London Advertiser

AD /ERTISER BUILDING,

London, Ont. Dundas Street, SUBSCRIPTION RATES: One week by carrier.....

One year by carrier... \$5 00 One year by mail, outside city. \$2 00 One year delivered, outside city. \$3 00 Weekly Edition... 75c TELEPHONE NUMBERS. 3670) Private Branch Exchange, Connecting All Departments. NIGHT CALLS.

3671—Editors, 3672—Report m. to 8:30 a.m., and Holidays. 3673—Job Printing Department.
To call night numbers use the word
"ONLY" after giving the number.

[Entered at London Postoffice for transmission through the mails as second class matter.]

The London Advertiser Printing Co.,

LONDON, SATURDAY, AUG. 22. "TAXPAYER'S LETTER."

In another column "Taxpayer" distusses the London and Port Stanley Railway question in a forcible and suggestive manner. The writer, whose name would add weight to his letter if he cared to disclose it, aptly describes the electrification scheme as one man's whim, and warns the city of the danger of repeating the error which kept London off the main line of a great trunk railway. Complaining that no alternative to electrification is before the citizens, he cites as a model the New York and Long Branch Railway. This line, 38 miles long, is tually satisfactory results. The own- gallant array, and aid the British Emers of the line are not obliged to own pire in its emergencies by a startling or operate rolling stock, but they ap- display of naval tactics in the parks point a superintendent who controls of Victoria. the trains of the operating compan-

An alternative to electrification in the form of a lease to a steam rail- law is on its trial. By the sort of peoway, with differential rates which ple that love vulgarity and are atwould give shippers the full advantage tracted by the criminal of note a perof lake navigation, has been always verse attempt is made to lionize the open to the city. Negotiations with the prisoner at Sherbrooke. An impression Canadian Northern were broken off prevails among them that Canada is by the advocates of electrification in bound to protect this man against his control of the London and Port Stan- pursuers. This, needless to say, is ley Railway Board. They have dis- false conception of the role that Cancouraged steam roads from making ada has to play. Her business is to get bids for the lease, by seeking to create | rid of Thaw with all the speed her law the impression that nothing but electrification would be considered. An arrangement to give all the steam roads running rights over the London and Port Stanley has been consistently favored in these columns. The plan suggested in "Taxpayer's" letter has striking advantages in simplifying the problem of civic ownership and control. The city council would do well to consult the experience of the New York and Long Branch Railway. If the majority of the aldermen will not consider any plan other than electrification, and refuse to give citizens the fullest information or any freedom of choice, the business community should take the matter into its own hands.

NAVAL VOLUNTEERS.

A movement worthy of notice has commenced in Victoria, B. C. It is ed from. nothing less than the enrollment and training of a volunteer force for a Canadian navy. It is proposed that these men shall have weekly drill to begin with, under instructions from the naval yard, and if the movement succeeds as is expected, training ships will be provided where the men shall receive a regular course in seamanship and be fully equipped for naval service. Already a number have joined, and the promoters are confident that in a very short time there will be a couple of hundred enrolled in Victoria alone. Then the matter will be taken up in Vancouver, New Westminster, Nanaimo, Prince Rupert, and

The movement seems praiseworthy, from a Liberal's point of view. But the peculiar feature of it is that it has the hearty support of the Conservatives. The Colonist, the leading of wealth, and "lilies that fester smell Government organ, devotes consider- far worse than weeds." able editorial space to its advocacy, and hopes "that the public will accord it their hearty support, and use every effort to encourage recruiting." It states further that the preposition was laid before Mr. Hazen, the minister of marine, in his recent visit to that section, and "he is understood to view it very favorably." This is certainly somewhat astonishing. The Premier has stated that Canada would not be able to do anything in the way of a local navy for twenty-five or fifty The Montreal Star, the most in Canada, tells us that the only possible policy is one of naval contribution to Great Britain, and that a Canadian navy is neither practicable nor advisable. Several Conservative members of parliament have publicly announced their adhesion to this doctrine. The Colonist and all the other Conservative papers and politicians of British Columbia are supporting the in his naval contribution policy. And the sky and declines to tempt fate. yet here are these people out west talking about getting up a naval volunteer force-a proposition which would be an absolute farce if there were no Canadian navy in which they could serve when called out. What would be the sense of spending time

and money in training a lot of men in seamanship for no other purpose ap-

parently than that they should have

a good time parading around the

treets in sailor jackets and wide

The fact is the British Columbia conservatives are in a very uncomortable position. They have been lamoring for a Pacific fleet, but party oyalty compels them to support a olicy of tribute to Britain, and no tion. It must be rather disagreeable. They want the Liberal policy, but they have got to oppose it. It shows how far-reaching is the influence and pow-Government. It can control not only the ultra-imperialist Tories of Canada, which may not be so difficult, but it can also over-ride the local amoitions of a section of the Dominion, which has always been noted for its provincialism.

