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LONDON, TUESDAY, AUG. 25.

A CENTURY OF PEACE.

The Governor-General suggests a celebration in 1914 of the completion of 100 years of peace between the United States and Canada.

It is a fact unique in history that two countries, whose frontiers meet for thousands of miles, should have enjoyed unbroken pacific relations for a century. This is the more remarkable as there have been various causes of friction, and incessant irritation, arising mainly from this very contiguity. Undoubtedly a beneficial influence has been the agreement for the limitation of armaments on the great lakes. It was a happy sequel of the war of 1812-13. The proposal emanated from the United States, and was accepted in a letter (April, 1817), from Sir Charles Bagot, British minister plenipotentiary, to Mr. Rush, acting secretary of state for the United States. Hence the name, the Rush-Bagot treaty. It limited the naval forces to one vessel of 100 tons on Lake Ontario, and two vessels of similar size on the upper lakes.

The absence of reminders of international antagonism, such as warships on the lakes and forts on the frontier, has been an object lesson to the whole world. In periods of ill-feeling, as during the Trent affair, the existence of armaments along the border would have fostered the spirit of belligerency and been an incentive to acts of rashness, which might have precipitated hostilities.

The Oregon, Maine and Alaska boundary disputes, the Trent affair, the Fenian raid, the Venezuela message, the Bering Sea question, the fisheries, the joint use of canals and waterways—most of these matters have held the germs of war. We on this side of the line feel that we have not always received justice, but today the field is almost cleared of disputed issues, and the growth of mutual good-will is a guarantee that future differences will be adjusted amicably. This friendliness will be stimulated by such an event as the Governor-General proposes.

U. S. GRAIN PORTS SIDE-TRACKED.

The diversion of the export grain trade from the great United States ports to the St. Lawrence route, via Montreal, is still subject of discussion across the border.

During June and July last the exports of wheat from the Canadian port to various points of Europe amounted to 7,901,262 bushels, while from the five chief Atlantic ports of the United States the combined shipments totaled 7,585,281 bushels. Commenting on these figures the Baltimore American says:

"That is surely capturing the export wheat traffic with a vengeance. The discouraging phase of the situation consists in the fact that grain can be carried by the all-water haul at a figure which would be ruinous to the railroads delivering to United States points if they dropped it."

The American finds some comfort in the fact that the loss sustained by Baltimore in the export wheat trade is less proportionately than that of New York. The reason given for this is that Baltimore taps a wheat zone that lies far enough south of the wheat region to render the water route seaward less easily available. A big wheat surplus is annually grown by Kansas and Missouri, and geographically Baltimore is in a much better position relative to the more southerly wheat area than any more northerly Atlantic port.

Further light on the situation is thrown by the New York Commercial, which, in a recent issue, said:

"For nearly a whole month prior to last week not one bushel of grain was shipped from Boston to a foreign port, and the limited shipments in the closing days of July were due directly to the overflow of grain receipts at Montreal for foreign shipment. Every Atlantic city herebefore and commonly accounted a grain port, is suffering in its export trade as Boston is, and from the same cause—the lower rail rates to Montreal from the grain centres of the west. There has not been a bushel of grain shipped from New York to London in four months," said P. A. S. Franklin, vice-president of the International Mercantile Marine, in commenting on the local situation yesterday."

It is not surprising, therefore, to find trans-Atlantic steamship companies maintaining a freight service from New York, Philadelphia, Boston and Baltimore, again appealing to the Transatlantic Association for relief. They point out that steamships have been withdrawn from those United States ports on account of their inability to get cargoes, while Montreal is not only leading the regular tonnage, but the favorable grain rates to that port are also attracting tramp

steamers in addition to the regular line.

While not asking that the lower Montreal rail rate be equalled for United States seaports, the companies making the appeal suggest that some moderate concessions be made which will enable the United States ports, by the expert use of banking and other facilities, to get a share at least of the business.

