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LONDON, THURSDAY, JAN. 11, 1934.

The Hygienic Institute.

It has been suggested in some quarters that local jealousies may weaken the force of the city's claim to a hygienic institute, when its case is laid before the Ontario Government. The general hospital, the Western University, and the board of health are represented as having designs upon the proposed institution, or, rather, it is mooted that there is a division of opinion as to which of these agencies should exercise control. All such discussion, we are given to understand, is outside the question. The Institute would be a public foundation, controlled by the Provincial Government. It is not likely that the Government would erect a building costing between \$75,000 and \$100,000, and hand over the direction of the school to a local, private, or quasi-public body, or corporation. The school, however, would supplement the work of the medical department of the Western University, and would stand in the same relation to the Western as the School of Mines at Kingston bears to Queen's. The medical students would have the privilege of taking certain courses of instruction, and of specializing, if they so desired, as public health officers. The members of the medical profession also would come to London to qualify for the degree of D. P. H. (Doctor of Public Health). Increasing importance is being attached to this branch of medical practice, and it would be greatly promoted by the establishment of a training school, with results beneficial to many communities.

The most important function of the school of hygiene would be the research work carried on by a competent staff, especially in bacteriology. The advantage of the laboratory would be shared by the entire medical profession in Western Ontario, and by medical students, and it would perform a public service, for which the present facilities are very inadequate. All chemical analyses must now be made in Toronto, at great inconvenience to this section of the Province. A laboratory in London would permit of much more work than can be done under existing conditions. As an aid in the treatment or diagnosis of germ diseases, and in the analysis of many summary articles, it would cover a field which is now largely uncultivated because of defective equipment.

The hygienic institute would be a logical step in the development of London as an educational center, and would raise her in some degree toward the position which she should fill, as the capital of the richest and most populous portion of Ontario. The deputation which will lay the matter before the Government will have arguments which one premier of the Province admitted to be unanswerable, and will have the support of all classes of citizens.

Where Great Britain Lags.

Mr. F. C. T. O'Hara, chief of Canada's Commercial Agency Service, has opened the eyes of Britishers who read the Times by calling attention to what that journal terms the "superb indifference" of the mother country to Canadian trade. The facts which he gives in his letter are pronounced by the Times to be "quite astonishing." In Canada there are 372 consular officials representing all the foreign countries of the world. Of these 139 are representing the United States. There are 18 from Germany and 15 from France. Brazil has 14 representatives, while Belgium, Italy, Portugal, and Spain have ten each. Norway and Sweden together have 33. So the list continues more or less in number down to Colombia, Greece, and Haiti, who have one each. But there is not a single official in the Dominion appointed by the British Government, whose duty it is to report to London upon commercial matters for the benefit of British exporters.

The 139 consular and trade agents of the United States Government scattered throughout Canada report to Washington regularly upon every conceivable topic of commercial information. These reports are promptly printed in the "United States Daily Consular and Trade Reports," and distributed by mail free by thousands in every state of the American Union. The Canadian market is laid bare to the United States exporter. Every opportunity is made known to him. Nothing seems to escape the ubiquitous Yankee consul. Should the United States exporter desire further information upon any commercial matter anywhere in Canada he has someone on the spot to whom he can write—paid to do his bidding.

The British exporter may know nothing of Canada, and, not desiring to incur the expense of sending a

representative to the Dominion and never seeing any reports from a British official from Canada as to the market possibilities there, dismisses the matter from his mind. Frequently an exporter takes a shot in the dark, and addresses "The British Consul, Toronto," or "Montreal," or sends circulars to half a dozen such imaginary personages in various parts of Canada. These letters find their way to Government House, and are thence transferred without comment to the department of trade and commerce to be answered. But the department of trade and commerce was not created to promote the imports of Canada, but the exports, and all its machinery is shaped in that direction. Whenever possible a reply to the British exporter is sent promptly. Sometimes, however, he is told with regret that the department is not in possession of the required information. This becomes necessary for the reason that the department is not in a position to prepare perhaps a laborious statement of prices of certain commodities, cost of raw materials, various rates of wages, wholesale and retail prices, etc., unless required for some special purpose. The British exporter is at once blocked in his endeavors to open trade with his fellow-citizens of the empire, unless he can afford to send a representative to Canada to study the conditions which vary so widely in the 3,000 miles stretch of country from the Atlantic to the Pacific.

