

The Advertiser's Flying Boat!

OUR OWN HYDRO-AEROPLANE WILL BE ON THE JOB WHEN LIEUT. PORTE STARTS HIS FLIGHT ACROSS THE OCEAN!



Phil D. Rader.

Phil D. Rader, reporter and navigator of The London Advertiser's Flying Boat, who will write exclusively for this newspaper all of Lieutenant Porte's movements until he starts on his flight across the Atlantic. Rader, in The Advertiser's Flying Boat, will be the last to bid him good-bye.



THE ADVERTISER'S REPORTER-AVIATOR PHIL D. RADER AT THE WHEEL—IN THE ADVERTISER'S FLYING BOAT.

PHIL D. RADER, OUR OWN FLYING MAN, WILL NAVIGATE THE ADVERTISER'S HYDRO-AEROPLANE AND SEE LIEUT. PORTE OFF WHEN HE STARTS ON THE HISTORY-MAKING FLIGHT ACROSS ATLANTIC OCEAN.

Rader is with Porte now at Hammondsport, N. Y. He will follow him to Newfoundland, taking the Advertiser's flying boat along, he will write daily articles which will tell all about the preparations, the start, and give you all the facts as an expert sees them.

Rader has navigated a flying boat for years. He is an expert. He is also an expert photographer, moreover, he was a newspaper reporter for years and knows how to tell the expert stuff and write for you the facts you want to read and the events as they occur.

See The London Advertiser For Reporter-Aviator Rader's Articles On the Big Ocean Trip

A ROYAL ROMANCE WAS ENDED BY AUSTRIAN DOUBLE MURDER

(New York World.)

The assassination last week of Archduke Franz Ferdinand, nephew of Emperor Francis Joseph and heir to the Austrian throne, and his morganatic wife, the Duchess of Hohenberg, brought to a tragic end one of the most interesting and remarkable of royal love stories. It was the climax to a fascinating drama.

Francis Joseph, Emperor of Austria, King of Hungary and Bohemia, is aging rapidly, and the tug-of-war has grown stronger every day for the succession to the throne. It has been a struggle between a beautiful and ambitious woman determined to make her son a monarch, and a proud circle of archdukes backed by the Austrian Constitution and a solemn oath.

Twenty-two years ago, the young Archduke Franz Ferdinand, a nephew of the Emperor, fell violently in love with the beautiful Countess Sophie Chotek, daughter of a Bohemian magnate, who had been Austrian ambassador at the Russian and Belgian courts. Count Chotek, her father, knowing the barriers which separate even the most aristocratic families from the Austrian royal family, was aghast at this love-making. He foresaw it could only lead to a court scandal, the Emperor being strongly opposed to any of his family marrying out of the royal circle of Europe.

Rudolph's Death.

Then an event occurred which made all idea of a marriage more unwise than ever. The Crown Prince of Austria, Prince Rudolph, only son of the

Emperor, was found dead in a shooting box at Meryling, in the mountains. The story of this tragedy is still wrapped in mystery. What caused his death almost nobody knows. The official explanation was "suicide." The Baroness Vetsera, a woman with a hectic past, was found dead at his side—both shot through the heart. Rumor mumbled indistinctly of murder at the hand of a former lover, but the real secret of the crime is locked in the hearts of a few, who keep silent for the Emperor's sake. Rudolph had daughters, but left no son, so the Grand Duke Franz Ferdinand became heir to the Austrian Empire and the Kingdom of Hungary. His marriage with Countess Sophie Chotek seemed too wild a dream to be realized.

True to His Sweetheart.

Franz Ferdinand was forthwith proclaimed Crown Prince. The Emperor, who admired his sterling qualities and his industry in the task of improving the army, urged him to marry and secure the succession to the throne. The pick of all the eligible royalities in Europe were before him. But Franz Ferdinand refused to pay suit to any but his Bohemian sweetheart, the Countess Chotek.

Several years passed, during which the old Emperor proposed various royal princesses to his nephew, but the answer was always the same. The stout old Emperor was obliged to give in. The marriage was arranged, but, according to the constitution and the inflexible laws of the House of Hapsburg, Ferdinand had to swear that both

he and his wife looked upon the marriage as a morganatic one, that she would never attempt to share her husband's throne nor seek to place her future children thereon.

In July 1900, the marriage took place. A daughter, Sophie, was born in 1901, a son, Maximilian—his name borne by the Hapsburgs' most brilliant members—in 1902, and another son, Ernest, in 1904. Now, though she had been ready to renounce her own pretensions to the throne, the countess grew more ambitious where her children were concerned, and soon began her campaign against the declaration. She was not received at court as a member of the imperial family. Though her husband sat next to the Emperor, she had to take her place behind the merest child of a princess, and all treated her with marked disdain. Between her son and the throne were more than sixty archdukes of various degrees of cousinship to her husband—the two nearest being the Archdukes Charles and Maximilian.