The railroad charges from the interior grain centres to the seaboard are not, however, wholly responsible for the state of affairs complained of. At a recent conference of leading New York business men resolutions were adopted calling for action that would cause the reopening of the closed New York State canals; for the pushing to completion of the new barge canal and all other waterways; for the improvement of New York City's terminal facilities; for the cheap and convenient handling, storage and transportation of freight; for the reduction of port charges to a minimum; for the removal of exactions and annoyances, and generally for placing the city and state in a position where they will be on a parity with other communities in the competition for the world's commerce. As the Winnipeg Free Press says, our neighbors are beginning to realize "that they must compete largely through canals, and that our route has the great advantage, in addition to all others, of shortening the distance to be traversed across the Atlantic."

THE DAYLIGHT SAVING BILL.

Although the measure known as the daylight saving bill did not finally pass the House of Commons at the recent session of the British Parliament, its promoters are still hopeful that it will sooner or later become a law of the land. The progress thus far made has encouraged this expectation. After passing the second reading the bill was referred to a select committee of the House, which committee not only agreed with the principle of the measure, but recommended than an alteration of one hour in the time of the United Kingdom be made in April and September. The Government, believing the matter to be one of too great importance for hasty action, did not allow the bill to go to a third reading, but referred it to the Board of Trade for consideration. That body is now making an official inquiry, and it is expected its report will be ready for the cabinet in time for the reassembling of Parliament in the autumn.

The object of the framers of the bill, as has been explained in The Advertiser, is to obtain the use of 80 minutes more daylight each day for several months in the year by advancing the clock twenty minutes on each of the first four Sundays in September. This alteration, it is contended, would utilize morning air and daylight, and enable all to spend an additional hour and twenty minutes of their leisure out-of-doors at the end of the day during certain of the spring, summer and autumn months. It is urged that this would materially increase the health, happiness and moral well-being of every individual, and more especially of workers in large towns, who, being engaged until late in the day, at present get little time for open-air recreation. Another argument is that the change would mean a vast saving in artificial illumination.

In its report the select committee declared that the object sought would benefit the community if it could be generally attained, and that the weight of evidence submitted agrees with and supports this view, though there was divergence of opinion as to the best mode of accomplishing it. The paramount advantage of the passage of the bill, in the view of the committee, would be the moving of the usual hours of work and leisure nearer to sunrise; the promotion of the greater use of daylight for recreative purposes of all kinds; the lessening of the use of licensed houses; the facilitation of the training of the territorial forces; the benefitting of the physique, general health and welfare of all classes of the community, and the reduction of the industrial, commercial and domestic expenditure on artificial light. For the sake of simplicity and general public convenience, however, the committee believes that a single alteration of one hour in April, and a similar alteration of one hour in September, is the best made of attaining the object of the bill.

The principle of the bill is supported by leading chambers of commerce, borough councils, railway companies, and other large industrial corporations and educational bodies.

THOSE FOOL QUESTIONS.

[Illustrated Bits.]
"Why, my boy! Did you fall in that open coal hole?"
"No, course not. I wuz in there, an' they built a pavement over me."

FAITH IN ORATORY.

[Judge.]
"I suppose, Uncle Jim, you remember a good deal about the politics of the early days?"

"Well, I never tuk much int'rest in politics, but I kin recollect when John C. Fremont was 'lected president."

"Fremont! Why, Fremont was never elected."

"He wunt? Well, now, that gits me. I heard a leavin' speaker talk the night 'fore 'lection, an' he said if John C. Fremont wunt 'lected the country would fall to ruin an' everybody would have to shut

up shop. Course, I didn't take the papers; but, noticin' that things went on 'bout same as before, I calculated John C. wunt. So he wunt 'lected? Well, I jinks! That gits me!"

USED TO IT.

[Exchange.]
Farmer's Wife: A motorist whose machine has struck a fence and thrown him forty feet into the yard—Did you have an accident?
Motorist (picking himself up)—Bless you, no; that's the way I always stop.

FATHER HAD BEEN THERE.

