# London Advertiser

FOUNDED IN 1863.
NOON AND EVENING DAILY.
WESTERN ADVERTISER WEEKLY.
THE LONDON ADVERTISER CO., Limited, Publishers,
191-193 Dundas Street, London, Ont.

PHONE NUMBERS.

Business Department..... 107
Editorial Rooms..... 134 and 136
Job Printing Department..... 175

TO SUBSCRIBERS.

Readers of The Advertiser are requested to favor the management by reporting any irregularities in delivery.

SUBSCRIPTION RATES.

Daily, Delivered by Carrier in City:
One year ..... $5 00
One week ..... 10c
Daily, Delivered by Carrier outside City:
One year ..... $3 00
One month ..... 25c
Daily, by Mail, Outside City:
One year ..... $3 00

The Advertiser is on sale regularly at the following news stands, where subscriptions may be left:
Buffalo, N. Y.—R. J. Seidenberg, Ellicott Square News Stand.
Chicago, Ill.—Chicago Newspaper Agency, 170 Madison street.
Louisville, Ky.—Kentucky International News Company.
Toronto—Iroquois Hotel News Stand; Rossin House News Stand.
Entered at the London (Canada) Postoffice as matter of the second class.]

LONDON, FRIDAY, MAY 5.


## MR. JOHN McCLARY.

Today the London Board of Trade paid a graceful compliment to London's foremost captain of industry. If there is one man in this city who has made himself and largely made the city at the same time, it is John McClary, a man richly endowed with all the qualities which lead to practical success, and one whom all Londoners have substantial reasons for honoring.

In a long life Mr. McClary has advanced steadily from moderate beginnings to his present supremacy in his own particular field of industry. It is needless to say that a career so successful has been distinguished by the highest business honor and by single-minded devotion to work and duty. Mr. McClary has grown with the city, and the city has grown with him. In its material progress he has been the greatest personal force, and it may be true that from his personality London's general character as a city, steady, progressive and sterling, has derived some tinge. A notable feature of Mr. McClary's life is his stay-at-home patriotism. He has not, with the advent of wealth, allowed his interests to drift elsewhere, but has remained devoted to his business and a loyal member of the community in which he has developed. At the same time the product of his factories has carried his name and the name of London to every settled part of Canada. There is no region in our country so warm as not to need and appreciate the services of his great establishment.

It is, then, appropriate that the local business community should recognize the worth and merit of this consummate man of affairs. At the age of 83, one of the oldest of the members of the Board of Trade, he still exhibits the acumen, the interest in and practical knowledge of every detail of his manufacture, that have characterized him for the last 60 years. His rise and success, the enormous expansion of his business, have some of the wonder of romance. Mr. McClary's brain, courage and foresight have done as much as the genii or peris of the Arabian Nights could do. And now as a crowning piece of romantic good fortune here he is still growing, hale and hearty, young in mind and spirits, enjoying a public dinner and the congratulations of newer generations of Londoners, at eighty-three.

## BRITAIN'S LATEST AND GREATEST SOCIAL EXPERIMENT.

"The greatest legislative experiment ever introduced in any legislative assembly in the world" was the Conservative whip's tribute to Lloyd George's latest scheme of social betterment, launched yesterday with the approval of all parties. The chancellor's project is certainly daring and far-reaching. It makes a more fundamental attack on the problem of poverty than old age pensions. The pension plan lifts above destitution or dependence all who reach the age of 70, and it already affects over a million men and women. The insurance plan touches the lives of the bulk of the working population between the ages of 16 and 70, estimated to number 15,000,000 souls. These will at once come under the provisions for insurance against sickness and invalidity. The unemployment insurance will be restricted for a time to the engineering, shipbuilding and housebuilding trades, in which there are half a million workers.

The cable dispatches give the barest outline of the scheme, but it has been foreshadowed more completely by the British newspapers. Every worker earning less than $800 a year will be compulsorily insured against sickness so as to yield him (or her) five shillings a week during incapacity. A man will pay eight cents a week, a woman six cents. The employer will pay six cents weekly for each employee and the state four cents. Men who are permanently incapacitated will receive ten shillings weekly for the first three months, and women seven shillings and threepence weekly. After this three months' period their allowance will drop to five shillings weekly, which they will receive during life. There is a special grant for maternity cases, provided the mother does not work for a month after childbirth. There has been national suicide in the conditions which have driven women to work at risk of their own health and that of their offspring. Coupled with this branch of the scheme is to to be a crusade against tuberculosis, toward which the Government will contribute $12,500,000.

