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LONDON, MONDAY, JULY 25.

ORGANIZED DETRACTION.

"Tide Flows Back From Dominion;
Enormous Movement of People to
Southeastern States Is Indicated."
These are headlines in today's Detroit
News. The same fiction will be found
almost daily in scores of American
newspapers. It is a feature of the
propaganda set on foot in the United
States to stem the tide of emigration
to Canada. "Copy" for newspapers is
being sent broadcast by the salaried
liars of the "system," which has its
headquarters in Washington. The
dispatch in the News, which is a fair
sample, bears internal evidence of the
mendacious character of the campaign.
To quote:

"A returning tide of Americans and
immigrants from Canada and indica-
tions of an enormous movement of
people from the northwest, including
Western Canada, to the Southeastern
States next fall and winter are at-
tracting the close attention of im-
migration and industrial authorities.
The bureau of immigration, officials
are now awaiting an early report
from Commissioner Clark at Mon-
treal, before discussing the im-
pending influx."

"Impending influx" is good. The
returning tide has not yet begun to
flow, but its "first low wash" is au-
dible to the boomers of southern lands.
Strange that nobody else has heard it.
If the Americans in the Canadian
West are satisfied, they will stay there.
They will continue to be the best im-
migration agents; on the strength of
their good reports, friends and rela-
tives will follow them. Organized mis-
representation will have little or no
effect. Canada has been at last dis-
covered by the land-hungry of the
United States and Europe, and will
stand or fall on her merits.

CANADA AND NAVAL
DEFENCE.

The advocates of a money contribu-
tion to Great Britain for imperial
naval defence contend that the fate of
the Empire will be decided in Euro-
pean waters, and that Canada should
pay for one or two Dreadnoughts in
the fighting line. They are fond of
pointing out that Australia and New
Zealand will build Dreadnoughts, but
they ignore the conditions under which
these offers were made. New Zealand
stipulated that a fleet of cruisers and
smaller craft should be maintained in
New Zealand waters at the expense of
the British taxpayers. Toward the
Australian squadron the admiralty
must contribute \$1,250,000 annually.
Both the New Zealand and Australian
Dreadnoughts must be stationed in
Asiatic waters. Indeed, Mr. Asquith
completely ruled them out the other
day when measuring Britain's strength
in Dreadnoughts against Germany's.
"The two colonial Dreadnoughts," he
said in the House of Commons on
July 14, "by the very conditions under
which they are given, must be em-
ployed more or less habitually at the
other end of the world."

In maintaining dockyards—some-
thing which neither Australia nor New
Zealand undertook to do in the im-
mediate future—and in creating and
manning a fleet free of cost to the
mother country, Canada is making a
greater outlay on naval defence than
either of the sister colonies, despite
their Dreadnoughts—with a string to
them.

WHERE BRITAIN BEATS THE
WORLD.

The new edition of Lloyd's Register
Book contains statistical tables show-
ing the total ocean tonnage of the
world to have risen from 21,508,000 in
1886 to 41,915,000 in the current year.
Of the 1885 tonnage 10,291,000 was
steam and 11,217,000 sail. The present
tonnage is: Steam, 37,291,000, and
sail, 4,624,000.

The following table shows the gross
steam tonnage owned in the principal
maritime countries of the world in
the years 1900 and 1910:

	1900.	1910.
Great Britain and colonies	12,149,000	18,059,000
Germany	2,160,000	3,959,000
American (U. S.)	872,000	1,642,000
France	1,052,000	1,448,000
Norwegian	785,000	1,422,000
Japanese	488,000	1,147,000
Italian	540,000	988,000
Dutch	467,000	983,000
Swedish	419,000	783,000
Austro-Hungarian	387,000	778,000
Spanish	642,000	747,000
Danish	412,000	672,000

Total foreign .. 8,211,000 14,569,000
The striking fact is brought out by
these figures that the total tonnage
now sailing under the British flag

amounts to nearly 3,500,000 tons more
than the combined totals of the eleven
other countries included in the table.
Neither Canadian nor United States
vessels trading on the great lakes, in
which a very large increase of ton-
nage has recently taken place, are in-
cluded in the table. In the 1900 edi-
tion of the Register Book the ton-
nage of vessels trading on the great
lakes was given at 576,000; in the
present edition the total amounts to
no less than 2,147,000, or nearly three
and three-quarters times that of ten
years ago.

