners are being taken in such large numbers by the Russians to the house of the start to looks as if they were trying to starve the latter by eating up all the food.

M. Rene Viviant shows unusual courtesy by writing to thank the editor of the Canadian House of Commons Hansard for the excellence of the result from Parliament to carry out this project. The Government of the Grand Trunk Railway, that we highly appreciate the kinding and the Pacific coast.

The Grand Trunk Company, with the assistance of the Grand Trunk Railway, that we highly appreciate the kinding and the pacific was to build the line from Winnipeg to the Canadian House of Commons Hansard for the excellen

# ARTISTIC LADIES' WEAR CO. 211 DUNDAS STREET

# Semi-Annual Clearance Sale

Of Special Interest to Every Woman in Western Ontario

# Commencing Tomorrow, Thursday, July 12, at 9 a.m. Sharp

The season's greatest values in women's ready-to-wear SUITS, COATS, DRESSES, SKIRTS, SILK SWEATERS, BLOUSES and MILLINERY. Unrestricted choice of the entire stock at ALMOST HALF, HALF and, in many cases, LESS THAN HALF their regular prices. A remarkable opportunity to purchase your summer wear requirements at prices much lower than the present wholesale cost.



### A Clearance of the Balance of Our Coats

Made of fine serge, gabardines, fine wool fabrics and velours. All shades in

Regular \$12.00 Coats. On sale ... \$6.90 Regular \$15.00 Coats. On sale ... \$8.90 Regular \$20.00 Coats. On sale . . \$12.75 Regular \$27.50 Coats. On sale .. \$16.98

## Women's **Smart Suits**

Sport, Street and Dressy Models for all occasionscopies of America's foremost designers. Only one or two of a kind, but there is a good representation of the season's

best styles in serge,	taneta and velours.
Regular \$20.00 Suits	. On sale\$12.50
	On sale\$14.8
	. On sale\$16.9
	\$45.00 Suits. On sale\$22.7

# A Sale of Silk **Sweaters**

Smart sport models, with large collars, sport pockets and belts in a wide range of

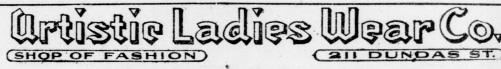
Regular \$15.00 Sweaters. On sale, while Regular \$10.00 Sweaters. On sale. \$7.50

# A Sale of About 200 Fine Silk Dresses

New and distinctive models for women's and misses' afternoon, sport and general wear, in fine silk taffeta, crepe de chine, massaline and georgette crepes. Many of these are late spring arrivals, but are also included in this sale.

Regular \$12.50 Dresses.	On sale\$7.90
Regular \$16.00 Dresses.	On sale\$9.75
Regular \$22.00 Dresses.	On sale\$13.75
Regular \$35.00 Dresses.	On sale\$19.98
D 01:1 130	

Hundreds of other bargains in Silk and Voile Blouses, Serge Dresses, Skirts and Millinery, which space does not allow to mention. We therefore ask you to be here tomorrow morning at 9 o'clock sharp and look over the many bargains which await you.



#### The Advertiser's Daily Short Story Copyright, 1917, by the McClure

THE CLINGING VINE. Ruth Jennings.

"You know, Nora, of course, it's none of my business, but you're my sister and I hate to see you simply wilting in the I hate to see you simply wilting in this atmosphere. Why, you weren't a bit like this before you were married, I don't Jocelyn swung around on one heel, this before you were married, 1 don't see what you can be thinking of—a girl of your type to simply turn into a married clipping yie."

"Do?"
"Do?" forehead, pulled it out deftly at the side of her ears and poked in a couple of reforehead pulled it out deftly at the side of her ears and poked in a couple of reforehead pulled it out deftly at the side of her ears and poked in a couple of refor agriculture, for anything that mea 
for agriculture, for anything that mea 
for supplies. That's will 
first visit since Nora's marriage fourteen 
back home. Since dad died and the 
supplies the supplies of t first visit since Nora's marriage fourteen months before. When one lives in New York and one's family resides in Nebraska, social calls between the two are not frequent. There had been no sign of any change as far as Nora's letters went. At least, they had breathed happiness and contentment. It was this very contentment that Jocelyn stormed at now. Nora had gone through the little-local coilege with such high hopes of a career. She had wanted to take a special course in agriculture and forspecial course in agriculture and forestry and go in for what Jocetya loved to call "inverted" farming. Instead, she had married Temple Davison, a traveling man handling a line of harvesters for a Chicago firm. After their marriage Temple had been given the New York agency and they had prospered.

"And it would have been a good deal better for you" the special course of t

"And it would have been a good deal better for you," Jocelyn had told them in her blunt way, "if you had not been so successful. I can't get Nora to walk two blocks without having her complain of being tired. She has to 'phone over for the car , even when she does her marketing. Nora, you're positively flabby. If Temple had been poor and you had had to put your shoulder to the wheel and help, it would have done you a world of good."

"But Temple doesn't think it right for a married woman to work if the husband has the means to support her."