Insurance against unemployment bristles with greater difficulties. The contributions are to be divided among the employers, the workers, and the state, as in the sickness insurance. The benefits during unemployment will vary from seven to fifteen shillings weekly according to the nature of the trade. No payments will, of course, be made during strikes or lock-outs. In time these provisions will be extended to all trades and classes of labor; but the three leading trades of engineering, shipbuilding and housebuilding will afford a favorable experimental field in which the problem may be worked out before the system is more widely applied.

The cost of the whole plan to the state will be $35,000,000 in the fiscal year 1912-13, and will rise to $100,000,000 in 1915-16, or about a fourth of the expenditure on the army and navy. The method of raising the extra money will be more the subject of party controversy than the purpose to which it will be applied. The Unionists have evidently made up their minds to accept the scheme, but if fresh taxation is necessary to finance it, they will have the opportunity of bringing up the tariff question again.

## WHERE THE SHOE PINCHES.

The first corporation against which the new Canadian anti-combine act has been invoked is the United Shoe Machinery Company, an American concern, which almost monopolizes the manufacture and control of shoe-making machinery in the United States and Canada. According to evidence elicited by the United States Senate finance committee shoe manufacturers cannot buy the machinery outright from the United Company; they must take it on a 17 years' lease, and pay a royalty on every shoe turned out. Certain materials used in the making o shoes, such as wire and linen thread, are also controlled in the United States by trusts, so that the American shoe manufacturers are placed at a great disadvantage compared with the English. From figures supplied the committee, Senator Stone estimated that English shoes could be laid down in the United States at three or four cents per pair less than the cost to the American producer. The Shoe Machinery Trust is protected by a duty of 45 per cent.

Probably these conditions help to explain the remarkable revival of the British boot and shoe industry. A few years ago there were large importation of American shoes in Great Britain, and loud complaints from the home manufacturers. As they had no tariff protection, they set to work to protect themselves by scrapping the old and installing new machinery, and copying American designs and styles. As a result the American invasion of England has practically ceased and the English makers are breaking into the American market. The London News the other day published figures showing the remarkable increase of the exports of English shoes to the United States, and printed interviews with English shoe manufacturers, who were jubilant over the turn of the tide.

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The Unionists have decided not to burn their fingers again by opposing a Lloyd-George project.

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Lord Milner says the reciprocity agreement between Canada and the United States will disintegrate the Empire. This is the same Lord Milner who said the grant of self-government to the Transvaal would disintegrate the Empire.

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A United States congressman says he found annexation sentiment rife in Toronto. Toronto anti-reciprocists have been so fond of quoting silly speeches of this kind and pretending to take them seriously, that the latest one serves them right.

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The Icelandic Parliament has passed a bill giving the women of Iceland the right to vote after they have arrived at the age of 25 years. How many of them will own to 25? It looks like a cunning scheme on the part of the men to keep the fair sex from voting.

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A Smith's Falls' man has sold his cheese to a Montreal anti-reciprocist at the price which will rule in the United States market on July 15. The Montreal man will be a loser unless he can sell the cheese in the United States market on that date.

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We ventured the prediction that somebody would find a sinister design in the presence of President Taft and Dr. J. A. Macdonald on a peace platform. Sure enough: the Hamilton Spectator says, "it looks very much as if the sale of a nation was in prospect".

## ROYAL DOMESTICITY.

[Youth's Companion.]

An American correspondent in London writes that the dominant note of the British royal household is domesticity, and that the good influence of this upon British mothers and upon British society in general is great and far-reaching. In this respect Great Britain was notably fortunate all through the long reign of Queen Victoria, and it is a happy thing for the whole empire that this condition continues to be true.

## A WARM SUBJECT.

[Montreal Herald.]

