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LONDON, FRIDAY, AUG. 27.

CANADA AND HER FLEET.

Premier Asquith, as became his office, has made the first official statement of the results of the Imperial defence conference.

Following the policy outlined by the Canadian House of Commons, Canada will build a fleet of her own. In Mr. Asquith's words it will be "organized on the lines of the British navy, so as to be interchangeable with British ships." The fleet will consist of cruisers of the Bristol class, and both Atlantic and Pacific ports will be used for construction work.

These plans are subject to the approval of the Canadian House of Commons. As they are in harmony with the resolution unanimously adopted by the House on March 29, they cannot consistently be challenged, although some members may have been influenced in the meantime by the agitation of some newspapers, which profess to have no faith in Canada's ability to carry out such an undertaking.

New Zealand has preferred the alternative of a money contribution, but Australia has taken the same course as Canada, thus receding from her offer of a Dreadnought or its cash equivalent. The Australian and Canadian policies combine national and imperial sentiment, and New Zealand will no doubt in time copy her big sisters. She has chosen the more convenient and economical plan, having regard to the present small population and comparatively slender financial resources of the country.

The good sense and patriotism of the Canadian people may be relied upon to keep this question out of party politics. Certain journals in Montreal, Toronto and Winnipeg are imputing anti-imperial motives to the Ottawa Government, ignoring the fact that the Opposition is in the same boat. As the matter must be reviewed by the House of Commons, there will be opportunity for a full expression of opinion, and both parties will be placed squarely on record.

THE G. T. P. A PERFECT ROAD.

Those who pretend to see something sinister or alarming in the cost of constructing the Grand Trunk Pacific Railway, ignore the exceptionally high physical standard which is being aimed at and the determination to leave nothing undone when the railway is in full operation. Other transcontinental railways were constructed hurriedly and imperfectly, requiring great sums for permanent improvements later on, to bring them up to the first-class condition which the G. T. P. R., for instance, has now reached. A vast amount of money has been expended by the latter company in the lowering of grades, straightening of curves, filling in of trestle-work with earth, replacing of wooden bridges with structures of steel and concrete, and relaying the line from end to end with the heavier rails. In the case of the Grand Trunk Pacific the policy is to do these things at the beginning.

Timely testimony as to the grades, etc., on the extreme western section of this new national railway is furnished by Mr. H. A. Parker, formerly vice-president of the C. R. I. and E. R., a thoroughly practical railway man. Mr. Parker recently travelled on horseback from Edmonton to Prince Rupert, and says he has no hesitation in declaring the route secured for the G. T. P. to be a first-class one. The location survey, with possibly a few changes of a few feet here and there, will be adopted. Mr. Parker is confident that in the matter of grades the projected line will surpass all records in transcontinental railway building. It will be practically as easy for the new railway to haul heavy trains over the mountain section as over the prairie division. The company has secured a maximum gradient of four-tenths of one per cent per mile, or a rise of 21 feet a mile, on eastbound traffic, via the Yellowhead Pass, for the entire distance between Edmonton and the Pacific coast, and but five-tenths of one per cent, or a rise of 26 feet to the mile, on westbound traffic. Mr. Parker declares the country all along the line looks like one with a future.

What is true of the Edmonton-Prince Rupert end of the road can also be said of the line between Winnipeg and Moncton. Not only are the grades easy, but there is the best of evidence

that the entire road is being built in the most scientific manner. This naturally means a very heavy initial outlay, but it is doubtful if the cost per mile of this perfect railway will be greater than that of other transcontinental lines after all subsequent expenditures in putting them in proper shape are taken into account.

WOMEN AND THE BALLOT.

This fact, that the voting franchise is not a matter of right, but of public policy, is important to remember. In relation to the question of woman suffrage, when female agitators claim about their "rights" and the unjust withholding of their "rights" from women, it should be remembered that women possess no inherent natural right to vote. Whether or no they ought to be allowed to vote depends on the answer to the question whether it would be good for the community as a whole to let them vote.—Hamilton Herald.