Mr. O'Hara advises the establishment of an official British bureau of commercial information in Canada, as a valuable medium to build up Anglo-Canadian trade. The Times heartily seconds the suggestion and says it should meet with support in all quarters.

British Election Mobs.

Mr. Balfour, Mr. Chamberlain and Sir Henry Campbell-Bannerman in turn have been booed off the platform or howled down at public meetings in the past week. During the Boer war, when patriotic feeling ran high, a plausible excuse could be found for such demonstrations, but the denial of free speech, under present circumstances, cannot be reconciled with the tradition of British fair play. The average British elector believes he has an inalienable right to suppress any public speaker, and considers it good sport to break up an opposition meeting. It is because of this characteristic that admission by ticket to political gatherings is the rule in Great Britain, and open meetings the exception. In this country a political meeting with a handpicked audience would call down public wrath and derision. We can congratulate ourselves that our public manners are such that there is no necessity for tying the doors. The only instance in many years of a Canadian public man being denied a hearing was Sir Charles Tupper's appearance in Toronto in 1896, but the offenders were adherents of his own party. A political canvass in Great Britain is a rough affair compared with a Canadian campaign, notwithstanding the lectures which are read to us on the superiority of British public life. While there is much in it that we ought to admire and copy, especially the high standard of moral courage shown by many British statesmen, we can fairly claim to have more respect for freedom of speech.

A headline in the Globe reads, "Shakespeare and the French Dram." It is to be hoped this isn't a case of absolute blindness on the printer's part.

In Kingston leading men in both parties have made a compact to prevent corruption and illegal practices in the approaching bye-election. This is a hopeful sign.

The rowdiness at British public meetings scarcely chimes with Tennyson's fine lines about

"A land where girl by friends or foes
A man may speak the thing he will."

The city of Toronto derives a thousand dollars a day from its street railway system. Would the city do any better if it undertook to operate the system? Opinions will differ on that point.

That shrewd observer, James J. Hill, says that one of the reasons American capital is being invested in Canada is that this country is a cheaper place to export from "under existing laws." He gives the tariff Bourbons in the United States a hard nut to crack.

Geologists talk glibly of unknown diamond fields in Northern Ontario, bequeathed by the glacial period. The glacial period would be regarded more gratefully if it were discovered that it really left us some precious stones among the other kind with which it littered this country.

A Strange Interview.

[New York Post.]
Russian correspondents of German newspapers vouch for the truth of the story that the Grand Duchess Elizabeth, in his cell, the murderer of her husband, the Grand Duke Sergius, who was blown to pieces by a bomb in Moscow. The story is credited to the counsel of the murderer, who gives it as he learned it from his client. "One day, said the murderer, Kollagew. 'I was sitting in my cell when they told me someone wished to see me. The door opened and in walked

a woman all dressed in black. 'I am his wife,' she said, almost inaudibly. 'And why do you come to see the murderer of your husband?' She only answered: 'Did it have to be?' Then I began to talk to her. I told her all about it. With the greatest detail. 'You must have suffered a great deal,' said your grand duchess. 'Yes, I replied, 'I have suffered much. But what are my sufferings compared to the terrible tortures of our people?' But why did you not come to me?' she asked. 'Why did you not speak to me of all this?' I answered: 'Because I had to kill your husband to have even the chance to talk to you. Finally she said: 'Are you a believer?' Yes, I am a believer; I believe in my deed, and I staked my life on it. She asked me if I had a wish, and I replied: 'That my deed will have results.' On leaving she gave me a small picture of a saint, and asked me to take it, with the assurance that she had nothing against me in her heart. Now the less she let the in take its course without a protest. Surely a more dramatic prison scene than this could hardly be imagined. If there shall arise some day a great poet or a great dramatist, to portray Russia in the throes of the revolution, this extraordinary conversation should be preserved for him.

Darby and Joan.

[Weatherley.]
Darby, dear, we are old and gray.
Fifty years since our wedding day.
Shadow and sun for every one as the years roll on;
Darby, dear, when the world went wry,
Hard and sorrowful then was I—
Ah, lad, how you cheered me then,
"Things will be better, sweet wife, again!"