Perhaps it is inseparable from the subject, but even academic discussions about matrimony are producing some pretty hot talk.

## HARD LUCK.

[Boston Transcript.]

I looked into the azure eyes,
Of her I sought to win
In deep endeavor to surmise
My fond heart's fate therein.

And searching with a lover's wit
Those orbs of heaven's hue,
My prospects seemed, I must admit,
To be exceeding blue.

## CIVILIZED IDIOCY.

[Portland Telegram.]

One generation launches a battleship and the next generation makes a target of it. The expense is about $10,000,000. Multiplying that by the world's production of battleships, add some hundreds of millions annually for the cost of maintenance, ammunition and the like, and we will have a total that's a queer commentary on the good sense of civilization.

## IN THE LATEST STYLE.

[Stray Stories.]

She—How do you like my new dress?

He—It reminds me of a popular theatre.

She—What do you mean?

He—Standing room only.

## THE TRIBE OF SMUGGLERS.

[Sarnia Observer.]

A reader of The London Advertiser tells of a lady who is violently opposed to reciprocity, and who, nevertheless, smuggled her spring suit from Detroit. There are some of the same sort around about here. For party purposes they are rabid advocates of high tariffs against the States, and opponents of reciprocity. As private individuals they abhor paying duty on what they buy in the States, and will stoop to any subterfuges to smuggle their purchases. The joy of beating the customs would be wanting in many cases, if the reciprocity idea spread.

## SEES TROUBLE COMING.

[Hamilton Spectator.]

When one considers the appeal of the Socialist to the submerged classes, and the vision of a transformed earth which he pictures, one only wonders that the advance is not more rapid. The only preventive to its immediate acceptance is the natural conservatism of men.

It will only be a matter of time, and a comparatively short time at that, when this conservatism must yield to the pressure of economic conditions. At the present time there is every possible favorable condition for an almost cataclysmic social surge from the present order of things.

## FOR SILENT CITIES.

[Toronto News.]

The prospect that London (England) may be paved with rubber lends fresh zest to the movement for the suppression of city noises. At least one-half the din that harasses the urban dweller's ears is unnecessary and avoidable. The wear and tear of modern life on nerve and brain is so severe that as far as possible it should be minimized.

## THE DUTY OF PARENTS.

[Windsor Record.]

Enlighten the child at the proper age. If parents will not do it the school is the right place. Banish the false modesty.

## ONE ON THE GOAT.

[The Bellman.]

A little boy, accompanied by his mother, encountered a belligerent-looking goat in a narrow path. To the boy's terrified objections to going forward, his mother replied:

"Why, Willie, don't you know that there is no such thing as bodily pain, and that it is foolish for the goat to try and hurt you?"

At that the boy rejoined:

"Yes, mother, I know it, and you know it; but the goat don't know it."

## NEW YORK AND LONDON.

[London Daily News.]

The business quarter of New York is swallowing up the Fifth avenue and Madison avenue of fashion, and the New York Evening Post says that this is another reproach to the forefathers who gave New York its checker-board street plan. There is no room in such a scheme for the odd corner and the secluded nook. Hard by the sweltering tide of traffic, and "it is the blind alley and the hidden little square that make it possible for London men to write plays and paint pictures within a minute's walk from the Strand." That is something worth remembering when we are tempted to be impatient with this cramped giant of London. It has sprawled into being, but the mere absence of a "plan" has given it life. It has not had the impulse of a moment or an individual stamped upon it for eternity; it registers all the minds of all the years. A man may pass from the sixteenth to the twentieth century in a few paces, and get the sense of continuity without losing touch with the latest work or time. If with such advantages Londoners do not make their mark in literature and art it is not the fault of the city which bred them.

## FAREWELL.

[Philadelphia Times.]

Farewell, old winter overcoat,
The spring has left thee flat,
And I must turn away from thee
And seek last year's straw hat

## THE HATS.

[R. H. Tiberington.]