The final table shows the number of
iron and steel steamers of 2,000 tons
and above now in existence, distin-
guishing whether built in the United
Kingdom or abroad, and includes 422
vessels trading on the great lakes of
North America. If, however, only sea-
going vessels be taken into account it
is found that of the total number now
in existence over 80 per cent has been
built in the United Kingdom.

The recent forest fires in New On-
tario wiped out millions of dollars' worth
of timber. The forest fire is the
biggest problem before the conserva-
tion commission.

It is said that the Ontario educa-
tion department will revise the new
primer. Can such an amorphous botch
be revised at all? Better throw it out,
as some of the school boards are do-
ing.

The Lemieux act is attacked from
opposite sides. One set of critics con-
tends that the public authority has no
right to interfere, and only aggrava-
tes the mischief by doing so. The
other set argues for compulsory arbi-
tration. The two criticisms are as far
apart as the poles. The Lemieux act
occupies middle ground. It is based
on the only principle practicable in
this country.

Mr. Balfour has again raised the
question of preferential trade in the
House of Commons. Mr. Balfour and
his party profess to be haunted by the
fear that Canada will drop out of the
empire unless she is bribed to remain
by a tax for her advantage upon the
food of the British masses. This is
putting a low estimate upon imperial
sentiment in this country; but proba-
bly the intelligent tariff reformers
don't mean all they say. They are
playing a party game and merely us-
ing Canada as one of the counters.
The trick is not unknown here. Some
of our own politicians have frequently
tried to make the old flag a party
badge.

The Grand Trunk must be confident
of winning the strike if, as reported,
it has positively refused arbitration in
any form. The company must now
assume full responsibility for its
freight and passenger service. If these
are not soon fully restored, the blame
for the dislocation of business will be
put upon the company's shoulders, the
striker's committee having at last
agreed to arbitrate. It is a pity the
company's representatives did not accept
the offer when it was first made. They
would be in a stronger position today.
Even now the public would be grati-
fied if the Grand Trunk would take
all the men back without prejudice,
providing both parties agreed to abide
by the finding of an impartial tribu-
nal.

SEE LUKE 17:29.

St. Perkins—Mighty wet rain, hey,
squire!
Squire Grouch—Did you ever hear of
rain that wasn't, you idiot?
Sir—Yes, by gum, I did! It rained fire
and brimstone once, according to Scrip-
ture. Haw! haw!

NOTHING SERIOUS.

(London Opinion.)
"You failed in your voice exam-
Gorge!"
"Yes; but it was purely absence of
mind, auntie."

HARD TO CHOOSE.

(Catholic News.)
"Edward," said the teacher, "you have
spelled the word rabbit with two 'r's."
"You must leave one of them out."
"Yes, ma'am," replied Edward, "which
one?"

SANTA FILOMENA.

(Longfellow.)
It was the practice of Florence Night-
ingale to pay a last visit to the wards of
the military hospital in the Crimea after
the doctors and the other nurses had
retired for the night. Bearing a light
in her hand she passed from bed to bed
and from ward to ward, until she became
known as "the Lady with the Lamp."

When'er a noble deed is wrought,
Whether it spoken a noble thought,
Our hearts, in glad surprise,
To higher levels rise.

The tidal wave of deeper souls
Into our midst is rolling;
And lifts us unaware
Out of all meaner cares.

Honor to those whose words or deeds
Thus help us in our daily needs,
And by their overflow
Raise us from what is low!

Thus thought I, as by night I read
Of the great army of the dead,
The trenches cold and damp,
The starved and frozen camp—

The wounded from the battle-plain,
In dreary hospitals of pain,
The cheerless corridors,
The cold and stony floors.

Lo! in that house of misery
A lady with a lamp I see
Pass through the glimmering gloom
And flit from room to room.

And slow, as in a dream of bliss,
The speechless sufferer turns to kiss
Her shadow as it falls
Upon the darkening walls.

As if a door in heaven should be
Opened, and then closed gently,
The vision came and went,
The light shone and was spent.

On England's annals, through the long
Hereafter of her speech and song,
That light its rays shall cast
From portals of the past.

A lady with a lamp shall stand
In the great history of the land,

A noble type of good,
Heroic womanhood.