Of course, this may be only another specimen of the political trickery indicated in the contribution policy. The Nationalists opposed a Canadian navy, because that meant practical aid to the empire. But they agreed to a nominal contribution of money, telling the rank and file of their party that this was only a mark of goodwill, that the time for giving over the money was not stated, and that there was no likelihood anything more would be dene beyond voting it. It may be that the Government has suggested to its distressed Conservative supporters in British Columbia a policy of naval volunteering. It will occupy the minds of the people out there, and give them an opportunity to wave the flag, and make flamboyant speeches about our brave Canadian sailors, who are pre pared to march through the streets in

THAW AND CANADIAN JUSTICE. In the new Thaw affair Canadian

is capable of, and the speed of that law is on trial.

No technicalities should be allowed to prevent the return of a certified and omicidal lunatic to his asylum. The man has a lot of money. If he were a poor man the technicalities would not have been developed to view.

Apart from mere law and justice unalloyed, there is nothing in Thaw's career to make him specially the obapparently done nothing but gratify his

A weddin' chiffonier,
Or bureau—I don't just recall; time" and this license helped a weak about such a character to claim any hospitality here except the jail or a helping hand back to where he escap-

have kept him in the public eye since o have played its last card some time ago, and we thought we were going to have a rest from the affair and the affairs of Thaw. But a scheme is hatched which gets him out of safekeeping and flings him into Canada. Once again we When she says, "Quit!" Bill'd up and are forced to consider this anomalous offspring of idleness and money and to recall the disgusting background of crime and immorality from which he emerged into the limelight of prosecution and conviction. The important He sells his shares and says "Goodpoint to be emphasized in Canada is not that his lunacy is or is not questionable, but that he is a fugitive from justice that was strained greatly in his favor by all accounts. He is a eriminal, lunatic or not, of a particularly unsavory kind. Thaw was a flower

It is for Canadian justice to show that wealth cannot even delay unduly in this country the processes of the law It is highly desirable to get rid of Thaw with the utmost expedition possible under the law. He is about the most indesirable immigrant that has set foot in Canada, and our courts will not gain respect by failing to push him back where he is wanted for permanent cus-

The list of counsel engaged by Thaw reads like a roll-call of the Montreal bar. It may not be able to prepronounced anti-Canadian-navy paper vent or retard justice, but money is certainly going to talk in this case.

> The British Postmaster-General will tour Canada in company with Mr. Pelletier. He can learn a lot from Mr. Pelletier which he doesn't care to such co-operation would be war of conknow. The British postoffice isn't quest. run on the Pelletier-patronage prin-

The Vancouver Sun reports that the Government. Even Sir Richard Mc- Liberals of British Columbia have now Bride, the provincial premier, who was a capital organization and are in most violent in his denunciation of great fighting trim. It is highly probthe Liberal Government because it did able that both the Manitoba and Britnot provide a fleet unit, Dreadnought ish Columbia Governments will be and all, for the Pacific coast, turned out at the next general election declared only a few days ago that he making a solid Liberal west. The fedwas in hearty accord with Mr. Borden eral Government sees the signs in

> We learn from the National Review of London, Eng., that the mother coun-

try is in bad hands. To quote: ment of the country, which they are transforming into a single chamber autocracy. In a constitutional sense secured \$15,000,000 from Chancellor Lloyd young to have what I'm crying for."— Great Britain is a Costa Rica. Moral- Georga.

ly we are becoming a Panama. To a vast and ever-increasing number of his majesty's subjects the objects, the methods, the persons of these Tammany Hall politicians are all

equally odious." Are the men who rule Britain, the choice of the British people, as bad as that? If they were, what claim would navy in Canada for another genera- Britain have upon Canadian loyalty? Of course, the description is merely a spewing of partisan venom, as ridicuous as false. Yet the National Review poses as an organ of the only simoner of the Nationalist contingent of the pure imperialism and solicits Canadian subscriptions on that score.

IN A WAY. [Kansas City Journal.] "Are you acquainted with Mrs. Hifly, your fashionable neighbor?", "Only in a roundabout way. Her cat boards at my house."