[Army and Navy Life.]
Lieut. Jones—Sir, I'd like permission to marry your daughter.

Capt. Knowey—Humph! How do you propose to support her?
Lieut. Jones—On my pay, sir. You married when you were a lieutenant, did you not?
Capt. Knowey—Yes, that's what I did, and I lived her father, but you've got to go some if you think you're going to live on me!

MUST NOT SMOKE IN THEATRE.

[Sports of the Times.]
Paul Mounet appeared at Havre recently, as the Missionary Bishop in "Le Duel," which we saw in New York last year, with Eben Plympton and Otis Skinner. As he lighted a cigar at the wings an officer of the fire brigade informed him that he must not smoke in the theatre.

"But it is in the play," explained Mounet; "I am smoking as I go on, and then I throw my cigar on the stage." "Very well," replied the officer. So M. Mounet made his entire act following him with a bucket of water and the other with a huge sponge. The audience, appreciating the situation, roared and applauded with delight, and M. Mounet carefully deposited his cigar in the bucket and wiped his fingers on the sponge before proceeding with the dialogue. They enforce the regulations against theatre fires in France.

HER VERSATILE PEN.

[Cleveland Plaindealer.]
"She has a very versatile pen."

"Yes, I've seen her using it for pulling out basting threads and manuring her nails."

TASTE IN MUSIC.

[Vienna Neue Welt.]
Snobishness is on the wane. We find hundreds of classical dilettanti and lovers of Wagner who are not ashamed of appreciating the light music of Strauss. This is quite human and reasonable.

A "GREETING" DEFINED.

[Tit-Bits.]
A neighbor called to sympathize with an old woman whose husband had been carried to the churchyard the day before.

He found her sitting in a rocking chair, with a good appetite. She looked up and saw him standing uncertain in the doorway. "Well be wunner!" I'm nas greetin'!" (crying), she remarked, going on with her meal; "but I hev been greetin', and I'm gawn to greet again as soon's I've suppit this drapple o' milk parritch."

TOO MUCH SUCCESS.

[North American Review.]
Too much success is that which is gained by the sacrifice of something worth more than itself. The great objection to it, outside of its own unreasonableness, is that it disturbs the balance of things. It is unstable, impermanent, the exploit of imperfectly civilized people, and ending in itself the seeds of its own dissolution.

AN INCH OF RAIN.

[Philadelphia Bulletin.]
The rain fell in buckets, the thunder rumbled terribly, and the lightning drew zigzag lines of bright gold upon the violet sky.

"So you, too, don't know what an inch of rain is exactly," said the weather clerk, as he looked at his rain measuring instrument. "Very few people do, it seems. I'll explain it to you."

"An acre is 6,272,640 square inches. An inch of water on an acre is therefore 6,272,640 cubic inches. That amount, at 27 cubic inches to the gallon, equals 229,000 gallons, or 23,000 pounds, or 100 tons. "An inch of rain is, in other words, rain falling at the rate of 100 tons to the acre."

HAVING HIS OWN WAY.

[Washington Star.]
"So you have decided to give the people a constitution?"

"Yes," answered the eastern autocrat; "I don't mind a constitution. But you can wager that I'll be on hand when the bylaws and the amendments are discussed."

OBEDIENCE.

[Washington Star.]
"Leonidas," said Mr. Meekton's wife, "will you mind the baby for awhile?"

"Certainly," Henryetta, I mind everybody else around the house. I don't see why I should make any exception of the baby."

T'WAS EVER THUS.

[Chicago News.]
This would be a better world if the average citizen took as intelligent an interest in politics as he does in baseball.

August Canada-West.

One of the features of the August number of Canada-West is a strong article by William Whyte, vice-president of the Canadian Pacific Railway, on "Regulating the Common Carrier," dealing with the work of the railway commission of Canada. Mr. Whyte's paper shows that while the railway act clothed the commission with powers far greater than those of the interstate commerce commission in the United States, it was passed with the approval of the railways themselves, and has given to Canada more railway mileage per capita of population than any other country on the globe can show.