Always the same, Darby, my own,
Always the same to your old wife, Joan.
Darby, dear, when my heart was wild,
When we buried our young and bright,
Until you whispered: "Heaven knows best,"
And my heart found rest
Darby, dear, 'twas then I knew when,
Showed the way to the better land—
Ah, lad, as you kissed each tear,
Life grew better, and Heaven more near;

Always the same, Darby, my own,
Always the same to your old wife, Joan.
Hand in hand when our life was May,
Hand in hand when our life is gray,
Shadow and sun for every one as the years roll on;
Darby, dear, when the long night tide
Hand in hand when the long night tide
Hand in hand when the long night tide
Hand in hand when the long night tide

Hand in hand when the long night tide
Hand in hand when the long night tide
Hand in hand when the long night tide
Hand in hand when the long night tide

In a Rose Garden.

[John Bennett.]
A hundred years from now, dear heart,
I will not care at all.
The honey or the gall,
The summer days that we have known
Will be forgotten be and flown;
The garden will be overgrown
Where now the roses fall.

A hundred years from now, dear heart,
We'll neither know nor care
What came of all life's bitterness
Or followed love and care
Then fill the glasses up again,
And kiss me through the rose-leaf stain,
We'll build one castle more in Spain,
And dream one more dream there.

Damages.

[Chicago Tribune.]
"Archie's new automobile blew up with him on the first trip, and he sued the firm that sold him the car. Previous to this he had recovered nothing."
"Did he recover anything?"
"Everything, I believe, but one finger and a part of an ear."

Had Learned That.

[Chicago Tribune.]
The teacher in the settlement school was instructing the juvenile Russians in the English language.
"Now, boys," she said, writing a word on the blackboard, "that is 'interrupt.' What is the meaning of it?"
"To butt in," shrilly answered the boys, with one voice.

Note That Went Astray.

[Boston Herald.]
This is a true story of a lady organist in a church not a thousand miles from N. H. On going into church one morning she noticed that a new minister, a stranger, was in the pulpit. Previous to this she had had considerable trouble because the blow boy would let the wind out of the organ when he needed it most. So she wrote a note, saying: "Blow, blow hard; blow all the time until I tell you to stop," and she handed the note to him. The boy, supposing the note was meant for the minister, with out opening or reading it, carried it to the pulpit. The minister's surprise and the organist's confusion in consequence were about equal.

Yankee Ships Scarce.

[Washington Star.]
Out of 4,217 arrivals of all classes of vessels from foreign ports at New York last year the American flag flew over only 700 ships. According to figures given out at the cargo office yesterday 473 of the 700 vessels were steam-powered, and there were 5 ships, 25 barkas, 8 brigas and 246 schooners among the sailing vessels. In this time there were 2,844 steamships under foreign flags entered at the custom house, of which 1,355 were British and 521 German. There was a large number of vessels from the coastwise trade of vessels under the American flag. From the north of this city there were 571 steamers and 2,650 sailing vessels, all but three of the latter being schooner-rigged. From southern ports came 1,871 steamers and 1,790 sailing vessels. There were 175 more steamships than in 1904 and 55 fewer sailing vessels.

Our "Womanly" Queen.

[London Gentlewoman.]
Our Queen's attitude all through her married life has been "pure womanly." She has not posed as a learned lady, nor become conspicuous through any particular accomplishment, but has always thrown in the whole weight of her influence on the side of gentleness, mercy and charity. She has been queen of her home circle and queen of all British hearts, and has spread about her the gracious aroma of what she is, rather than of what she says.

How Much Would Be Pleasant.

[Leesville (N. Y.) Light.]
In taking up a goat on the square last evening, Constable Baillet was butted more than was pleasant.

Told One Too Many.

[Exchange.]
Mrs. Stayholme—You visited Venice, I suppose?
Mr. Struckovle—Oh, yes, indeed. We had a delightful time wheeling about the streets of the quaint old place.

An Expl.