A LUXURIOUS PEOPLE,

[Guelph Mercury.] No wonder it costs more to live now than a few years ago. Almost any time you care to pass a shoe shine parlor there is a row of young men, some of them not over 15, waiting for a shine. While it is a commendable thing to see a young man keeping his shoes shined, the question suggests itself: "Why doesn't he do it himself?" Probably afraid that he will dirty his fingers. Perhaps it gives him a feeling of importance to puff a cigarette while some one cleans his

THE WAY TO LOVELINESS. [Orillia Journal.] "Cultivate repose," says a beauty ex pert. And let mother do the work.

THE FAN. [Judge.] He said the umpire was a thief, And heaped abuse upon his name. What is the cause of all his grief? His home team lost a game.

Today he says the "ump" is great-The very best beneath the sun; Why such a sudden change of state? Today his home team won!

ILLUSTRATED BY CUTS [Baltimore American.]

"The barber is a great man for "Yes, and he illustrates them with

BOTH DESERVING OF PRAISE

[New Orleans Picayune.] Schiller says that the best woman is the one nobody talks about. He might have also said something nice about the

BILL'S IMPORTATION. [C. R. Moore in Judge.] We all was married-all of us What owned the Skookum mine-

Who never did incline To splice with any local girls, Though they all liked him fine, The women folks got after Bill Fer puttin' on of airs And 'lowin' how sweet freedom was

They proved how man ain't worth a Not travelin' in pairs.

For conjugu-lar cares.

So Bill he writ a letter to Though claimin' it gives hungry hearts

The proper kind of steer. They caught a female wife for Bill, And shied her in by freight; The women folks was some disjoyed, But Bill seemed pleased first-rate, And said the importation scheme

Is fine to get a mate. Only his wealth and family station The days wore on and almost out, And soon they brung a change, The joysome Bill became a grouch, The worst on Cascade Range. He wasn't no more welcome home Than pup hounds with the mange.

wife was boss and run the ranch; Bill never had no show.

When she says "Git!" he go. And if he got home after night,

He slep out in the snow. So Bill concludes, with womenkind, All signs and omens fail.

I'm goin' to hit the trail. For the female of her species is Most deadly got by mail."

COMPENSATION.

[London Opinion.] She-I envy Miss Playne. She plays so well that one forgets how she looks. He-But you look so well that one forgets how you play.

AN ANNOYING SPEED LIMIT. [Youth's Companion.]

old man nearly 80 years old walked ten miles from his home to an walked ten miles from his home to wife, of New York, who remained at adjoining town. When he reached his Juneau, Mrs. Olson being ill in a hosdestination he was greeted with some astonishment by an acquaintance. "You walked all the way!" the latter exclaimed. "How did you get along? "Oh, first rate" the old man reied genially. "That is, I did till I came to that sign out there, 'Slow Down to 15 Miles an Hour. That kept me back some."

CONVENIENT CO-OPERATION.

[Buffalo Courier.] There is nothing in the Monroe doctrine that could properly stand in the way of co-operation of England, Germany and France with the United States in bringing about the restoration of peace in Mexico, as was done in China after the Boxer rebellion. And it is possible that such co-operation would be the most ef-

ALWAYS. [Cincinnati Inquirer.] The man who yelps about the heat And makes hot weather glummer, Is he who in last winter's sleet Was hollering for summer.

TRUTHFUL GIRL. [Judge.]

Melvin-Dear, am I the only one you have sat with in this hammock? Melvina-Yes; this is a new hammock. KITCHENER ON A HOLIDAY.

[New York Times.] Lord Kitchener, British agent in Egypt, s new in England, enjoying his first vacation in three years. Despite his 63 and does practically the whole work of Rupert; Frank Russell, Prince Rupert; "A detested because detestable and the Egyptian Government himself. His Herman Sater, Mrs. Herman Sater, C. despicable gang of political adven- great ambition is to transform the Soudespicable gang of political adven- great amount in to a cotton-bearing land, D. Shaw, Sydney Australia, turers, whose true character at last dan desert into a cotton-bearing land, Towne, August Vresh, Seattle; D. N. stands revealed, have momentarily and this necessitates the building of two Wescott, Seattle; Mrs. Jane Wills. succeeded in capturing the Govern- high dams on the Blue and White Nile

A FEW LINES of MOST ANYTHING

[By Our Own Almanacker.] All roads good roads in London or one dream road to the lake?

Advertiser Almanacker suggests using pulmotor for all weakening pennant hopes.



