

London Advertiser.

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London, Tuesday, October 18.

A Last Resort.

Dr. Montague was in the city yesterday conferring with the Conservative managers, and sizing up the political situation.

An outsider will be a bitter pill for local Conservatives to swallow; and Montague is not the most savory morsel, under any circumstances. It has been London's boast that she has produced political leaders. Has it come to this, that she has to import them? There are local Conservatives superior to Montague in everything, except, perhaps, the gift of the gab; certainly superior to him in reputation. If these gentlemen cannot be coaxed into the field—realizing that public opinion is strongly inclined toward giving the Hon. Mr. Hyman another term without the trouble of a contest—what pretext is there for bringing in an outcast like Montague, and what hope is there that he will achieve what a citizen of London cannot? Hundreds of local Conservatives will resent his candidature, which will be a source of far greater weakness to the party than if Mr. Hyman were allowed to go in by acclamation.

Since the above was written, it is learned that Dr. Montague, having looked over the field, wired today that he would not accept the nomination. He wants something easier, but those who were responsible for the negotiations with him have not rendered it easier for a local candidate, if one is forthcoming.

The Larger Canada.

Sir Wilfrid Laurier told an audience that he had not fully realized the possibilities of Canadian development until he began to study the project of a transcontinental railway.

If Sir Wilfrid has gained a larger conception of Canada in elaborating the Grand Trunk Pacific scheme, he has succeeded also in enlarging the faith of his opponents.

When the plan was launched, the wall of the pessimist was heard in the land. About that time the Conservative party, in expectation of a general election, began flooding the mails with campaign literature. One flaming broadside, "Canada's Indictment Against the Laurier Government"—revised by Mr. Borden—contained this sentence among others:

"It is useless to expect a policy of retrenchment from the present Government. The present Government is committed to too many costly projects to permit it to economize. ITS UNNECESSARY NEW TRANS-CONTINENTAL RAILWAY ALONE INVOLVES AN ADDITIONAL OBLIGATION ON THE PEOPLE OF NEARLY TWO HUNDRED MILLION DOLLARS."

This was the official view of the Conservative party a year ago. And here is the opinion of Hon. John Haggart, Minister of Railways, in the last Conservative Government, speaking on Aug. 15, 1903:

"The commercial requirements of that country (Western Canada), when they arise, will be satisfied by railways which are existing, and other railroads which will be developed by the people themselves. THERE IS NO NECESSITY FOR THE GOVERNMENT ENTERING INTO SUCH A PROJECT. It may be necessary to develop new parts of the country, the build railroads, but there is no part of the Dominion so well served with railways now as Manitoba and the Northwest."

"Where is the urgent need for this new railway in the West?" asked Dr. Sproule, another shining light of the Opposition. "Is there such urgent need at the present time? I do not think so. The fact is that, taking all the possible conditions into consideration, even with the greater production in the West, we will not in the future have the difficulty in handling it that we have today."

Sir Mackenzie Bowell declared in the senate on Oct. 13, 1903, that it would have been time enough to launch the Grand Trunk Pacific after the Canadian Northern had been completed to Edmonton. "If it should then be found that the outlook for immigration is sufficient to warrant the Government in assuming any obligations in connection with the undertaking."

Senator Lougheed declared that there was no demand, either in Eastern or Western Canada, for another transcontinental system. Senator Roblin was of the same opinion. Mr. A. C. Bell, of Pictou, N. S., Mr. Borden's lieutenant in the Maritime Provinces, said on April 26, 1904:

"Having visited the West and having obtained all the information I could from members from that country who can speak with adequate information, it appears to me that there is no immediate necessity for the construction of another line of road."

No more evidence is needed to prove the charge that the Conservative party, or, at least, the Conservative leaders a year ago derided the idea of a new transcontinental railway, and even denied the necessity of enlarging the railway facilities for the west. But they were quickly forced by the logic of facts to eat their words. Since then they have been moving at a gallop which has become too lively for a sober-minded element of the party. At first Mr. Borden suggested that the extension of the Intercolonial Railway and the purchase of the stretch of C. P. R. track north of Lake Superior would be sufficient. This feeble alternative to the Grand Trunk Pacific scheme yielded to the larger de-

sign of the extension of the Intercolonial to the west. Mr. Borden now proposes for the immediate construction of a line from Lake Superior to the Pacific coast. Mr. Osler, one of his lieutenants, declares there is room for six railways in the west. The Conservative party is bathing in this new sunrise of faith. It is not only converted to the Liberal policy of a second transcontinental railway, but throwing aside the counsels of its historic leaders—Macdonald, Tupper, Bowell—it would assume the responsibility of state operation of this gigantic enterprise. With the record of the Intercolonial staring the country in the face, this new-fangled policy shows a robust faith, indeed! It is a long cry from the jeremiads of a year ago.