Girls of bygone days were fats;
Think of it—the studid flats!
Styles so simple and so crude
We have hurled to desuetude.
Nowadays upon their heads
Women carry feather beds,
Footballs, flower pots, laundry bags,
Bales of feathers or of rags;
Helmets, pie plates, butter tubs,
Jungle growths of trees and shrubs;
Dishes, saucepans, jardinieres,
Sofa cushions, flights of stairs;
Baskets green and pink and brown,
Right side up and upside down,
Pyramids and Eiffel Towers,
Garden plots of gorgeous flowers;
Buckets, barrels, hives for bees,
Boxes meant for fruit or cheese;
Drying frames, with wires and slats;
Anything, in short, but—hats!

## THE AMERICAN COLONEL.

[New York Sun.]

Colonels are divided into colonels military—not here to be considered—colonels civil or political, and colonels titular, the latter class including every layman who is not already a judge, an honorable, a professor or a doctor. Every American born male is born a colonel, and the title will be his whenever on or after the age of 21 he chooses to assume it. Once a colonel, always a colonel, especially a colonel political; the term "civil" used by many authorities as a synonym of "political" is ambiguous, implying a gentleness of manner not always present in colonels political. Colonels, then, are both born and made.

# LITTLE DAMAGE TO SHIP

### Reports of Accident to New British Battleship Greatly Exaggerated.

[Canadian Press.]

Portsmouth, Eng., May 5.—The reports published in London papers on the damage done to the Dreadnought cruiser Invincible while she was being docked here for an overhauling on Tuesday, were greatly exaggerated. When the warship was docked it was found that some of the wooden blocks upon which the great weight rested had been improperly placed, and it was necessary to float and replace theseb locks. The vessel was but little damaged.

# TOOK CUE FROM "BOSTON TEA PARTY"

## Residents of Cordova, Alaska, Dump Coal Into the Harbor.

## AS A HINT TO TAFT

### Enraged Because Government Has Not Opened the Alaska Coal Lands.

[Canadian Press.]

Cordova, Alaska, May 5.—The excitement caused by the United States Government's failure to hurry action in Alaska coal land cases reached a climax yesterday when three hundred businessmen and citizens formed a mob and armed with shovels, marched to the ocean dock of the Alaska Steamship Company, where they proceeded to throw several hundred tons of British Columbia coal into the bay.

Incensed at the thought of no reply to a plea to President Taft urging action looking to the opening of the Alaska coal fields, the citizens of Cordova decided to follow the example set by the "Boston Tea Party," and thus express the serious crisis that has been reached in the Alaska coal situation.

For several days the sentiment in favor of some public outburst has been quietly growing.

### A Call to Shovels.

When yesterday's cable dispatches from Washington failed to bring news of President Taft having acknowledged the receipt of the appeals from Alaska, feeling increased and the call to arms, which in this instance means a call to shovels, was sounded.

Among those who participated in the "coal party," were A. J. Adams, president of the Chamber of Commerce; ex-Mayor W. H. Chase, and Councilmen James Flynn and Charles Ross.

The time selected for the movement was opportune, for United States Deputy Marshal Samuel Brightwell, was three miles away, United States Commissioner O. A. Tucker could not be found, and Chief of Police George Dooley could not be reached until several tons of coal had been disposed of.

Richard J. Barry, general agent of the Alaska Steamship Company and the Copper River Railroad, was in his office on the dock and was taken by surprise when the mob swooped down and the property. He demanded that the shovelling cease, but the crowds only answer was "Give us Alaska coal."

Barry was armed, but friends persuaded him not to fire. Workmen of the railroad shops were sent for and arrived with Superintendent Van Cleve at the same time that Chief of Police Dooley put in an appearance. Dooley ordered the mob to disperse, but President Adams, of the Chamber of Commerce, shouted, "Shovel away, boys. We want only Alaska coal."

Demand was then made in the name of the United States to disband or suffer the consequences.

It is believed that the trouble is not over, as the citizens threaten to make another demonstration on the arrival of the steamer Edith, which is bringing a cargo of Canadian coal.

Mayor Lathrop has appealed to Governor Clark, who is in Washington for assistance. If the local situation remains unchanged it is thought that the governor will ask that troops be sent from Fort Liscomb.

Yesterday's action is the culmination of many indignation meetings in Cordova and surrounding towns. A telephone report from Katalana says that Gifford Pinchot was burned in effigy there last night.