Aside from this and other serious articles in this August number, the fiction and lighter reading make it one of the most interesting magazine issues of the year.

Forrest Crissey, of the Saturday Evening Post, leads off with a story of Toronto Life, called "The Shop of the Six Heads," and deals delightfully with the experiences of a group of "near artists" in the field of aesthetic handicrafts. Arthur M. Dickenson contributes a fine tale of love and brave adventure at a trading post in the far north. "The Pot and the Kettle" is a clever middle-class comedy sketch by Hubert McBean Johnston. There is an Indian story by Cy Worman; another series of Samuel Ellsworth Kiser's "Office Boy" sonnets, with pictures by Florence Pretz, the creation of "Billikin"; some excellent verse by Agnes Lockhart Hughes; and the regular departments filled with good bits and bright comment. The illustrations in this number are lavish and beautiful. The cover designs by H. B. Lachman is a fine, spirited picture, and the frontispiece in colors by Edith Cary Farrell is good in subject and artistic in execution.

HEADACHES ARE DANGER SIGNALS

They Tell Us Plainly That Something Is Wrong Inside.

There are tablets and powders that will stop a headache promptly—but removing a danger signal does not take away the danger.

In nearly every case a headache—of whatever kind—is a symptom of poisoned blood, due to bowels, kidneys and skin failing to thoroughly remove indigestible food and waste, worn-out tissue from the body. Then digestion is poor, causing sick headaches, or uric acid is formed and deposited on the nerves, causing neuralgia.

Not only the danger signal, but the danger itself as well, is quickly removed by "Fruit-a-tives." "Fruit-a-tives" are tablets made of the combined juices of oranges, apples, figs and prunes, containing all their medicinal properties, concentrated and intensified. They cause the liver to secrete more bile, which moves the bowels freely and regularly, and cures the most obstinate cases of constipation. They stir up kidneys and skin to throw off all the urea, or dead tissue, which has been poisoning the system. They sweeten the stomach, improve digestion and take up the whole body. The headaches disappear—because the source is removed. 50c a box—6 for \$2.50. Trial size, 25c. Fruit-a-tives, Limited, Ottawa.

PORT YACHTSMEN WENT TO SLEEP

When Picked Up by Launch Lakeside.

[Special to The Advertiser.]
Port Stanley, Aug. 24.—A prominent citizen and two of his friends, who are summering at Erie Rest, went for a sail on the placid waters of Erie yesterday afternoon. Before setting out, however, the trio had imbibed of something stronger than tea, and as a result they soon became drowsy, and it was not long before they were in slumberland. The sailboat drifted aimlessly about until the expansion launch Lakeside went to investigate matters. Policeman Campbell was summoned, as it was deemed absolutely necessary to have the already overworked officer take a hand in the affair. The constable only conducted the unfortunate men to their homes, where they were sobered up.

The McClary family, of London, representing four generations, spent Sunday at the White House, Hill Crest.

Recent registrations at Hill Crest are: T. H. Hutchison, W. J. Kent, Ted Banks, Dr. Homer Black, London; Clara Linke, Hamilton; Kathleen Vrooman, Walkerville, and K. Sutherland, St. Thomas.

Mrs. St. Clair Leitch, St. Thomas, is the hostess of a private children's dance at the clubhouse, Hill Crest, tonight.

Wm. Stanton's pet dog was run over by an automobile on Saturday afternoon.

Great preparations are being made for the fancy dress ball to be held at Hill Crest on Wednesday evening. The management also announce a special old folks' dance for Friday next, after which a German luncheon will be served.

Mr. and Mrs. Will Simson, London, are spending a few days with Mr. and Mrs. Fred Henderson at Valley View, Erie Rest.

Mr. and Mrs. Charles Cowley, London, are the guests of Mr. and Mrs. W. D. Mills, at Detroit Cottage, Erie Rest.