Reducing Taxation.

The supporters of the Liberal Government claim that the promise made when in opposition, that the taxation would be reduced under a Liberal policy, has been amply fulfilled. We point to the reduction in tariff rates, and to the admission of raw materials and necessary articles, either absolutely free, or at a smaller rate than under the Conservative Government. And what is the answer? We are gravely told that the taxation has been increased, because people are paying more per capita now than formerly.

We give the people who use this argument credit for knowing better; it is only used in the hope that some one will be so ignorant as to believe it. "In 1895, the amount collected for each individual was \$3.50; in 1903, it was \$5.69; that shows how the taxation has increased." Was there ever a more illogical argument? Taking their own figures, without troubling to verify them, what does the comparison mean? Simply that the people are buying more goods than they used to do; that the volume of Canada's trade has advanced enormously. If under the Conservative administration a man bought \$500 worth of goods, on which the customs charge was 30 per cent, he would pay in taxes \$150. If under the present administration he bought the same kind of goods to the value of \$1,000, and paid 20 per cent, his customs bill would be \$200. He is paying more money to the customs collector; but is his taxation higher? Of course not; it is a great deal less. He pays 20 per cent, instead of 30; but he pays a larger sum, because he buys twice as much.

The illustration will serve to show how the reduced rate of taxation works. It is not the amount of money a man pays that indicates whether his taxes have been raised or lowered. It is the rate per dollar of goods purchased; not the rate per head of the man buying. In 1896, the average duty paid on all goods imported was \$18.28 per \$100; in 1903, it was \$15.88. The rate of taxation has been lowered to that extent. That the people of Canada have so prospered that their trade has increased, does not prove that their tax rate has increased. In 1895, our imports amounted to \$110,000,000, and the tax rate per capita was, according to Conservative critics, \$3.50 per head. In 1903, we imported \$240,000,000, and the tax paid per capita was \$5.69. The imports more than double; the taxes per capita less than double. The promise of the Liberals to reduce taxation has been carried out, and the figures given by our critics are themselves the proof.

This is no time for a change of Government. Liberal Government is a good thing. The country can't have too much of it. It didn't take Montague long to size up the situation.

Poor Montague! He asked his party for bread and they gave him a stone. How Sir Mackenzie Bowell would have chuckled if Montague had run up against Hyman!

Montague strongly suspects that some London Tories tried to sell him a gold brick.

It must be a great comfort to the managers to reflect that "London is naturally a Conservative city."

Mr. Tarte says he has left politics for good. Whether politics left him or not need not be discussed. With all his failings, he has been a man useful to his country.

The Free Press says Dr. Roome was right in telling his Conservative brethren to say nothing good about opponents. The Free Press seldom breaks that rule.

"A transcontinental railway is unnecessary"—Conservative Campaign Poster, 1903.

"We will immediately undertake the construction of a transcontinental railway."—Mr. R. L. Borden, Oct. 10, 1904.

The Free Press crawls away from its attack on Mr. Borden by saying it wasn't aware that the Ontario Government fixed the floor for the prisoners at the county jail. Fancy a public journal confessing that it thought the governor of a jail had power to feed the prisoners as he pleased!

The Free Press pays a poor compliment to its readers when it prints a fake story, under big headlines, to the effect that a Liberal emissary collected half a million dollars from the Democratic party in the United States for campaign purposes. If the Democrats could collect that sum for their own campaign fund they would consider themselves lucky.

JUST ESCAPED FOR CONTEMPT

Anthony McKay Told Magistrate He Wouldn't Pay a Fine—But He Did.

"I won't pay any \$5 for that," said Anthony McKay to Police Magistrate Love in police court, this morning, when he was informed that that amount had been charged up against him for riding a bicycle on the sidewalk, and resisting a policeman when he was asked for his name.

"You sit down and keep quiet, or I will send you down for contempt of court," was the magistrate's prompt reply. Anthony obeyed.