# DIES IN THE FIELD

### Aged Farmer Near Melbourne Overcome While Plowing.

Melbourne, May 4.—Mr. Jas. Lockwood, sen., a farmer, died from heart failure while plowing in his field about noon on Wednesday. He was found lying in a furrow by one of the family who went out to call him to dinner.

The deceased was an elder in the Presbyterian Church here, and leaves a large circle of friends, besides his family, to mourn his death.

He was about 74 years of age.

# NEW ANGLO-JAP PACT

### Removes Opposition to the New Japanese Tariff.

[Canadian Press.]

Tokio, May 5.—Ratification of the Anglo-Japanese commercial treaty were exchanged today.

Great Britain and Japan negotiated a commercial treaty which is to come into effect on July 17, replacing the existing treaty expiring on July 16. The new pact removes the opposition of British merchants to the recently-adopted Japanese tariff, which heavily increased the duty on British manufactures, as Japan grants reductions varying from 12 to 30 per cent upon a large number of British imports.

# THE PEACE CONGRESS

[Canadian Press.]

Baltimore, Md., May 5.—The chief feature of the programme today at the third national peace congress was the report of the committee on resolutions, which was scheduled for presentation at the close of the afternoon meeting. The resolutions are expected to be a summary of the sentiment which has inspired the sessions, and which marks the present development of the peace movement.

One of the resolutions indorses the Anglo-American arbitration treaty and calls for its ratification. Another asks that Congress pass such acts as will make the Government hold each state responsible for any outrage committed upon the person or party of foreign subjects within the state. Still another resolution approves the proposed celebration of the 100 years of peace between the English-speaking nations and will pledge its support to the movement.

At the forenoon session Dr. T. Yenaga, a native of Japan, and a professor in the Chicago University, spoke on "Peace in Asia." Dr. Yenaga said that what vitally concerns Japan is the continuation of peace in Asia, and declared that his country had left no stone unturned so far to obtain that object.


# OCEAN STEAMSHIP TICKETS

AMERICAN LINE.
N. Y.—Plymouth—Cherbourg—S'hampton
Philadelphia—Queenstown—Liverpool.
ATLANTIC TRANSPORT LINE.
New York—London Direct.
RED STAR LINE.
New York—Cherbourg—Dover—Antwerp.
WHITE STAR LINE.
New York—Queenstown—Liverpool.
N. Y.—Plymouth—Cherbourg—S'hampton.
Boston—Queenstown—Liverpool.
New York and Boston—Mediterranean.
WHITE STAR—DOMINION LINE.
Portland—Halifax—Liverpool.
E. DE LA HOOKE, W. FULTON, F. B. CLARKE OR E. RUSE, AGENTS.


# TRAVELERS' GUIDE

GRAND TRUNK RAILWAY.
SARNIA TUNNEL TO SUSPENSION BRIDGE AND TORONTO.

Arrive from the east—*3:45 a.m., 10:56 a.m., *11:12 a.m., *11:28 a.m., *6:30 p.m., *8:00 p.m., 10:10 p.m.
Arrive from the west—*12:08 a.m., *3:38 a.m., *11:30 a.m., 1:10 p.m., *4:10 p.m., 6:25 p.m.
Depart for the east—*12:14 a.m., 3:43 a.m., 7:30 a.m., 9:00 a.m., *11:40 a.m., 2:05 p.m., *4:25 p.m., *6:53 p.m.
Depart for the west—*3:55 a.m., 7:40 a.m., *11:18 a.m., *11:43 a.m., 1:40 p.m., 8:18 p.m.

LONDON AND WINDSOR.
Arrive—10:25 a.m., *4:00 p.m., 6:50 p.m., 11:05 p.m.
Depart—6:35 a.m., *11:35 a.m., 2:05 p.m., *8:10 p.m.

STRATFORD BRANCH.
Arrive—*3:25 a.m., 11:15 a.m., 1:33 p.m., 6:45 p.m., 11:25 p.m.
Depart—6:00 a.m., 10:26 a.m., 2:45 p.m., 4:55 p.m.