This argument may be pushed too far. Who decides the question whether it is "good for the community" to withhold the franchise from any body of citizens? In Russia it is the Czar; in Persia it is—or was—the Shah; in Turkey, before the late revolution, it was the Sultan; and in Great Britain, before 1832, it was a handful of landowners and pot-wallopers. Women are denied the ballot in most civilized countries because they are in the power of men.

The franchise was denied to majorities by minorities or despots during vast tracts of time on the pretext of "public policy." Today the natural inherent right of every man to vote, who is not insane or a criminal, is conceded in every progressive country, with a reservation in some countries against the native races. The fact that one sex is classed by the other sex with lunatics, criminals, and aborigines in the matter of political rights, is an injustice which will vanish as surely as have past restrictions upon the male franchise imposed by those who arrogated the exclusive privilege of ruling the nation. The argument that women should have some hand in shaping the laws that they are bound to obey is hard to combat.

At least Australia's decision in favor of local naval defense cannot be attributed to Quebec.

The Harriman stocks are now depressed on account of Harriman's health, although the Harriman properties are as sound as ever. This is another evidence of the weakness of one-man power.

While all eyes are on the western crop, good old Ontario is "delivering the goods," as she does every year, without getting on the country's nerves.

The proof of the pudding is in the eating, and the proof of the water is in the drinking. Certainly there can be no complaint over the present quality of the water furnished by the Horton street works.

The story that James J. Hill is trying to get control of the many years ago the feat would have been much easier than today. Grand Trunk common stock is no longer regarded as waste paper.

The plucky Frenchman, Latham, broke the long-distance aeroplane record yesterday by making 96½ miles at the rate of 42 miles an hour. He ought to win the competition at Rheims as compensation for the laurels snatched from him by Bleriot at the English Channel.

HAMMOCK PHILOSOPHY.

(Judge.)
"Ma, do sailors take their sweethearts aboard ship with them?"
"Of course not, your honor."
"Then why does each sailor have a hammock?"

WAR'S TERRIBLE SIDE.

(Woodstock Sentinel-Review.)
"If people could only see the inside of a field hospital as I have," says Goldwin Smith, "they would be more careful. Just so. But in the literature extolling the pomp and glory of war, but little is heard of the field hospital. And yet the field hospital is one of the terrible realities of war. If the spirit of patriotism is to be nourished by war literature, let us have the whole of it. It is said that the bones of the Russian soldiers who fell pitifully, but bravely, in the recent war with Japan, are now used in great quantities to make animal charcoal for the powder mills of Japan. The bones bring as high as half a dollar for 100 pounds, and are used to form the basis of a new explosive, capable of supplying other bones when the present supply runs out, or before. There's glory for you."

THE LATE ROBERT REID.

(Hamilton Times.)
The news of the sudden death of Robert Reid, one of the Transcontinental Railway Commissioners, will be received with deep regret by the public, especially in London, where he had spent most of his life, and where he was very highly esteemed. Mr. Reid was appointed to the commission on its organization five years ago, and in the transaction of its business had shown a wide knowledge of the work with which it had to deal, and great executive capacity. Not a little of the success of the commission's work is due to the clear business insight which he brought to the aid of his fellow commissioners.

LOTS OF WIDOWS.

(Ottawa Free Press.)
An exchange tells us that in India there are nearly 26,000,000 widows, and yet there are men on the prairies advertising for wives!

A VACANCY.

(Argonaut.)
Dr. Hale once told of a minister who preached over an hour on the four greater prophets, and then, when his exhausted congregation thought he was through, took a long breath, turned a fresh page, and, leaning over the pulpit, said: "We now come to the national question of the supply of minor prophets. First let us assign to them their proper order. Where, brethren, shall we place Hosea?" An irascible old gentleman in a black new robe, took his hat and stick,

and said as he departed: "You may give him my place if you want to, I'm going."

NEEDS NO SYMPATHY.