Nor even shall be wanting here,
The palm, the lily and the spear,
The symbols that of yore
St. Filomena bore.

IT IRKS.

(Detroit Free Press.)
Her every move is one of grace,
And yet it irks me some,
When we are in a public place
To see her stretch her gum.

OVERLOOKED SOMETHING.

(Houston Post.)
"What makes the trust magnate look
so worried?"
"He has just read that the American
farmer is very prosperous, and he feels
that he must have overlooked some-
thing."

A RECOMMENDATION.

(Judge.)
Landlady—You find her honest, don't
you?
Former Mistress—Honest! Why, she
never takes even an order from me.

DETECTED.

(Lancet.)
Tom Dobbs told a country cousin on
meeting her "that she looked as fresh
as a daisy kissed by dew."
She replied, blushing, "That wasn't
his name; it was Bill Jones, and I told
him everybody would find it out."

THE PROPER THING.

(Louisville Courier-Journal.)
"What would you do if suddenly con-
fronted by brigands?"
"I'd sing a tenor aria, of course. Do
you suppose I have been witnessing
comic opera all these years for nothing?"

FINE HAND.

(San Vinton.)
Contributor—And how did you like my
article?
Editor—Very fine.
Contributor—Really?
Editor—Yes; please write the next one
in a larger hand.

AS TO MR. MONK.

(Toronto Star.)
The chief blame therefore, rests, not
with Mr. Monk, but with those who
placed him and kept him in a position of
leadership, knowing that his views are
diametrically opposite to those which the
Conservative party publishes in Ontario
and other Provinces outside of Quebec.
Mr. Monk apparently belongs to a class
of men who, by their personal character-
istics and their opinions, are not fitted for
party leadership. The method to be pur-
sued in this case is clear enough; do not
make them party leaders, but do not
abuse them for not possessing qualifica-
tions to which they make no pretense.

METHUEN'S FISHING.

(Newark Star.)
A travelling salesman in a southern
town came to a small pond. An old negro
was fishing contentedly in the sun with
his fishing rod in hand. The salesman
paused and watched the fishing. After wait-
ing for half an hour without seeing the
least sign of a fish, he asked how the
fish were biting. The fisher looked sur-
prised.

"Why, boss," he exclaimed, "dere ain't
no fish in dis yere pond. Dere never was
fish in it."
"Well, what do you fish for?" the sales-
man wanted to know.

"So my old woman can see dat I ain't
got no time to chop wood for de fire,"
the negro answered.

TONGUE SLIP.

(Boston News.)
Representative Washburn, toastmaster
at the prologation dinner of the Legisla-
ture recently, told a story of a pastor,
who, coming to a meeting, was told that
the words slightly to his announce-
ment. Said he: "I have come here to
heal the dead, cast out the sick, and
raise the devil."

Another ministerial friend of Wash-
burn's, speaking to a congregation, re-
marked: "I am sorry to see so many
absent faces I used to shake hands with."

LOGICAL.

(Harper's Bazaar.)
"Mother," asked little Ethel, "now that
you're in mourning for Cousin Adelaide,
will you wear black night dresses, too?"
"What an absurd question, child!"
"Oh, I only thought you might be as
sorry at night as you were during the
day," ventured Ethel.

MOTHERS SACRIFICE
TO SAVE THE BABY

Lives Eight Days in the Sand on Coney
Island Beach.

New York, July 23.—With the sand
for a bed and the protection of a
boardwalk for shelter, Mrs. Fannie
Blumstein, of No. 268 Cherry street,
and her five children, the youngest two
months old, lived for eight days on the
beach at the foot of Henderson's
walk, Coney Island. When taken to the
Coney Island police station by
Mrs. Myra Hughes, a probation officer,
they ate ravenously of food pur-
chased for them by policemen.

It was to save the life of her
youngest child, Catalina, that she left
her home and took her family to the
beach. Mrs. Blumstein told the
police. When a physician was called to
the tenement to look at Catalina,
who had been seriously ill since the
hot weather set in, he told the
mother that only fresh air would save
the baby's life.

Knowing that her husband would
be unable to send her and the baby
to the country, Mrs. Blumstein took
her five children to Coney Island.
Her money did not last long, though
the open-air made it unnecessary to
pay for lodging.