[Cleveland Leader.]
"I beg your pardon," said the tourist in the railway restaurant, "did you say that I had twenty minutes to wait, or that it was twenty minutes to eight?"
"I said nothing," answered the Siberian attendant. "I said you had twenty minutes to sit, and that's all I've heard of it from my client. 'One day, said the murderer, Kollagew. 'I was sitting in my cell when they told me someone wished to see me. The door opened and in walked

When folks get to fighting over creed the enemy takes his forces to another part of the field.

The Children of the United States.

[From American Medicine.]

The proportion of children in the United States has been studied by Prof. Walter F. Wilcox, and the data are published in an interesting bulletin of the census bureau. Not only has the proportional number of children under the age of 5 been steadily decreasing since 1810, but also the number in relation to the number of women who are between the ages of 15 and 49—the child-bearing period. In 1890 there were 534 children to every 1,000 women, but in 1900 there were but 474, indicating a steady decline in the birth rate. This result is said by Gen. Francis A. Walker to be due to immigration, though in what way is not properly explained, for the same decline is found in Australia, where immigration is not as great as here. Indeed, no reasonable cause has been given, it is merely a phenomenon which has been going on since prehistory. The smallest number of children is found in Massachusetts, omitting the district of Columbia, which is really a city, and all the cities have less children than in the surrounding country. There is less difference between the city and country in the north than in the south, where the country rate is very large and the city rate quite small. Moreover, the negro birthrate shows the same decline, as that of the white population. The foreign-born women show a higher rate than natives, and this seems to be a remarkable phenomenon, which has been noticed in many parts of the United States, though never satisfactorily explained. There is nothing said as to the proportionate number of children born who survive to marry and reproduce, but from other statistics, we are safe in asserting that this proportion is steadily rising all over the civilized world. In savage or barbarous life the death rate of infants and children is dreadfully high. It seems that we are steadily approaching a future ideal state in which nearly all, if not all, children born will be raised to healthy adult life, and that the birth rate is naturally adjusting itself to this end. Yet the reason for the great reduction in American-born women, as compared with the immigrants, is yet to be explained. There is something about life in America, which makes women shun the cares of bearing and rearing families—perhaps, as once before explained, they may have found, like the Canadians, that the old large families cannot now be supported. At any rate it is nothing to worry about. We will never suffer for population; nor, on the other hand, need the obstetricians dream of a lost art—quite yet.

POEMS THAT LIVE

Auld Lang Syne.

[Robert Burns.]
Should auld acquaintance be forgot,
And never brought to mind?
Should auld acquaintance be forgot,
An' the days o' lang syne!

For auld lang syne, my dear,
For auld lang syne,
We'll tak' a cup o' kindness yet,
For auld lang syne!

We twa hae run about the braes,
And pu'd the gowans fine;
But we've wandered many a weary foot
Sin' auld lang syne.

We twa hae paidl'd in the burn,
Frae morning sun till dine;
But seas between us braid hae roar'd
Sin' auld lang syne.

And here's a hand my trusty friend,
And here's a hand o' mine;
And we'll tak' a cup o' kindness yet,
For auld lang syne.

And surely ye'll be your pint stoup,
And surely ye'll be your pint stoup,
And we'll tak' a cup o' kindness yet,
For auld lang syne.

For auld lang syne, my dear,
For auld lang syne,
We'll tak' a cup o' kindness yet,
For auld lang syne!

For auld lang syne, my dear,
For auld lang syne,
We'll tak' a cup o' kindness yet,
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For auld lang syne, my dear,
For auld lang syne,
We'll tak' a cup o' kindness yet,
For auld lang syne!



"Happy Week" The Occasion

Our store is the brightest, happiest place in town.
Special prices for everybody—come and share with us the happy event—see how short a time it will take before the smiles are driving away all the worry lines. "Happy Week" is the happiest thought of our whole merchandising history. Come and see if it isn't.

Comforters Down in Price

"Happy Week" puts Down Comforters down in price. Housewives will scarcely need to be urged to come for these.

Our regular \$7.50 Down Comforters for	\$6.00
Our regular \$8.50 Down Comforters for	\$5.20
Our regular \$9.50 Down Comforters for	\$4.60
Our regular \$10.50 Down Comforters for	\$4.00
Our regular \$11.50 Down Comforters for	\$3.60

Fine French Saten Coverings—some satin stripes—guaranteed Fine Eiderdown Comforters.