(Kingston Whig.)
The man who cannot do without his ice cream on Sunday, and who must break the law in order to buy it, is not entitled to any sympathy. As to the legality of the subject the sooner it is settled the better.

THOSE PEEKABOO WAISTS.

(Cleveland Plain Dealer.)
His proud lip curled.
"You think you are clever," he sneered, "but I can see through you." And the next day she had her summer gown lined.

IS NOT DISAPPOINTED.

(Life.)
Deemster—"Whenever I have to borrow money I try to get it from a pessimist."
Fieldman—"Why?"
Deemster—"A pessimist never expects to get it back."

ALFONSO'S WHISKERS.

(Chicago Tribune.)
King Alfonso cannot be blamed for experimenting a little with his face. Perhaps a pair of side whiskers will improve it.
(Montreal Herald.)
King Alfonso has raised side whiskers. But there, even royalty have to keep their children amused somehow.
(Toronto News.)
King Alfonso has grown side whiskers. His general health in other respects is excellent.

HAPPY UTICA.

(Toronto Telegram.)
A millionaire citizen has presented Utica, N. Y., with a complete system of eight parks, 540 acres in all.

JUST TO TEASE US.

(Galt Reformer.)
This is the trying season when friends on their vacation send you picture post cards of beautiful streams and shady nooks where they have been rusticationg.

IN SASSIETY.

(Boston Transcript.)
Wife—Here's another invitation to dine at the Flatleys'. What a bore those occasions are.
Hub—Yes, even their dinner knives are dull.

WHAT SHE WENT FOR.

(Louisville Courier-Journal.)
"So you think you'll go to the mountain next year?"
"Yes, too much breeze at the seashore. Always blowing the cards off the bridge tables."

SHE KNEW.

(Cleveland Leader.)
The man—"You don't know how beautiful you are!"
The girl—"Look here, I've a mirror, and I've known other men. What I don't know is, how rich you are. Do you want to talk business?"

CAUSE FOR WORRY.

(Life.)
"We are going to consult a specialist about our boy," says the father.
"About your boy?" echoes the friend.
"Why, he seems to be a perfectly healthy, rugged lad."
"I know, but we have asked him time and again what he wants to be when he grows up, and he never has said that he wants to be a railway engineer."

MINDS THEM.

(Boston Transcript.)
"So between seasons Barnstorm runs a truck farm."
"Yes, in the summer he minds his peas and in the winter his cues."

KOMOKA.

Komoka, Aug. 26.—Rev. Thomas Nixon has returned from his vacation.
Mr. and Mrs. Dave Mathewson are holidaying at Detroit, Buffalo and Niagara Falls.
Mrs. J. Lince and Miss Regina Jones, of London, paid a short visit to friends here recently.

Miss Lizzie Mowat, of London, paid a short visit to relatives here lately.
Mr. Richard Mountjoy, of London, has been rusticationg here.

Misses Mary and Elva Rowland, of Detroit, are renewing acquaintanceships here.
Mr. Harrison, of Lambeth, visited at the home of Mr. Tunks recently.

Now that the local option fight is on it is up to the church people to get out and fight to a finish and show that they are for the right. Lobo is badly in need of local option, particularly our own village.

School reopened on the 15th with a good attendance.
Miss Vining has returned from a pleasant vacation spent in the east.

Quite a large number from here left for the golden west on the recent excursion.
Owing to Rev. Mr. Marshall being away from home there was no service in the Baptist Church Sunday evening.

Mr. and Mrs. D. McDougall have returned from a trip up the lakes.
Mrs. A. H. Ford is spending a few weeks in Windsor.

Mr. Will McKellar, of Toronto, is spending his vacation at his home here.
Baseball seems to be the leading game in the Emerald Town at present.

Miss Robina Mowat, of London, is holidaying at Sprucehurst Villa.
The G. T. R. steam shovel was moved out on Monday.

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QUINTANA'S TACKLING DEFEATED THE DEMONS.

Advertiser Nine Could Not Locate Cuban, and Lost Fast Game by 11 to 10 Score.