McKay had taken a good long ride on the sidewalk in South London, and when a policeman came up and stopped him, he refused to give his name, and made a "pass" at the officer. The latter, however, proved to be too much for McKay, and he finally gave his name and was allowed to go. When he appeared in court he was asked if he changed, and the magistrate said that a \$5 fine was letting McKay down easily, and that he was ready to have a mild charge to answer. The magistrate showed that he had no warm spots for men who tried to be "fresh" with policemen.

John McKenzie pleaded guilty to a charge of stealing a pair of shoes from Thorne Bros. He preferred to be tried by a judge. Part of the evidence was taken, and the magistrate adjourned the case for a day further hearing. A man named Harry Smith was charged by Richard Coursey with being drunk and disorderly in the Grand Opera House. Smith made himself obnoxious to the patrons of the house, and he was immediately ejected by Mr. Coursey, policeman at the theater. He was fined \$5.

Another man, who did not pay his dog tax after twelve being notified, was reminded once more, and if he does not put in an appearance a warrant will be issued for his arrest. A number of other delinquents paid their tax. A young vagrant named Edward Fadd was remanded for a week.

CHAMBERLAIN'S SUPPORT

The Colonial High Tariff Men His Backers.

London, Oct. 18.—Alfred Emmott, speaking at Oldham, said he did not doubt for a moment that Chamberlain had colonial support, but Chamberlain's real backing in the colonies came from the strong protectionists, who were anxious to keep their tariffs against us, and raise them against other people.

The Evening Globe says Premier Laurier's speech should be studied in the light thrown upon them by Sir Howard Vincent's letter. "It is easy to foresee," says the Globe, "that if we turn away not only from friendly overtures, but definite acts, on the part of our colonies, the result will be an alternative, and the United States is prepared to give what we blindly refuse. This is a consideration which should quicken the resolution of the Imperial Government and hasten the coming of the Balfour has promised to convene."

The St. James' Gazette, referring to the Pollock article in the Toronto Globe, says the idea is a great one. The scheme is surprisingly simple. By its own admission, it is a scheme for the amplification of existing machinery. It promises very well. That it should be so simple is a great recommendation of all who ever profess to call themselves imperialists seems inevitable.

"That proof of the advisability of something of the kind is not needed, but the desire of the colonies to be called to our councils will be a recommendation of our need for further knowledge may be emphasized by the indifferent measure of attention paid to the United States and the Canadian elections, which follow each other on successive days. Any controversy, fiscal or otherwise, it seems to us that Pollock and his colleagues have deserved very well of the state, that they may even prove to have builded better than they knew."

"PUG" WALCOTT IN TROUBLE

Shot Off Some Fingers in a Boston Dance Hall Row.

Boston, Oct. 18.—Technically under surveillance on the charge of murder, "Joe" Walcott, the negro pugilist, was still at the city hospital this forenoon, suffering from pistol wounds in his right hand, self-inflicted, he declares, during an accidental discharge of his revolver, which resulted in the killing of Nelson Hall, another negro. His hand is badly hurt from the bullets, and amputation of several fingers may be necessary. Walcott may be unable to leave the hospital for several days, at least, to assist at any court proceedings.

While the police accept Walcott's story that the shooting was entirely accidental, an examination of those present at the dance last night, where Hall was killed, was started today by the authorities.

BACHELOR BOARDERS

Municipal Scheme to Provide Home for Unmarried Men.

London, Oct. 18.—At Ealing it is possible that there may soon be established a bachelors' boarding house.

The borough council some time ago bought six and a half acres of land near Ealing Cemetery, and on five acres of it 121 houses and 18 flats have been erected; and it has been suggested that 24 more might be built on the remaining acre and a half.

Col. Menzies, a member of the council, believes there is plenty of house accommodation. He has, however, seen these men fitted with chairs, beds, table, etc., lighted by electricity, for 5 shillings.

"Young men of this class find great difficulty in finding families with comfortable homes to take them on. My scheme, as I have roughly outlined it, would provide a cubicle for each man, fitted with chair, bed, table, etc., lighted by electricity, for 5 shillings."

Dining-rooms and sitting-rooms would be provided for the 50 bachelors the establishment would accommodate. The cost of \$15,000. The borough surveyor is considering the plans, and will report to the housing committee.



There's a neat, dapper appearance about the Semi-ready Covert Coat.

The paper length—it is tailored to experts on parts, who do their needle work so skillfully that the made up coat fits closely and perfectly around the neck, hangs without a crease over the shoulders and presents a dressy, full "boxy" skirt effect.

We import the Fabrics for our Covert Coats from Bliss and Sons—the well known West of England makers of riding tweeds.

