

To Friends of Candidates IN THE GREAT EUROPEAN FREE TRIP CONTEST

Now is the time to pay your subscription to The Advertiser and secure double the number of votes for the payment that will be given after Saturday, May 1.

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The contest is becoming interesting. Only three weeks left in which the candidates can work. Help your friends along.

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A few special (pink) ballots will turn the tables in any district. There are several ladies in the contest who could secure enough cash subscriptions to The Advertiser in two or three days to pass several of their competitors. Ten, twenty, or thirty of the big special value ballots would enable many of the candidates to reach first or second place. Bear in mind that the contest closes Saturday, May 15, at 10 p. m., and all coupons must be in The Advertiser office by that hour or they will not be counted.

Special contest for extra value ballots closes Saturday, May 1, at 10 o'clock p. m.

Now Is the Time to Do Your Good Work. Get All Your Promises Converted Into Actual Votes.

Here is the table showing value in votes of all money paid on subscriptions up to and including Saturday, May 1:

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Subscriptions to The Daily Advertiser, delivered in London, six months.....	2.50	1,000
Subscriptions to The Daily Advertiser, delivered in London, three months.....	1.25	500
Subscriptions to The Daily Advertiser, delivered in London, one month.....	.45	100
Subscription to The Daily Advertiser, outside city London, delivered by carrier, one year.....	3.00	1,200
Subscription to The Daily Advertiser, outside city London, delivered by carrier, six months.....	1.50	600

THIS EXTRA INDUCEMENT

Will positively end on May 1, so be sure to get all your money in The Advertiser Office before the closing date. JUST THINK OF IT—A \$5.00 subscription is worth 2,000 votes, if turned in before Saturday, May 1.

	PRICE	VOTES
Subscription to The Daily Advertiser, outside city of London, delivered by carrier, one month.....	\$.25	60
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Subscription to The Daily Advertiser, outside city London, delivered by mail, six months.....	1.00	400
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Subscription to The Weekly Advertiser, outside city of London, by mail, one year.....	.75	100

CHURCHILL ON NAVAL SCARE RIDICULES "NIGHTMARE MOODS"

Great Britain's Supremacy Absolutely Unchallenged—Men of Light and Leading Should Not Countenance Spirit of Distrust—Great Britain and Germany Necessary to Each Other—Jingoes Handled Without Gloves.

Mr. Winston Churchill, president of the British Board of Trade, has addressed to the leader of the Liberal party in his constituency of Dundee a letter defending the Government's naval policy and condemning the attempt to create a naval scare. He set himself to expose four cardinal errors of the alarmists.

1. Mr. Churchill protests against the attempt of the "Fear-all" school to measure the strength of navies in Dreadnoughts only. On a comparison of men and guns, and remembering the value given by the hazards of war to the number as well as the quality of all serviceable ships carrying a good gun, Mr. Churchill maintains that the British navy at this moment is more than twice as strong as the German navy, while the powers, actual and contingent, which the Government ask for make it certain that in 1912 an overwhelming superiority will rest with the British navy.

2. It is not possible for the German Government materially to accelerate their building programme in secret. 3. The two-power standard is a far-reaching in the past and may again have in the future, but which at present has no meaning, because no reasonably probable combination against this country of any two existing powers can be discerned. Nevertheless, the admiralty are prepared to prove that the British fleet is now and will be in 1912 effectively superior to the fleets of the two next strongest powers in Europe, without resort to the probability of their combination. It would be absurd for this country to build ships against the United States.

4. The most monstrous error of all, says Mr. Churchill in conclusion, is the idea that there is a profound antagonism of interests between the British and German nations which can only be resolved by a supreme trial of strength. It is not true. There is rivalry in commerce, no doubt, but there is also a substantial and growing interdependence. Germany is our best foreign customer, and we are hers. The following is the text of Mr. Churchill's letter.

Board of Trade, April 14, 1909.