The cottagers on Erie Rest held a monster corn roast on Saturday evening, in celebration of the birthday of Mrs. Pratt, of Wheeling, W. Va., who is summering at Detroit Cottage.

Miss Beatrice Rowe, Erie Rest, London, spent the week-end at the Bungalow, Erie Rest.

Miss Florence Burdon, of London, returned home today, after having spent the last two weeks with her friend, Miss Beatrice Rowe, Erie Rest.

The Misses Hattie and Lizzie Stoney, of Hill Crest, spent Sunday with relatives in Chatham.

Miss Clara Goodhue, chief saleslady of C. Taylor & Co., is in St. Thomas. O. Oatman, of the P. M., has resigned his position here, and left for St. Thomas, where he will in future reside.

Miss Jean McSherry, of Ingersoll, who has been summering here, is spending the week-end with relatives in Iona.

Hershall Goodhue and Arthur Stogey, both of this village, accompanied by Glen Rowley, of St. Thomas, yesterday started on a voyage to Port Talbot in a gasoline launch. When they had proceeded but a mile and a half the gasoline tank ran low. The young men were forced to row back to the village. They then hired Fred Pollock's mule, thinking it more advisable to take the land route than trust themselves to the whims of a fickle gasoline boat.

Jack Farrell and family, of St. Thomas, with Miss Brady, of Chicago, spent Sunday at Fern Cliff Cottage, Invererie Heights. Miss Brady leaves on Tuesday for a trip up the lakes and around Georgian Bay.

Mr. and Mrs. Ed. Beltz, of London, are visiting their sisters, the Misses Hanson, at Grantham Cottage, Erie Rest.

The Hotel Invererie was filled from cellar to garret on Sunday. Local Manager Stacey reports that it is altogether probable that Invererie will remain open till the end of September.

Chester Smith, son of E. A. Smith, of St. Thomas, has accepted a position on the launch Lakeside.

The steamer City of Ottawa arrived yesterday with a large cargo of freight for London from Montreal. She had a large number of tourists on board.

The pen is mightier than the sword when it comes to making an obese bank balance look like 30 cents.

Chapman's

ANOTHER SENSATIONAL SALE OF EMBROIDERIES

The Best Yet--More Elaborate Than Ever--Is This Beautiful Collection of Embroideries

The enthusiasm displayed and admiration of our every EMBROIDERY SALE is proof positive of the sterling merit of all our embroidery announcements. The unprecedented values we are privileged to offer our city and out-of-town customers gives us great pleasure and we hope every one, who can, will attend this GREAT EMBROIDERY SALE, as it may be the last of the season. This early announcement will be welcomed by our out-of-town customers. Mail orders promptly and carefully looked after.

Sale at Nine a.m. Thursday. See Window Display.

GREAT SALE OF EMBROIDERIES

5c	10c	10c	15c
LOT No. 1—1,888 yards of Embroidery, Edgings and Insertions. Worth 15c yard. On sale Thursday at, a yard 5c	LOT No. 2—2,449 yards of Edgings and Insertions, 1 to 10 inches wide. Worth up to 25c a yard. On sale Thursday, a yard 10c	LOT No. 3—41 yards of Corset Cover Embroideries. Worth 20c and 25c a yard. On sale Thursday at, a yard 10c	LOT No. 4—912 yards of Edgings, Insertions and All-Over Embroideries. Worth 25c and 40c a yard. On sale Thursday at, a yard 15c

20c

LOT No. 5—221 yards of Fine Edgings and Insertions. Worth up to 50c a yard. Thursday for, a yd. 20c

Exquisite, Rich All-Over Embroideries, Suitable for Waists and Dresses

25c	50c
LOT No. 6—447 yards of Insertion, Edgings and All-Over Embroideries. A beautiful collection. Worth 50c and 75c a yard. On sale Thursday at 25c	LOT No. 7—149 yards of Fine All-Over Embroidery, Insertion and Edgings. Not a yard worth less than \$1. Some worth \$1.50 a yard. Thursday for, a yard 50c

J. H. CHAPMAN & CO., 126, 128, 128½ Dundas St.

Your Last Chance For Snap Bargains

IN SECOND-HAND PIANOS AND ORGANS

Will Be From

MONDAY TILL SATURDAY

Of this Week, Ending AUGUST 29. OPEN EVERY DAY and EVENINGS until 10 o'clock.