We tailor each coat to the "fitting" stage, the seams with outlets and the inner parts built only—each coat can be adjusted perfectly to your physique. Prices \$15—\$25—\$30—\$25. Your purchase money returned for any cause.

Semi-ready Tailoring

LONDON 170, BUNN STREET, also ST. THOMAS AND STRATFORD.

PASTOR STARTS RIOT

Scored Labor's Sunday and Start a Big Storm.

London, Oct. 18.—It is a fierce hornet's nest that the Rev. R. J. Campbell, of the City Temple, has stirred up in the last number of the National Review. The Rev. Dr. Campbell described the Sunday of a certain section of the working classes as a day of self-indulgence and drunken rowdiness.

This was quoted in most of the daily newspapers, and immediately there arose a tremendous storm amongst the ranks of the working classes. A meeting was called to take place in Hyde Park last Sunday, and from there a large deputation proceeded toward the City Temple for the purpose of asking as a disturbance had been feared, there was a police detail at the doors to the City Temple, and the angry workmen had to go out with hooting the outspoken clergyman. Letters appeared in the newspapers demanding the withdrawal of the police, but Dr. Campbell simply added to the flames by not only declining to retract, but by saying he was prepared to repeat what he had said. The result has been that Dr. Campbell has been hounded by the police in plain clothes wherever he goes, wherever he is recognized, and always to the detriment of the temple, there are some persons there to greet him with jeers.

The Company Won.

Toronto, Oct. 18.—The divisional court has dismissed the appeal of J. R. Malcolm, of Brantford, in his action against the Grand Trunk Railway Company. Malcolm sued for damages for injuries resulting from an accident by which he was injured in front of the company's premises.



Miss Alice M. Smith, of Minneapolis, Minn., tells how woman's monthly suffering may be permanently relieved by Lydia E. Pinkham's Vegetable Compound.

"DEAR MRS. PINKHAM:—I have never before given my endorsement for any medicine, but Lydia E. Pinkham's Vegetable Compound has added so much to my life and happiness that I feel like making an exception in this case. For two years every month I would have two days of severe pain, and could find no relief, but one day when visiting a friend I ran across Lydia E. Pinkham's Vegetable Compound,—she had used it with the best results and advised me to try it. I found that it worked wonders with me; I now experience no pain, and only had to use a few bottles to bring about this wonderful change. I use it occasionally now when I am exceptionally tired or worn out."

—Miss Alice M. Smith, 804 Third Ave., South Minneapolis, Minn., Chairman Executive Committee, Minneapolis Study Club.—\$5000 forfeit if original of above letter proving genuineness cannot be produced.

Lydia E. Pinkham's Vegetable Compound carries women safely through the various natural crises and is the safe-guard of woman's health.

The truth about this medicine is told in the letters from women being published in this paper constantly.

WHY NOT KEEP WARM?

"Buy Turnbull's Knitted Underwear"

GENUINE SCOTCH FINISH UNDERWEAR.

The season's need is underwear—we have the best obtainable. Buying poor quality goods is wasting money, no matter how little you pay for them. It is an opportunity for the most critical and careful buyer to save money on the very best goods.

ALL-WOOL MEDIUM WEIGHT UNDERVESTS AND DRAWERS

Ladies' Undervests and Drawers

If you want the best, purchase Turnbull's Pure Wool Underwear; guaranteed in fit, finish and extra good value. Splendid assortment of All-Wool Medium Weight Undervests and Drawers for ladies. Our large and unprecedented stock contains the very best selection from which to choose—all sizes are to be found. White and natural colors. Vests and Drawers to match.

Cetee Underwear

Cetee Underwear for ladies, is pure wool guaranteed unshrinkable; soft as down, perfect comfort. All sizes of Vests and Drawers.

INFANTS' VESTS, MISSES' and CHILDREN'S UNDERWEAR

Scotch Lambswool for Ladies' Wear

This specially good Underwear is a little heavier than Cetee. We have all sizes in Vests and Drawers; and are of the very best texture. Best value for the money.

Ladies' Ribbed Underwear All-wool Underwear

Special selection of non-shrinkable Ribbed Underwear for ladies, in all sizes, in Vests and Drawers. Our price 75c.

"What We Advertise is So."



Turnbull's Famous Underwear.

WOODS' FAIR, WOODS' FAIR. Great Sale of Lithograph Cushion Tops.