'Time goes very fast." "Yes! but my brother can beat it." 'Oh indeed! How can he?" 'He's a band conductor!

Worst knock city ever received bublished. Former Londoner reported with Harry K. Thaw.

Comparing the sizes of the cities our Sergt. Lee certainly did better at Bis-

ey than Toronto's Sergt. Hawkins. One thing about the new motor parol-if it knocks anyone down it can



HE LOST HIS NERVE

the crank fraternity, but they usually get the choicest cuts from the but-

Another 40,000 columns of newspa-

WRECKED BOAT REACH SEATTLE

Bodies of Three Unidentified Women Were Brought Along Also.

Forty Members of the Crew Back-Many Others Are in Hospital.

[Canadian Press,]

Seattle, Wash., Aug. 23. - The Juneau late yesterday with fifteen of the rescued passengers of the lost steamship State of California, eight members of the ship's crew and the bodies of ten passengers. Forty members of the crew of the State of California arrived from Juneau in the day on the steamship Jefferson. All the round trip passengers are

now in Seattle except Peter Olson and us. wife, of New York, who remained at

The Survivors. Following is a list of the surviving bassengers who arrived today: Miss Ethel M. Cardiff, Seattle; Mrs. Bell Vennedge, Drake, Des Moines, Ia.; Lawrence Ferris, New York; Floyd and wife, Seattle; Carl Gylling, Seattle; Miss Helen Hamilton, Fresno, Col.; E. Hill, Prince Rupert, B. C.; T. Hipp, Prince Rupert, B. C.; Paul Neay, Milwaukee, Wis.; C. V. Nelson, Seattle; S. J. Robertson, Oakland, Robert Shaw, Vancouver, B. C.; Miss Mary Smith, Vancouver, B. C.; Alvin Vinnedge, Seattle.

Three Unidentified. The coffins of the three unidentified vomen brought down by the Northvestern will be opened here, and it is thought that they will be readily idenfied by fellow-passengers.

Northwestern sailed for Seattle: Harry Agoff, Prince Rupert, B. C .; Floyd Bergson; Capt. Biddle, Gam- mendous possibilities of such an agree pier Bay; Thurmond Brown, Prince Rupert; D. H. Conan, Seattle, Wash.; Master Albert Daniel; W. H. Daniel; C. O. Dickson, Wrangell, Alaska; F. J. don and Port Stanley Railway will rickson, Seattle; S. D. Grant, Wrangl, Alaska; Green, Ketchikan, Alaska; Mary Joseph, Seattle; James Matison, Prince Rupert; Miss Fayette Mull, Seattle; J. Mull, Ketchikan; Mrs. Nickeron, Gambier Bay; George O'Dell, Kansas; Mr. and Mrs. Peter Olson, New York; D. R. O'Neil, Prince Rupert; O. P. Opsahl, Prince Rupert; W. Paulson, Prince Rupert; J. F. Pugh and wife, D. Shaw, Sydney Australia; H. S.

GIVE ALL STEAM ROADS RUNNING RIGHTS OVER LONDON AND PT. STANLEY

Taxpayer Points to Example of New York and Long Branch Railway-Suggests That City Council or Board of Trade Consider It.

iderable sum in taxes each year to the which is the same rate at which the revenues of this city, I am naturally very nuch interested in the question of what is to be done with the London and Port Stanley Railway. The matter has been discussed at great length in the local papers for months past, but I must confess that about all I have been able to gather from what I have read in their columns is that The Advertiser, in common with the bulk of the merchants and shippers of the city, is opposed to elecrification, but has failed to suggest any omprehensive improvement on existing onditions; while the Free Press, for no apparent reason except that its conception of journalistic municipal patriotism is to jump when Mr Beck nods, favors electrification. The attitude of the Free Press at this time is striking parallel to its attitude at another critical period semething like 40 years ago, when the Canada Southern Railway promoter Will Apologize were extremely anxious to build their main line through London, and when the late Sir John Carling, who was then a director of the Great Western Railway, as well as Tory over-lord of London, op posed the entry of a rival railway to this ity. The Free Press, driven by the olitical lash, did all in its power to terrorize the weak-backed Tory majority of the city council into excluding the new ine from our city—an act of civic treaon, which has done more to hinder the erogress of London than any other thing ther great line, the Canadian Northern Railway, is knocking at our door, keenly desirous of entering London over the Wright in the council chamber Railway, the Free Press is once more papers, the statements being a reguilty of the almost incredible folly of blocking the way, to the utmost of its power, and denying to our merchants and manufacturers the inestimable advantage of another competing railway, simply because that might interfere with night, the Mail and Empire would today. I wonder what the Conservative ing, and that Ald, Wright would businessmen of London really think of make a full apology for what he said such a policy as this, and whether, when the question of electrification comes to a vote-if it ever does come to a votethey will meekly submit to have their lows: own interests sacrificed to the whim of heir political leader.