KEEP YOUR HAIR

LUBY'S

Don't let it fall out. Don't let it get dry, dull and grey. Luby's Parisian Hair Renewer keeps it glossy and beautiful—and cures dandruff. All druggists, 50 cents per bottle.

R. J. Devins, Limited, agents, Montreal.

qualities of the latest type of battleship. Every battleship is or ought to be an improvement upon its predecessor. But where I quarrel with the Dreadnought Fear-all school is in their disingenuous refusal to assign due value amid the chances and hazards of war to a good gun. It is lucky the sailors do not believe them.

Britain's Present Supremacy.

By the light of these observations let us review the relative strength of Great Britain and Germany. The figures given by the Prime Minister to the House of Commons are undisputed. We have today, and shall still have in 1912, 40 first-class battleships under twenty years of age, to Germany's 20, and 35 first-class armored cruisers to 8. The aggregate displacement of British battleships is 555,000 tons to the 241,000 tons of the German battleships. The British battleships carry 650 guns to the Germans' 384. The aggregate displacement of the British armored cruisers is 415,000 tons, to the 75,000 tons of the German armored cruisers. The British cruisers carry 470 guns to 112. Our superiority is most marked in the heaviest type of guns. The British battleships carry 152 12-inch guns against 40 German 11-inch guns, and the British cruisers 68 9.2-inch guns against 6 German 8.4-inch guns. Surveying these figures and others more detailed which might be quoted, I believe it is no exaggeration to say that the British navy at this moment is more nearly three times as strong as the navy of Germany.

1912 and After.

Now if this is the position today, how will it be altered in 1912? It will be altered by the addition of a new squadron of battleships to the fleets of either power. If these squadrons were equal in strength it is clear that an overwhelming superiority would still rest with the British fleet. But his majesty's Government do not propose that the addition should be equal; on the contrary, the powers, actual and contingent, we ask from Parliament make it absolutely certain that in 1912 the German navy shall have been strengthened by 13 Dreadnoughts, while the British navy will possess 16, and if the German navy shall have been strengthened by 17 ships, 20 new British ships will have been commissioned. Any battleships provided by the loyalty of the colonies will, of course, be additional to this. What is true of the relative strengths of the two navies in 1912 applies with greater force to any moment of the intervening period. In view of those tremendous margins of safety in the critical elements of the fleet which the air is filled contribute a good deal more to the safety of our nations than to the dignity of our own.

Further, it is not because a superiority in Dreadnoughts of three is sufficient in 1912 that we should be satisfied with such a margin in this class in 1913, and still less that it would suffice for 1914. As our fleet diminishes in power our horns must grow longer, and if in proportion as battleships of the Dreadnought type become a larger part of modern navies, so our superiority in them must be steadily increased. It would be a waste of national strength to build prematurely more ships than are necessary for the service of the year 1912. We must now begin to build ships that will be wanted in 1913 and the years that follow. Those ships will be

better built next year and the year after; they will be stronger ships, they will be newer ships, their effective lives will begin later and will last longer. What our nation does today, it is building, not panic building.

The Bogy of Secret Building.

The second cardinal error now current on these matters is to suppose that secret building is a panacea. It is not. It is a bogy. It is a bogy which anybody knowing anything about them, so that as if by enchantment, without apparent effort or sacrifice of any kind, some huge, unexpected squadron might steam suddenly out of secrecy on to the sea. Such ideas are childish. For even a single battleship hundreds of workmen must be employed, thousands of tons of material must be collected, nearly two millions of money must be found. The rate and scale of construction of the German navy are fixed by the German navy law. The ships for each year and the instalments of money to be spent on each during the year are published. No doubt the German Government is not limited as strictly as we have been by the considerations of annual finance, and they enjoy within moderate limits a certain elasticity in the letting of contracts which we, perhaps, would do well to borrow—which, in fact, his majesty's Government have to some extent acquired in their contingent provisions for the current year. But it is not possible for Germany to accelerate the programme of her navy law to an extent which would appreciably affect the balance of naval strength without that acceleration becoming known and without more money having to be voted by the German Parliament.