The Advertiser Demons were defeated by the Mi Lindas 11 to 10 in a fast game at Tecumseh Park yesterday afternoon, the pitching of Quintana deciding the game in favor of the cigar men.

Quintana arrived in London a few days ago from Cuba, and it might be said that he has a fine line of twists. The Demons had great difficulty in locating him. The line-up:
Demons—Wright, c.; Clark, s.; Fitzmaurice, lb.; Crothers, 2b.; Floyd, 2b.; Stevens, 1b.; Hutchinson, c.f.; Moore, r.f.; Tallar, p.
Mi Lindas—Schreiber, c.; O'Rourke, s.; Marks, lb.; Hiery, 2b.; Augustine, 2b.; Boyd, 1b.; Strong, c.f.; Hill, r.f.; Quintana, p.

LEAF'S BEAT GREYS.

(Continued From Page Seven.)

Phelan, Richey, Jones; wild pitch, Jones; hit by pitcher, by Lee 1; double play, Hoffman to Anderson; struck out, by Lee 2; bases on balls, off Lee 2, off Jones 4; left on bases, Toronto 9; Providence 3; time, 2 hours; umpire, Finnegan; attendance, 2,500.

BUFFALO HAD LITTLE TROUBLE IN WINNING.

Bisons Walloped Newark Indians by 2 to 0 in First of Series.

[Special to The Advertiser.]
Buffalo, N. Y., Aug. 27.—With Blondo Bill Malarkey, head of the rescue corps, going the entire route and heaving in his best form, the Bisons had no trouble taking down the spotlight end of a saucy little battle yesterday, with John Hayes Hammond McGinnity and his pennant aspirants in the opener of the local series. Said engaged Reulbach 1, off Moore 1; first base on errors, Philadelphia 2; struck out, by Reulbach 4, by Moore 2, by McQuillan 2; wild pitch, Moore; time, 2:07; umpires, Kane and Klein.

PHILLIES BEAT CUBS.

(Continued From Page Seven.)

Evers and Howard; left on bases, Philadelphia 16, Chicago 5; first base on balls, off Reulbach 1, off Moore 1; first base on errors, Philadelphia 2; struck out, by Reulbach 4, by Moore 2, by McQuillan 2; wild pitch, Moore; time, 2:07; umpires, Kane and Klein.

HITS AND ERRORS GAVE BOSTON THE GAME.

Score Stood 10 to 8 at the End of Eight and a Half Round—Winners Talled Five in Seventh.

Boston, Aug. 26.—Boston won another heavy-hitting contest from St. Louis today, 10 to 8. Errors gave St. Louis four runs in the seventh inning and the locals got five runs in their half on bunched hits and errors. More hard hitting in the eighth decided the games. Score:

St. Louis. A. B. R. H. O. A. E.
Barber, 3b. 5 1 3 5 0 0
Ellis, 1b. 5 2 3 2 1 0
Brennan, c. 5 1 4 2 1
Ketchum, 1b. 5 3 6 2 0
Evans, r. f. 5 0 0 0 2
Deleant, 2b. 5 0 3 3 0
Hulsbunt, c. 5 1 0 0 0
Murphy, c. f. 5 1 0 0 0
Storke, s. 5 1 4 2 2
Jackman, p. 5 0 0 1 0
*Phelps 1 0 0 0 0
Harmon, p. 1 0 1 1 1
*Bills 1 1 1 0 0
*Hush 1 0 0 0 0

Totals 38 16 27 8 3
Baltimore. A. B. R. H. O. A. E.
Strang, r. f. 5 3 3 3 1
Dunn, c. f. 5 0 2 4 2
Hall, 2b. 5 2 1 1 0
Osborne, c. f. 5 3 1 0 0
Ganzel, 1b. 5 2 3 11 0
Stimmons, 2b. 5 1 2 0 0
Batch, s. 5 1 2 0 2
Butler, c. 5 0 1 3 2
Holmes, p. 5 0 0 1 0

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