Under the boardwalk she tried to
make a comfortable home for her
children, and while the boys and
their sister, Rachael, played on the
sand during the day, Mrs. Blumstein
devoted her attention to the baby.

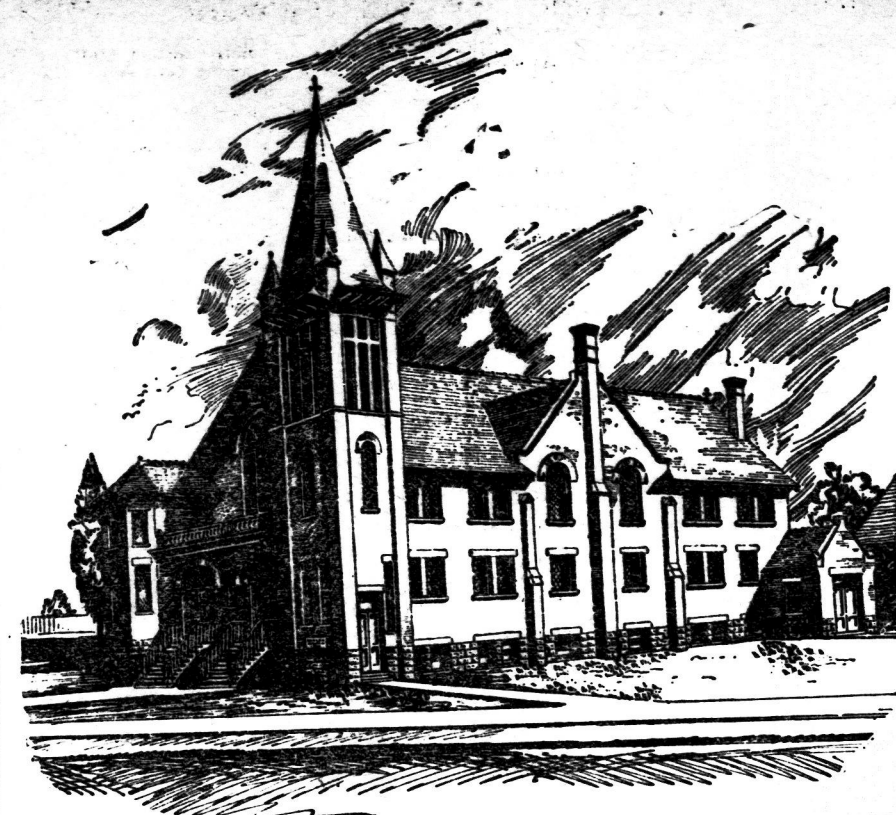
It was not until yesterday that
owners of concessions and life
guards along the beach, who had
noticed the mother and her children
there day after day, began to take
an interest in them. Eight days
on the sand had reduced the child-
ing of the eldest four children to
tatters, and as the mother's money
was exhausted, they were living on
food picked up along the beach
from discarded lunch boxes.

Mrs. Hughes found the mother too
weak to carry her baby to the station.
The policemen, after providing supper,
took up a collection, which enabled the
family to reach home, and will supply
provisions for a few days.

LIGHTNING'S WORK

Big Barn Near Aylmer Struck and
Burned—Loss \$2,000.

[Special to The Advertiser.]
Aylmer, July 25.—A disastrous fire
occurred in this vicinity yesterday at
4 o'clock, when the large main barn,
drive barn and implement buildings of
Elgin Clark were completely de-
stroyed. Lightning was the cause.
Loss two thousand dollars covered by
insurance.



A HANDSOME NEW CHURCH FOR EAST LONDON.
The above plan made for the new Hamilton Road
Presbyterian Church, which is to be erected at the corner of the Hamilton
Road and Egerton street. The corner-stone will be laid tonight, and many of
the Presbyterian clergymen of the city, as well as prominent laymen of
that denomination will be present.

GRAND TRUNK CAR SHOPS REOPEN
FREIGHT TRAINS ARE MOVING NOW

Supt. Treleavan Received Order Sunday Night to Start Men at the
Shops Again—Supt. Bowker Says Company Is Still
Hiring Men at London—Way Freight Goes
Up the Bruce.