"Then," said Jocelyn, promptly, "he should have married the doli type of woman, and not my sister. Nora, do you forget that your grandmother was

getting on so wonderfully in her chosen work that she could not help but envy the other men of his old company her her independence. That was what her her independence. That was what she missed, her own independence. I'r whole life turned on the pivot of we are was going to please Temple. She measured every standard and rule of life by that, and still within the last few months she had felt there was something lacking in their happiness.

Not that Temple had said anything to her, only when the monthly statements had come in from various stores where she had her accounts, he had thing lacking in their happiness.

Not that Temple had said anything to her, only when the monthly statements had come in from various stores where she had her accounts, he had seemed worried over them. Of course, it was spring and she had

seemed worried over them. Of course, it was spring, and she had increased her summer wardrobe with a rather lavish hand. But a man would not understand about that. She thought of the letter she had received from Temple that morning. He had gone to the home office in Chicago for a week, "I'm afraid that we shall have to go a bit slow this summer, sweetheart; they're cutting me down on my commissions and I hardly think we shall have dividends on either of the stocks this year on account of the war. I hate to ask you to be careful in money matters, but I've really not told you the worst for fear of worrying you, and I know I can swing it alone. Just try to stand it this year, and I'll make it up to you with a buily new car for your birthday."

It suddenly dawned upon her that Temple hed never discussed any of his your birthday."

It suddenly dawned upon her that

Temple had never discussed any of his little worries or troubles with her. He

sne was doing the right thing, going just exactly what Temple would have wished, in giving up all her own projects to be his wife. She glanced over at the little boudoir desk in the corner. A new batch of bills had come in that

to simply turn into a mar-tyline."

"Do?" she repeated. "Start right in where you left off. Don't you know at this time there is the biggest call for

mple had been given the New York ency and they had prospered.

'And it would have been a good deal she was fairly on her way west. Perhaps he learned more of her real nature for you." Locelyn had told them

woman, and not my sister. Nora, do you forget that your grandmother was a pioneer?"

Nora sat in front of her dressing table, in the very daintiest of negligees, her chin, propped on her hands, frowning anxiously at the pretty face that mirrored discontent. She was much smaller in stature than her sister and she had pale blonde curly hair and a delicate, finely featured face. She could not help but be bothered by Jocelyn's arguments, although she kept telling herself that she had only done what Temple had wished. But Jocelyn was getting on so wonderfully in her chosen



PASSENGER SERVICE BETWEEN MONTREAL AND LONDON Calling Falmouth to Land Passengers. MONTREAL AND BRISTOL For particulars of sailings and rates apply to local agents, or to The Robert Reford Company, Limited, General Agents, 60 King street east, Toronto.

had surely tried to make her pathway one of roses, and as Joycelyn talked a curious sense of unfairness dawned on her. She was not naturally indolent, she had loved her studies and ambitions. It was only that she thought she was doing the right thing, doing the with rose of the standard of the standard she with respect to the standard she with rose of the standard

IMPROVING ROADS. DORCHESTER, July 10. - The roads f the village are being greatly im-

proved. Gravel has been placed on neary the entire length of the main thor-

# **Traction Company**

Cars leave London as follows, Sunday Cars leave London as follows, Sunday cars being marked with a star: 6:15, 7:30, \*9:00, 10:00, \*11:00 a.m., \*1:00, \*2:00, \*3:00, \*4:00, \*5:00, \*6:00, \*7:00, \*8:00, \*9:00, \*10:00 and 11:00 p.m. Cars at 9:00, 10:00 and 11:00 p.m. run to St. Thomas only. Extra accommodation cars to St. Thomas only at 1:30 and 6:15 p.m. Fares to St. Thomas and Port Stanley and return daily 30c; children half-fare.

LONDON AND PORT STAN LEY RAILWAY

Timetable Effective June 1, 1917. To Port Stanley—\*5:20, 6:20, \*7:20, 8:20, \*9:20, 10:20, \*11:20 a.m., 12:20, \*1:20, \*2:20, \*3:20, \*3:20, \*5:20, 6:20, \*7:20, 8:20, 72:20, 43:20, 43:20, 53:20, 520, 71:20, 820, 49:20, 10:20 p.m. Saturdays only, July and August, 11:20 p.m. To St. Thomas Only—2:21, 6:21, 11:20 \*Limited. †Local on Sunday. Heavy \*Limited. †Local on Sunday. type, daily, except Sunday. 2:20 and 6:20 p.m. cars are local be-tween St. Thomas and Port Stanley. Incline Railway, Port Stanley, etes daily, 6:30 a.m. till 11:30 p.m.



Algonquin Park

and Rivers

dot me vast virgin wilderness and

in the heart of aptly named "Lakeland," is an incomparable spot to pitch your camp. Or if you desire home comforts, two modern hotels and numerous well appointed log cabin camps furnish first-class accommoda-City Ticket Office, cor. or Station Ticket Office



A short, pleasant holiday through inland seas at moderate cost. The Clyde-built steamships of the

#### CANADIAN PACIFIC

with verandah cafe and perfect appointments are just like Atlantic liners. Express steamships "Assiniboia" and "Keewatin" leave Port McNicoll every Wednesday and Saturday for Port Arthur and Fort William. The round trip in five days.



Tickets, information and reservations from Passenger Agent, Toronto, Ont.



Local Agent, or W. B. Howard, District