White Blankets

The "Happy Week" Sale of Blankets Continues. We have supplied many happy people. Still to sell:
Regular Price \$2.38 a pair, for ... \$1.95
Worth \$3.50 a pair, for ... \$2.95
Worth \$3.75 a pair, for ... \$3.00
Worth \$4.50 a pair ... \$3.75

Great sale of Gray Blankets at \$1.50, \$1.75, \$2.25 and \$2.50. These are extra fine wool goods. Worth one-third more money.

Special Overall Snap

20 dozen Men's Denim Overalls and Smocks, worth in the regular way \$1 a garment. Friday and Saturday only, per garment 50c

FLANNELETTE SALE still continues, 36-inch wide flannelette, 8 1/2 yd. or 12 yards for \$1.00
Shirting, 10c and 12 1/2c values, at a yard 8 1/2c

British Copyright Novels

Paper Covered British Copyright Novels, good clear type, standard works, in the better bindings these would cost \$1 and \$1.50, in good paper covers, only..... 10c

Read the list of authors and titles:

"For God and the Czar," by S. F. Murdock.
"Red Pottage," by Chalmers.
"A Man of the Moors," by H. Sutcliffe.
"The Herb Moon," by John O. Hobbes.
"She," "Jesse," and "Doctor Herne," by H. Rider Haggard.
"Fights for the Flag," by W. H. Fitchett

"The Sowers," by H. S. Merriman.
"The Gamblers," "The Seven Sins," "The Under Secretary," by William La. Queen.
"A Speckled Bird," by author of St. Elmo.
"A Wild Proxy," by William X. Clifford.
"A Bride of Japan," by Carlton Dame.
"The Cardinal's Snuffbox," by Henry Harland.
"Our Lady of Deliverance," by John Oxenham.

Men's Shirts, 25c

25 dozen Men's Cambric Shirts, small neat patterns, sizes 15, 15 1/2, 16 and 16 1/2, worth double the money. Tomorrow, each 25c

Fur Muffs, \$3.50

\$4.50 to \$6.00 values for Happy Week at \$3.50
Chinchilla, fox, astrachan, rock martin and coney, round shapes.

Two Goat Tables

No. 1 contains Ladies' Black Fawn and Tawny Coats, worth \$5.00 and \$6.50, for \$2.50
Table No. 2 contains \$8.50 and \$9 coat values at \$5.00

JOHN H. CHAPMAN & COMPANY

126, 128, 128 1/2 Dundas Street.

HOW CRANKS GET THEIR PATENTS

Perpetual Motion Inventors Still Tolerated.

SOME OF THE NEW DEVICES

Autos and Railway Cars To Be Run by Their Own Weight—Magnetism Also Used.

London, Jan. 10.—Perpetual motion "cranks" have a free field in England. Though some governments have long refused to issue patents on ideas involving perpetual motion principles, England still continues to grant licenses to all comers willing to pay for patent papers. Even as late as last year perpetual motion inventions were patented, while in 1901, thirteen perpetual motion machines testified that certain persons have faith in the possibility of the scheme. Some of these inventors were men of serious mind, not cranks or lunatics, and much of their time and considerable of their money have gone in developing their pet theories.

One of the most recent devices, if made to work, would simply revolutionize the automobile and motor cycle business, doing away with petrol, electricity, and other sources of energy. In a word, the idea is this: The weight of the rider on the saddle of a motor cycle, or, in fact, of any one on the seat of a motor car, drives water into a hollow bar, which in turn forces the water upon turbines placed in the gearing. When the wheels of the motor go around, they pump the water back into the hollow bar, and there you have perpetual motion. A cycle built on this principle could easily go around the world without stopping, once the initial impetus of getting down was given, declares the inventor. So confident is he of the feasibility of this machine that he has provided a brake to stop the motor when necessary. Left to itself it would, in principle at least, "run on forever" like the brook.

Certain inventors propose to use the weight of railway carriages to compress sufficient air to drive them; while another plan on the same lines is to make cycle tires in such a way that the air in them will drive a motor, while the motor drives the cycle.

A number of English patents have recently been issued on the water wheel and pump idea, which is extremely simple: A wheel with buckets is started from a tank, and as it goes around it pumps water back into the tank, and once started, the thing goes on forever.