Winning the Emperor.

She began her campaign by making friends with the Church and the religious orders. So tactful has she been that she has endeared herself even to the Emperor.

Never thrusting herself forward unduly at court she pleased the monarch that one day he created her Countess of Hohenberg in her own right and decreed that she should take precedence immediately after the Archduchesses. Soon she took her place at the family feasts. The Kaiser invited her to accompany her husband on a visit to the court at Berlin. However, the German Kaiserin plainly showed her that she did not intend to treat her as the future Austrian Emperor's wife. After her return to Vienna the court circle announced that, at the court ball to take place the following evening, the Countess Hohenberg, who had the right to the title of Highness, would be included in the court circle. This announcement caused a sensation.

Later, however, things did not run so smoothly. Franz Ferdinand, who never regretted his choice, and as devoted as ever to his wife, demanded that she should have precedence over all the other ladies of the family at such functions. The Emperor drew the line there and flatly refused. The Crown Prince retorted that in that case neither he nor his wife would be present. The Emperor remonstrated, but in vain.

The Hungarians declared they would acknowledge the Countess as Queen when her husband was crowned, as the constitution, six hundred years older than that of the Austrians, knows no morganatic marriage bar. The Archducal party planned that she must studiously avoid the Burg Palace at Vienna.

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HOW ARCHIE CAMPBELL WENT FROM GOOD ROADS TO RAILROADS

A group of farmers and a derbys-hatted, city-suited person of giant proportions were engaged in road building. This scene was near Gananoque in Eastern Ontario, and the farmers were skeptically watching the trying out of a new machine. There was an engineer along to operate the machine, but something went wrong with it and it would not operate properly. The farmers smiled knowingly among themselves, although they politely tried to hide their amusement from the eyes under the derby hat.

Then something came to pass that gave a new turn to events. The man with the derby hat and the creature that stepped upon the machine, the farmers allowed their smiles to escape a little from control, and looked hard at the "city chap." They were now waiting confidently for an opportunity to "chuckle" openly. But soon their smiles faded away. The "city chap" seemed to know how to work that machine. Its wheels began to revolve. It began to do its work, and the man in the derby and the freshly pressed suit sat in his seat and made a new and a good piece of road.

Beat Down Skepticism.

The "city chap" was Mr. Archibald W. Campbell, now deputy minister of the department of railways and canals for the Dominion. The incident took place in the early days of the good roads movement in Ontario.

So widely known did Mr. Campbell become for his work in this connection that it was almost forgotten that he had been christened "Archibald William." He received a new christening by the ordination of the people, and was known everywhere simply as "Good Roads Campbell." Mr. Campbell started the agitation for the improvement of the roads of the province when he was city engineer of St. Thomas. He threw himself heart and soul into the campaign, and became vice-president of the Good Roads Association, and in 1896 was made good roads commissioner for the province. While occupying that office, and later as deputy minister of public works for Ontario, he carried on the administration of the "good roads" laws; and as late as 1900—shortly before he came to take up his present duties at the federal capital—he went as a delegate from Ontario to the Good Roads Congress at Seattle.

Old Middlesex Boy.

The present deputy minister of railways is an old Middlesex boy. He was born at Wardsville, in that county, in 1862, and so has just recently passed the half-century mark. He got his early schooling there and at the high school of St. Thomas. From school he turned to the engineering profession, into which he graduated at the age of 22. Six years later he became city engineer of the Railway City, and it was there that he began his campaign for good roads.

It is now somewhat over four years since he left the civil service of Ontario, where he was deputy minister of public works, and came to Ottawa to take charge of the department of railways and canals.

When Mr. M. J. Butler left the Government service to enter the service of the Dominion Iron and Steel Company, Hon. George F. Graham was minister of railways and canals, and remembering the good work that Mr. Campbell had done for the province, Mr. Graham brought him down to take over the administration of the Government railways and canals. As deputy minister he became automatically chairman of the board of management of the Intercolonial and of the Prince Edward Island Railways, and he held this responsible position with honor until the present regime replaced the board of management by a single general manager, Mr. F. P. Goulet. He is still, as deputy minister, responsible for the proper administration of the road, although under the present system the details of the management

are centred at Moncton. He has been under his direct control all the canals of the Dominion, which are the key to our magnificent inland waterways. If the Minister of Railways, as contemplated by the act which passed the last session of Parliament, becomes head of the National Transcontinental Railway, that 1,800 miles of iron road will also come under the control of "Good Roads" Campbell.

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