An Alternative Plan. However, the object of this letter is not to talk politics, but to propose a disposition of the London and Port Stanley Railway that would certainly yield enormously greater advantages to this city than any other plan heretofore discussed in the press. What I suggest s that the method of operation now in se on the New York and Long Branch Railway be taken as a model. This road runs along the coast of New Jersey, ort cities, such as Long Branch, Ocean Grove and Asbury Park, and being about whatever, but is under lease for 99 years proper explanation in the city council to three great railways, namely, the chamber, Central Railroad of New Jersey, and the New Jersey Southern Railway Company, ystems, operating passenger and freight rains over its tracks at times to the extent of over two hundred trains per lay. The New York and Long Branch Railroad Company, the owners of thi ittle line, appoint a superintendent, who ist be acceptable to the operating lines, nd all trains of the operating companes are absolutely under his control when n his line. An accurate account is kept f all traffic originating on the operatng lines, and settlements are made nonthly. From the revenues thus earned, the tracks, stations, bridges and poadbeds are maintained in first-class ondition, the entire force of employees except train crews) is paid, and a divilend of seven per cent per annum on the tock of the New York and Long Branch Railroad Company, and interest at five per cent per annum on its bonds, The surplus, after deducting these charges, is distributed among the three operating lines pro rata on their traffic over the road. I have before me a printed copy of the agreement under which these operations are consteamship Northwestern arrived from ducted, together with copies of the minutes of meetings of the traffic managers and other officials concerned from time to time during many years past, for the adjustment of rates, making provision for betterments, and other problems demanding joint action. This book was supplied to me by courtesy of the superintendent and it would prove an invaluable guide in framing a similar agreement between

constitutes a splendid object lesson for Railways Would Co-operate. To begin with, the existing lease to the Pere Marquette Railroad is about to exaire, and something must be done, and done quickly. There is every reason to believe that the Pere Marquette desires to continue to enter London. The Canadian Northern Railway, whose surveyors have been busy in this vicinity for more than a year past, would undoubtedly be glad to secure entrance to the city over the L. and P. S. R. tracks. It is also more than likely that if a suitable work ing arrangement could be made, both the Frand Trunk Railway and the Canadian Pacific Railway would be pleased to seure running rights to Port Staley, even f used only for the haulage of their own oal supplies. I suggest that the city ouncil take up this proposition, and sound the management of these railway lines on the subject. If the city council should fail to act, let the board of trade get busy. What better employment could Following is a list of the survivors our new publicity commissioner be put who were left in Juneau when the ourse, the Beck following will oppose it, but it is to be hoped that when the trement are fully presented to the public they will be sufficiently forceful to overcome all opposition, and that the Loneventually become the most profitable

our local railway companies. It surely

asset of the city. Would Increase Earnings It is known that the L. and P. S. R. racks are not in good condition, and that considerable money will have to he spent to make them fit for heavy traffie London must foot that There is no avoiding it. But if all the steam railroads that enter, or desire to years, he is said to work 15 hours a day, Prince Rupert; W. P. Raymond, Prince enter London are given running rights over the road, there is not the least doubt that the earnings of the road would be very much greater than they have ever been, and that they would be sufficient to pay interest on the cost of putting the line in good order, besides too yielding much more to the city annually "Oh! Shame, Tommy. You're too yielding much more to the city annually id to cry." "Yes, an I bet I'm too than the rental now paid by the Pere Marquette Railway.

The Pere Marquette has been paying

As I am obliged to contribute a con- at the rate of nearly \$20,000 per year, road was leased to the Grand Trunk Railway 40 years ago. If that was a fair rental 40 years ago, it must surely be en. tirely too small a return today, consid cring the great increase in London's read since that date. If the facts were known, I am sure they would demonstrate that a fair rental at the present time would be at least three times what is as w paid. It is entirely possible that some such a return could be realized !! an operating agreement such as I have described were arranged, permitting all the steam roads equal running privileges. Here is a grand opportunity for some intuential businessman to work uz this plan and thus confer an immense boon on the city of London,

London, Aug. 21, 1913.