The power of magnetism is used in several modern perpetual motion schemes, and electricity, steam, gravity, heat, light, and other physical forces are combined in highly ingenious pieces of mechanism, which look, to

NOT GUILTY OF ARSON

Julia Waukosh Acquitted by Jury at the Winter Assizes.

Julia Waukosh, the Indian woman, was acquitted at the winter assizes yesterday afternoon on the charge of arson. The jury was out a little more than half an hour.

The evidence for the prosecution was purely circumstantial. Some threats that she was alleged to have made, coupled with the evidence of several Indians who swore to seeing her going to and returning from the scene of the fire, was offered for the crown.

The defense brought several witnesses to discredit the testimony of David Logan and George Fisher, two strong witnesses for the crown. An alibi was also sworn to by Mrs. Fox, Julia Waukosh's alleged mother, and Thomas Annett, all swearing that Julia did not leave the house the night of the fire.

The judge charged very strongly in favor of the prisoner.
Mr. E. Meredith, K.C., defended, and Mr. Matthew Wilson, K.C., of Chatham, prosecuted.

When two souls have but a single thought, that thought is apt to be regarding the probable cost of the furniture.

The reason some are not wedded to one bad habit is because they are courting so many.

A DIFFERENCE IN LUNGS.

In the Edinburgh University three human lungs lie side by side. One is of an Eskimo and is snow white. In life, this would be ruddy with rich blood. Another is that of a coal-miner and is black. The other is of a town dweller and is a dirty slate gray, as are the lungs of most city residents. That's why consumption thrives in cities.

One reason why Scott's Emulsion does so much to keep down consumption is because it helps to keep the lungs clean and supplies them with rich, red blood. It makes the lungs germ-resisting. If the body is run down and health is at a low ebb Scott's Emulsion will build it up quickly and permanently.

An Innovation on Grand Trunk Railway.

In order to facilitate the prompt delivery of baggage at Toronto, Montreal and Hamilton, and to avoid delay and annoyance often occasioned at these points, the general baggage department of the Grand Trunk Railway System are arranging for the checking of baggage from all stations in Canada direct to residences, hotels, railway stations and steamboat wharves in the above cities.

Under this arrangement a passenger from any station on the Grand Trunk Railway System payment of 25 cents for each piece, will be able to check their baggage direct to any residence, hotel, etc., thus avoiding the necessity of making arrangements for delivery on arrival and insuring the prompt receipt of baggage at destination.

Under this system baggage when received from trains at destination will be immediately delivered direct to the Transfer Company for PROMPT DELIVERY, thus avoiding delays previously occasioned by placing same in baggage-room, recording, re-sorting, etc., thus saving the time and unnecessary handling.

Further announcement will be made of date this service will be put into effect.

\$10—Excursion to Washington—\$10 Via Lehigh Valley R. R.

From Suspension Bridge, Niagara Falls, Friday, Jan. 12. Tickets good ten days, and only Ten Dollars the round trip. Stop-over at Baltimore and Philadelphia on return trip. For further particulars call on or address Robert S. Lewis, passenger agent, 10 King street east, Toronto.

Submarine Signals.
The new Atlantic steamships, Empresses of Britain and Ireland, will be fitted with the new appliances for receiving sound signals through the water. At certain important points in the St. Lawrence River submarine bells have been placed, which in thick and foggy weather are sounded automatically by pneumatic pressure. In the bows of the new Empresses, and on the port and starboard sides transmitters will be fitted and connected by wires with a telephone box in the chart-room; thus the officer in charge of the ship will hear the warning bells when they are still miles away, and be able to fix the position of his ship, whatever the state of the weather. Inasmuch as the submarine signals travel through water without interference, are not subject to wind or waves, and give an exact location of the source of danger, it is apparent that they become an important factor of safety.

The steamer James S. Whitney of Boston, when running at full speed, picked up these signals at eight miles distance, and the officer in charge said the bell sounded distinctly. Another captain reported that he heard these signals clearly in a gale, when all other signals failed.

The question of expense has never been considered by the Canadian Pacific Railway when appliances can be introduced to add to their passengers' safety.

No true woman ever begins to grow old until after her marriage