Shortly after 7 o'clock last night, where two yard crews are kept as busy
Superintendent Treleavan, of the as they can be making up trains.
Grand Trunk carshops, received in- A way freight left London this
structions by wire from Montreal to morning for Wingham. This is the
reopen the shops this morning, and go first freight up to the Bruce since the
ahead with all work as usual. trouble began.

The order for the reopening is a most welcome one for the men. It does not, however, seem to have become generally known, as only about 200 of the employees came back to work this morning.

Superintendent Treleavan said that he expected all the men back though by tomorrow.

Some of them have taken temporary positions, and could not get away at a moment's notice, but all are expected back shortly.

Lost Time.
The news that the carshops were to reopen was welcomed also by merchants, particularly those in the east end. The men at the carshops have so far lost four days and a half regular work there through the closing down on account of the strike.

The Grand Trunk made no attempt to move freight yesterday, but this morning everything is going along as usual.

Trains from Hamilton, Toronto, Mimico and other eastern points are going through regularly, and a number are coming through from Sarnia.

GRAND TRUNK YARDS

Continued From Page One.

would be sent until he was appealed to by the sheriff.

"I have everything ready now, so that companies of the militia can reach the Grand Trunk yards within five minutes after they get orders," said Governor Marshall.

Situation at Stratford.
[Special to The Advertiser.]
Stratford, July 25.—Strike conditions remain the same here today. A very satisfactory passenger service is being continually improved upon. The local officials are so well satisfied with the passenger service here that they expect to be in a position to handle freight by Monday. A cartage service has been established between here and St. Marys, and the Mooney Biscuit and Candy Company, which has six carloads of biscuits and candies to that point to be shipped via C. P. R. Besides the McDonald Manufacturing Company purpose carting their goods to St. Marys Monday, and the Kemp Manufacturing Company, two carloads of manure spreaders to be shipped from the same point via C. P. R. Tuesday, if the G. T. R. are unable to move freight by Monday. A city constable has been stationed on duty at the G. T. R. station today, a special request, it is understood, having been made by the Grand Trunk authorities to have this done.

A few special constables are also patrolling the yards and keeping a sharp lookout for any trouble. It is to be expected that the strike will reopen Monday, but so far there has been no official justification of this rumor.

Sarnia, July 25.—The attitude of the Grand Trunk Railway towards the striking conductors and trainmen in Sarnia, as at all other points along the line, rests on the arrival of strike-breakers from across the line. The immigration officials here, acting under instructions from the authorities at Ottawa, are using every precaution to keep foreigners out of the country. Very few freight trains are moving, and although the passenger trains are running, but quite late, the traffic is light. Two strikebreakers who came up town on Saturday evening walked into Smith's restaurant, but the proprietor seeing the crowd outside, refused to do them in. This they refused to do unless they were given protection. Mr. Smith telephoned for a policeman and Officer Taylor arrived and took the men to the police station. The men were crowded together, but no attempt was made to assault either of the men. Chief Crawford called up Immigration Officer Myers, who, on reaching the station, learned the men had come from Buffalo on Tuesday, and immediately went into the employ of the G. T. R. Mr. Myers gave them the choice of going back or being arrested under instructions from Supt. G. T. R. He ejected him from the premises. Since the beginning of the present strike Mr. Wellerman has, on the advice of the local committee, remained

neutral and has not allowed either strikers or strike-breakers to partake of the comforts of the building. Mr. Gillen claimed this stand was hostile to the company.

[Associated Press Dispatch.]
Williamstown, Conn., July 24.—The first of three freights to be run over the Central Vermont Railroad out of New London since the strike began last Monday was wrecked today by running into an open switch. The engine, a large Grand Trunk freighter, and three cars were buried in a sand bank, and Fireman N. E. G. Brooks, who had his hip broken by being caught in the wreckage as he was about to jump.

South Bend, Ind., July 24.—After a freight train of 50 cars was cut into sections, detectives stoned and passenger trains stalled for hours, an attempt was made this afternoon to derail the Detroit and New York Express, due in South Bend at 1:30. The engineer saw the three switch in time to bring his train to a stop and prevent a catastrophe, but he was pelted with stones when he left the train. Jay Reed, a car repairer, was shot and seriously wounded by a detective, who, with two companions, were armed and are held by the police, pending the outcome of Reed's wound.