LONDON, HURON AND BRUCE.
Arrive—10:00 a.m., 6:10 p.m.
Depart—8:20 a.m., 4:40 p.m.
Trains marked * run daily. Those not marked daily, except Sunday.

MICHIGAN CENTRAL RAILWAY.
Arrive—7:04 a.m., 11:10 a.m., 5:10 p.m., 9:25 p.m.
Depart—7:20 a.m., 2:20 p.m., 5:35 p.m., 10:11 p.m.

PERE MARQUETTE RAILWAY.
Depart—3:05, *8:02, 9:40 a.m., 2:30, *4:15, *7:00 p.m.
Arrive—8:15, 11:45 a.m., 1:50, 4:23, *10:10 p.m.
*Mixed, to St. Thomas only. "To and from Detroit. All trains to and from Port Stanley, except those marked * "

CANADIAN PACIFIC RAILWAY.
Arrive from the east—*11:28 a.m. 5:35 p.m., 7:05 p.m., *10:52 p.m.
Arrive from the west—4:30 a.m., 12:30 p.m., 5:25 p.m., 8:30 p.m.
Depart for the east—*4:3: a.m., 7:45 a.m. 12:45 p.m., 5:33 p.m.
Depart for the west—8:00 a.m., *11:35 a.m., 7:12 p.m., 11:00 p.m.
Trains marked * run daily. Those not marked daily, except Sunday.


# SUMMER SCHEDULE ON THE TRACTION COMPANY

Providing HOURLY SERVICE between London and Port Stanley, will take effect on Wednesday, April 26, 7 a.m. to 1 p.m. on weekdays; 9 a.m. to 9 p.m. Sundays. Last car goes to St. Thomas.

GRAND TRUNK RAILWAY SYSTEM

# The Popular Tourist Route

To Muskoka Lakes, Lake of Bays, Temagami, Algonquin Park, Magnetawan River, French River, Georgian Bay, Lake Couchiching, Kawartha Lakes, etc.

## Round Trip Homeseekers' Excursion to the West at Low Rates, Via Sarnia Or Chicago

Some tickets and full information from R. E. RUSE, C.P. and T. A., "Clock Corner", H. M. HAYES, depot agent.

# White Star-

Dominion Royal Mail Service
to EUROPE via
The Short St. Lawrence Route.
(less than 4 Days at Sea)
On the New Canadian Leviathans
LAURENTIC and MEGANTIC
sailing alternately with the
TEUTONIC—CANADA—DOMINION

maintaining a weekly service of exceptional merit by a fine fleet of twin and triple screw steamers replete with the latest devices for comfort and safety.

The "TEUTONIC," "CANADA," "DOMINION" and "SOUTHWARK" carry one-class cabin passengers only (called 2nd class) and 3rd class affording an opportunity for an inexpensive trip abroad.

Third Class Passengers are berthed in two and four berth rooms.

Further particulars at company's office, 41 King street E., Toronto, or local agents. VZX

CANADIAN PACIFIC

# Great Lakes Service

FIVE SAILINGS WEEKLY TO
SOO, PORT ARTHUR FORT WILLIAM
Daily except Friday and Sunday from Owen Sound.
Connecting Train leaves Toronto at 8:10 a.m.
Ask Agent for Particulars.
W. Fulton, C. P. and T. A., 161 Dundas street, corner of Richmond, London.

# MICHIGAN CENTRAL

"The Niagara Falls Route."

NEW YORK and BOSTON

Through first-class sleepers from St. Thomas to New York, Boston, Albany and other eastern points. New York passengers desiring to travel down the Hudson by boat can do so without extra charge.

# Homeseekers' Excursions

Tickets will be on sale to western points on May 2nd, and every two weeks until Sept. 19th. Tickets and full information at City Ticket Office, 405 Richmond street, phone 205. Thos. Evans, C.P.A.; S. H. Palmer, D.P.A., St. Thomas; L. W. Landman, G.P.A., Chicago, Ill.

# J. H. Chapman Co

"THE POPULAR STORE FOR EVERYBODY"

## Get Your Dress Made for the 24th

# DRESS GOODS

If you want to have a new dress or suit ready for the 24th, it is time to choose the materials. Here is a selection of some very desirable light-weight fabrics in the newest shades and weaves.