Heintzman & Co.

217 Dundas Street, Corner Clarence

We are now settled in our new warerooms at 242 Dundas street, and we close for good our old store on Monday, Aug. 31, and give up the key. Consequently we will sell the remainder of what pianos and organs are left at whatever they will bring, as we must get rid of them. If you want a piano or organ for your children to learn on, now is your chance. Each instrument will be guaranteed for five years or your money refunded if not as represented.

COME IN AND SEE—NO REASONABLE OFFER REFUSED—EASY TERMS TO PAY.

Everything Must Be Sold and Cleaned Out By August 31st.

Retail Grocers' Picnic at Springbank

Wednesday Will Be Last Half Holiday

Big Time Is Looked For at the Summer Park—the Programme.

The final arrangements for the retail grocers' annual picnic to be held at Springbank on Wednesday afternoon have been completed, and all that is now needed to make the outing the biggest success ever is favorable weather.

In former years the grocers have held the biggest picnic of the season, and this year will be no exception. A trophy ball game will be played in the afternoon between a team selected from the grocers of the city north of Dundas street and those from the south. They will line up as follows:

North Team—O. Falkner, c.; O. Boug, p.; C. Hayes, lb.; R. Donohue, 2b.; E. Shaw, s.; H. Bird, 3b.; R. Morgan, l. f.; H. Ranahan, c. f.; C. Leith, r. f. South Team—C. McLeod, and J. Tupholme, c.; Fred Parker, T. H.

James and J. Nixon, pitchers; N. McLeod, lb.; A. O'Dell, 2b.; B. Treblcock, 3b.; Jack Map, s. s.; T. Vincent, l. f.; Frank Ball, r. f.; A. Younge, c. f. In addition there will be a boxing match between Dick Woods and Chaney Smith. An excellent sports programme has been prepared.

Last Half Holiday.

The weekly half holiday season closes with tomorrow's outing, and it is expected that there will be a big turnout to take advantage of it.

A meeting of the programme committee was held last evening and the following programme verified:

Boys' race, 100 yards, under 10; girls' race, 75 yards, under 10; ladies' race, 100 yards; Salada tea race, 100 yards (grocery drivers, married); grocery drivers, single, 100 yards; Red Rose tea race, 75 yards (for married ladies); clerks' race, 100 yards; Com. throwing baseball (for ladies, 18 years or over); flag race, for men, 100 yards; three-legged race, 100 yards (for lady and gent); grocers' race, bosses, 100 yards; lady grocery clerks, 75 yards;

sack race, 100 yards; travellers' race, 100 yards; tug-of-war, north against south; boxing in barrels; watermelon contest; baby show; best comic costume; committee race; baseball match North vs. South; fat man's race, over 200 pounds.

NEW IMMIGRATION AGENT.

Toronto, Aug. 24.—The new office of Immigration Inspector for the Ontario Government at London, England, has been filled by the appointment of Neville B. Colcock, former vice-consul for the United States at Niagara Falls. He will leave Montreal on Sept. 4, and expects to meet Sir James Whitney and Mr. Monteith in London, where he will learn what policy they wish to have pursued in the matter of immigration. Mr. Colcock was for many years editor of the Welland Telegraph and as he has acted both as customs inspector and broker his knowledge of commercial affairs will stand him in good stead.

PILES

Dr. Chase's Ointment is a certain and guaranteed cure for all forms of itching, bleeding and protruding piles. See testimonials in the press and ask your neighbors about it. You can use it and get your money back if not satisfied. 50c at all dealers or EDMANSON, BATES & Co., Toronto.

DR. CHASE'S OINTMENT.