To Mr. Sifton

at the Ambitious City.

Hamilton, Aug. 23.-There is very little likelihood of the Spectator, the Mail and Empire and Ald. Thomas M. Wright defending the libel actions Thomas the opportunity to style itself. The Railroad City." Now, when andepartment, over the statements alleged to have been made by macks of the London and Port Stanley and reproduced in the two named ference to telephone calls by Mr. Sifton to his wife and "other women." M. J. O'Reilly, K. C., acting for Mr Sifton, stated yesterday that Spectator would take it all back to-

> "My Dear Mr. Sifton,-Regarding the city council incident of Tuesday night at which I made certain comments concerning you, I beg to say that subsequent investigation by me has disclosed the fact that there was absolutely nothing to justify my criti-

"I find that the telephone accounts in which you were concerned referred ! only to your personal calls with Mrs. Sifton, and had been paid by the city treasurer on Aug. 8, or eleven days out the evil. "I sincerely regret that I have

No Libel Action Likely Over Incident

the ambition of our Tory over-lord of do the back-water stunt this morn- Montreal and put an end to games of both to Mr. Sitton personally and from the floor of the council chamber. Mr. Wright's explanation is as fol-

previously to the last council meeting been the means of bringing you and Mrs. Sifton so much unpleasant pub 38 miles in length. This company neither licity, and will take the first opportunowns nor operates any rolling stock ity that presents itself to make a

> malice on my part toward you, but I was to blame in not thoroughly inves tigating before bringing such a matter before the council in so prominent a manner. "I trust that you will accept this in

RAIN STORM PROVED GREAT OBJECT LESSON

Truly yours, T. M. WR "E. Sifton, Esq., city hall."

the spirit in which it is writted

T. M. WRIGHT.

Showed the Necessity For Permanent Pa vements in All

Civic contracting for pavement onstruction on the reinforced concrete roads to be laid on Marley Place, Duchess avenue regulation and in the traffic over the and Bellevue avenue, South London, has won for London praise from other cities. The idea of laying permanent pavements departmentally is something that has received the highest commendation. The idea of not having paved the streets before is something that has been receiving the opposite-condemnation.

Parts of the City.

The necessity for the work is something that has been urged time and time again. Friday's heavy rain storm was something that seemed to prove how absolutely necessary the permanent pavements are on these treets. Marley Place was practically impassable for vehicular traffic-Duchess avenue was even more so.
At the corner of Duchess avenue and Ridout street the street from side to side was entirely covered with water, the miniature lake-the full size of the road-extending back for half a block

toward Marley Place. Residents of the vicinity required boats-almost-to negotiate the roadways, but the storm of abuse and followed the storm was somewhat criticism that ordinarily would have abated and tempered by the fact that permanent pavements are really under

Wants Probe Into Chinese Gambling

[Canadian Press.]

Montreal, Aug. 23.—A request that Chief of Police Campeau probe gambling conditions among the Chinese of chance, such as fan tan, dominoes and other methods used to separate the wily Celestials from his money, is contained in a petition which has been drawn up at the instance of leading Chinese in this city.

The petition set forth that the gamoling evil among the Chinese here is extensive, and that the Celestials of Montreal are suffering greatly from it, the gambling places getting all their hard-earned wages. Appeals from wives and children both here and in China brought the matter to general attention in the Chinese colony, and a letermined effort will be made, after the petition is widely signed, to stamp

KNEW HE'S SINGLE AGAIN.

Tramp-Yes'm, I wunst had a good ob managin' a hand laundry, but it Lady-Poor man! How did it happen to fail?

A MOVING FORCE. Teacher-What is the force that makes the world move Tommy-The landlord.

The London Advertiser's Patriotic Pennants

Are 15 Inches by 36 Inches The Largest Pennants Made



The London Advertiser supplies them to its readers at 20c each, if mailed 23c, along with the heading of the first page of current daily edition.



Pennants of Canada, Ontario, Quebec



Now on hand in a variety of bright colors. Pennants of other provinces will follow.

This Is the Greatest and Best Pennant Offer Ever Given in Canada

Get a set of Pennants while they are going. Take one home today.

HOW TO GET PATRIOTIC PENNANTS For 20 cents each, or 23 cents if to be sent by mail, every

Pennant order to be accompanied by a clipped heading of the

first page of The London Advertiser. If writing, state at bottom of letter what pennants wanted. LONDON ADVERTISER

If you send coins be sure to affix sufficient postage to insure delivery.

CIRCULATION DEPARTMENT.