STRIPED MARQUISETTE—Similar to a voile, and very fashionable for street and evening wear. Shown in navy, gray, coral, helio, apricot, corn flower, blue, cream and black. 42 inches wide. Per yard ..... 75c

BLACK AND WHITE CHECKS—A fine range in weights suitable for dresses and suits; very popular this season. Prices, 35¢ a yard, up to ..... $1.25

CREPE DE PARIS—Another light-weight fabric and decidedly new; all colors, including pearl gray, reseda, tan, golden brown, champagne, old rose and black; 42 inches wide. Yard ..... 75c

Duchess Satin Cloth, all wool. Special, yard .. 27c

POPLINS AND FANCY STRIPE ALBATROSS, fine light-weight wool fabric; all color. Per yard ..... 75c

## Black Taffeta Silk

Suitable for waists, dresses and underskirts—French dyed Black Taffeta Silk, superior quality, soft finish, 20½ inches wide. Regular 75c quality. On sale Saturday, per yard ..... 49c

## A Demonstration of Our Special Ladies' Suits at $15

This is an invitation for you to share in a special offering of Ladies' Tailored Suits at $15.00. They are perfect specimens of tailored work in every detail that makes for distinction and style. The material is the fashionable sharkskin, in shades of brown, blue or green.

Coats are 24 inches long, roll collar effect, lined with silk; skirts are trimmed with buttons and self strappings. Perfect-fitting Suits that will meet with fashion's ideal for spring wear. Special price ..... $15

## Misses' and Small Ladies' Suits

These Suits were specially made for misses' and small ladies' wear. The material is a splendid quality of panama cloth, in gray, brown and navy shades. Coats are 25 inches long with sailor or roll collars, silk lined; skirts are close-fitting. Sizes 34, 36 and 38. Special price ..... $12.50

## C-C a la Grace Corsets

In C-C a la Grace Corsets you get the most in style, comfort and wear for the money you pay out. They solve the question for the women of London perfectly and completely.

Our stock includes a wide range of newest models, in all sizes, at from $1.00 to $3.00.

C-C a la Grace Corsets for reducing the figure are very satisfactory. "The Antipon Belt," "The Decedo," and "The Grand Duchess," are models we recommend for stout figures.

## Hosiery Specials

LADIES' BLACK COTTON HOSE, mercerized finish, double soles and high spliced heel and toe. Besides regular sizes we have extra large O. S. sizes. Special, a pair ..... 25c

LADIES' COTTON HOSE, fast black or tan, double heel and toe, all sizes. Special 2 Pairs 25c

## Handkerchiefs

A liberal supply of Ladies' White Lawn Handkerchiefs, hemstitched, nice quality. Regular 5c each at this store. Saturday's price ..... 2 for 5c

## Men's Shirts

SATURDAY SPECIAL—Men's Soft Bosom Shirts, made of corded percale in light colors; spots, stripes and figures; good washing materials, laundered cuffs, full-sized body. Sizes in these are 14 to 17. Usual 75c value. On sale here Saturday at ..... 50c

## Men's Spring Underwear 75c Suit

Balbriggan Undershirts and Drawers, good quality balbriggan, natural color; well made and finished. Worth 50c each. Chapman's price is 39c each, or the suit ..... 75c

## Trade-in-London Week

MAY 8 TO 13

Railway fares will be refunded to out-of-town customers making purchases in this store. The scale below shows the amount that customers living within certain distances are required to buy. It is not necessary for the customer coming a short distance to make as large a purchase as the one who comes a long distance to get the refund of fare, but please bear in mind that the full amount must be purchased in this store, and the sales receipts must be presented at our office, where the refund will be promptly made in cash. Both ways of your fare will be paid.

Up to 5 miles on purchases of ..... $ 5.00
Up to 15 miles on purchases of ..... 10.00
Up to 20 miles on purchases of ..... 15.00
Up to 30 miles on purchases of ..... 20.00

Come to London and enjoy a day or week's shopping. We will be glad to see you, and will give you our best services. If you came last time, come again. Everybody is welcome.

J. H. Chapman & Co. 126, 128, 128 1-2 Dundas St.