18 dozen Cushion Tops in full size and stamped on good quality of denim. The full line includes three bust designs, five full figure designs and eight beautiful floral designs, all in most beautiful tints and colorings; some designs with choice for each. SHOWN IN OUR EAST WINDOW. Remember the great sale of Graniteware in our basement. Come early.

BIG PURCHASE OF CREPE PAPER TABLE NAPKINS. 100 gross best quality Crepe Paper Table Napkins, in very handsome designs—Pink clover, roses, Union Jack, holly leaf, fern, tiger lily and many others. All good colorings, with gilt tints; a wonderful line; sale price 12 for 15c.

Big Shipment of Ash Sifters Just Arrived. 30 dozen Ash Sifters, made with good, strong frame and heavy wire sieve; good smooth long handle, all painted and worth 25c; sale price, each 20c.

Splendid value in Bake Boards, Chop Bowls, Rolling Pins, Coal Hods, Stovepipes.

GRAND OFFER IN MUSIC ROLLS. Every music roll that we carry is made of pure leather and guaranteed to stand any weather.

Lot No. 1—Next Rolls in black, brown, tan, price 50c. Lot No. 2—Rolls with handle, black, tan, brown, price 75c. Lot No. 3—Very handsome large Rolls, in very best leather, well sewed and colored, some designs with gilt tints; prices \$1.25 and \$1.50. ON SALE AT MUSIC DEPARTMENT.

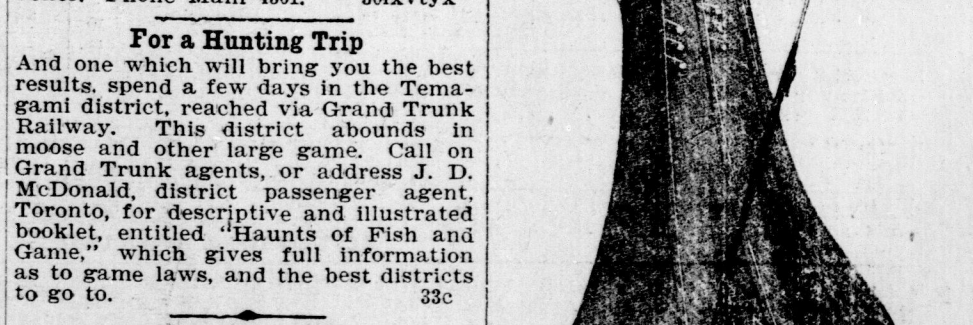
New York Excursion, October 20th.

The New York Central will run a cheap excursion to New York on the 20th inst., from Suspension Bridge and Buffalo. Tickets good to return up to Buffalo, and good to return to Buffalo, and including Oct. 23, at the low rate of \$10.25 for the round trip. Passengers also have the option of a trip on Hudson River steamers if desired. The New York Central office is located at 69½ Yonge street, Toronto. Phone Main 4361, where all information can be secured. Louis Drago, Canadian passenger agent. 30ixvtx

One More New York Excursion. The New York Central and Hudson River Railroad Company announce one more low-rate excursion to New York from Suspension Bridge and Buffalo, the going trip to be on Oct. 20, and the return to commence not later than Oct. 23. The fare is to be \$10.25. Hudson River steamers included if desired. Call on or write Louis Drago, Canadian passenger agent, 69½ Yonge street, Toronto. Phone Main 4361. 30ixvtx

For a Hunting Trip. And one which will bring you the best results, spend a few days in the Temagami district, reached via Grand Trunk Railway. This district abounds in moose and other large game. Call on Grand Trunk agents, or address J. D. McDonald, district passenger agent, Toronto, for descriptive and illustrated booklet, entitled "Haunts of Fish and Game," which gives full information as to game laws, and the best districts to go to.

Moose Hunting. There is a region in Canada, located in Northern Ontario, where the moose, the monarch of the forest, is to be found in great numbers. This territory is known as Temagami, and is reached from Buffalo, Chicago and Detroit by the Grand Trunk Railway System to North Bay. The open season in this region is from Oct. 16 to Nov. 15, both days inclusive, and by applying to J. D. McDonald, district passenger agent, Toronto, Ont., Grand Trunk Railway System, all information concerning routes, guides and full particulars can be had. 33c



\$8.85 For this suit, in stock or made to order, money payable when suit is done. Fit and workmanship guaranteed. It is a \$20 suit, direct from a factory. For \$8.85, \$15 for \$20 suits, \$6 for \$12 suits.