The rioting began last night when a freight of fifty cars entered the city. On passing the station it was discovered that the caboose had been lost, and a stop was made to pick up the missing car. Then a gang of men ran between the cars, released the air plugs and cut the air hose, thus making it impossible to stop the train. The Pinkerton detectives were pelted with stones, and a general call was sent in for the police. Governor Marshall was also asked to send troops.

Strikers Blamed.
Toronto, July 25.—Mr. Brownlee, G. T. R. master of transportation, says in connection with the derailment of passenger trains, "We have every reason to believe they were strikers, as they must have had switch keys. At 4 o'clock yesterday, a passenger train was derailed by a strikebreaker, a train running from Portland, Me. to Montreal, was derailed."

Mr. Brownlee is pointing out of South Durham, Que., was derailed, and similar derailment happened to a passenger train entering the Brockville yards at nine o'clock Saturday night.

SHIPLEY-MEYER

A Very Pretty Wedding at the Bride's Home in Wallacetown.

An interesting event took place at the home of Mr. and Mrs. George E. Meyer, Wallacetown, on Wednesday, July 21, when their eldest daughter, Regina, was united in marriage to Mr. Thomas Shipley, of Tillsonburg. At 5 p.m., the bride, accompanied by her father, entered the room to the strains of Mendelssohn's wedding march received by Miss Rosa Harvey, of London. The ceremony took place beneath a large floral horseshoe, Rev. Dr. Hussar, of Dutton, officiating.

The bride was attired in white silk and not trimmed with maltese lace, wearing the customary veil and orange blossoms, and carrying a shower bouquet of white roses. The bride's train, which was of gray cloth, with that on suite.

Miss Hazel Meyer, sister of the bride, acted as bridesmaid, and was gowned in a richly embroidered "ashes of roses" cashmere, and carried a bouquet of pink carnations. The groom was attended by Mr. Basil Pick, C. E., of Toronto. The handsome couple received many beautiful and costly presents as a token of the high esteem in which their friends regarded them.

After congratulations to the company, numbering about fifty, partook of a delicious lunch, served in their spacious lawn.

Kingsmills
Valenciennes Lace
At One-Quarter Off

Beautiful, dainty Valenciennes Laces. Regular 2c to 5c yard. All this week we will sell them by the dozen yards at 25% LESS THAN REGULAR.

Any Wash Belt
for 12½c

A chance to buy Wash Belts at half price and less. They sell regularly at 20c to 35c each. To clear 12½c

Boys' Belts, 18c Each

Leather Belts, in all sizes, with neat buckles; tan, gray, black, a few patent leather. Regular 25c and 35c each.

Elbow-Length
Gloves, 25c Pair

Tan, champagne, gray, white and black, with jersey or two-button wrist, made of fine lisle thread. Worth 50c.

Clearance of
Wash Fabrics

Many lines of Suitings, Muslins, Voiles, Prints, etc., greatly reduced.

MOTOR SUITING now, per yard 15c

MAIL ORDERS FILLED.

Kingsmills

Struck by Lightning.

When the storm was at its height yesterday afternoon lightning struck a chimney on the house of Mr. William Malloch, at the corner of St. James and Waterloo streets, and damaged it, and the roof, and burned out the telephone.

A large tree standing in front of All Saints' Church, on the Hamilton road, was blown over.

During the storm in the afternoon the lightning struck an electric wire on William street between Hill and Grey, in front of the residence of Superintendent King, of McTavish, and completely severed it.

NO REGARD FOR TREATIES

United States Counsel at The Hague Claims Colony Refused to Obey Orders.

The Hague, July 23.—Continuing his argument for the United States, Mr. Elder Elgin's warning to the governor of Newfoundland to conform to the modern views of the world between Britain and America in 1906, the Newfoundland law prohibiting the sale of herrings to American fishermen for use as bait, which had for its object to render it impossible for Americans to fish for cod, was carried out with the utmost rigor against American vessels and those inhabitants of Newfoundland who had procured bait for them.

Elder further said that Newfoundland fishermen had demanded the abolition of the law, which did them great harm, and had also addressed petitions to the same effect to the Newfoundland Parliament. The Newfoundland law forbidding the sale of herrings to American fishermen for use as bait, which had for its object to render it impossible for Americans to fish for cod, was carried out with the utmost rigor against American vessels and those inhabitants of Newfoundland who had procured bait for them.

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