Building Capacity.

I must further observe that it has not been proved and is not, in my judgment, true that Germany can build a single battleship, and still less that she can build a simultaneous squadron of battleships, as quickly as we can. The actual capacity of Great Britain for building warships is superior to that of Germany. Our potential capacity exhibits a superiority far greater still.

Lastly, it must be remembered that the final and supreme factor governing the growth and maintenance of navies is finance, and in this, as in all the other points I have noticed, we shall not find any cause to think meanly of the comparative power of our country.

The Two-Power Standard.

The third fallacy to which I should refer in connection with the two-power standard of numbers; it is a standard of strength, and only, as the Prime Minister has stated, of strength available for aggressive purposes against this island. It is not a natural principle; it is a rule-of-thumb formula which sometimes has had a meaning in the past; it may have again in the future a very precise and definite meaning. At the present moment it has no meaning, and for this reason, that no reasonably probable combination against this country of any two existing naval powers can be discerned. That happy state of things may not continue, and it would be the duty of any British Government, not in the name of a formula but of national security to maintain an effective superiority over any reasonably probable combination of European powers, the probability of the combination rather than the number of the powers being the best.

Meanwhile, however, in point of fact the admiralty are prepared to prove that the British fleet is now and will be in 1912 effectively superior not only to any reasonably probable combination of two powers, but to the two next strongest powers in Europe without regard to the probability of their combination. But you will observe that I say European powers. It would be absurd for us to build ships against the United States. It may be true that ships built for European contingencies possess incidentally a universal protective power, but it is not the policy of his majesty's Government to take the navy of the United States into consideration when framing their naval estimates, because we do not believe that there is any "reasonably probable" nay, humanly conceivable combination against the peace and freedom of the British people which would include the navy of the United States.

The Most Monstrous Error.

I have said the most monstrous error to the last. It is this, that there is a profound antagonism of interests between the British and German nations which have in the past seen the world on edge, or which in the present contribute to the instability of states, exist or have ever existed between Great Britain and Germany. We have got things to remember from the past and nothing to forget.

Anglo-German Interdependence.

There is rivalry in commerce, no doubt, but there is also a substantial and growing interdependence. No continental nation is commercially more necessary to us than Germany. She is our best foreign customer, and we are hers. In spite of the evil forces we see at work in every land, the foundations of European peace are laid more broadly and more deeply every year. The interlacing of interests, the complexity of modern life, the improvements in communication, the expansion of knowledge, of culture, and of comfort, the movement among individuals of every class—all point to the complexity of the world, and to larger and more obvious forms of common interest between every country and between few countries more than between Germany and ourselves.

If a serious antagonism is gradually created between the two powers, it will not be because of the workings of any natural or impersonal forces, but through the vicious activity of a comparatively small number of individuals in both countries and the culpable credulity of the largest classes. It becomes the first duty of men of light and leading to resist these nightmare moods, to repel hateful and deluded acceptances, and to deny all countenance to that spirit of distrust which without any physical embodiment, has

already sensibly darkened the outlook of mankind—Yours sincerely,
WINSTON S. CHURCHILL.

JOHN D. IN DUAL LIFE SAYS IDA TARBELL

Rockefeller Kind But in Business Ruthless as a Whirlwind.

New York, April 25.—"Rockefellerism is dead and Mr. Rockefeller writes its epitaph." That is the statement of Miss Ida Tarbell, Standard Oil biographer and associate editor of the American Magazine, apropos of Mr. Rockefeller's own book just published, "Random Reminiscences of Men and Events."

When Miss Tarbell was first asked about the book, which has been running in serial form for some months, she leaned back and laughed. "The 'Revelations' of tree planting and landscape gardening, for instance, which he makes in the 'Reminiscences' are hardly of the sort for even an iconoclast like me to attack," she said, and again Miss Tarbell laughed softly. "But"—voice and eyes were both earnestly serious now—"But that book is intensely significant in just this—is proof strong enough to convince even the twelfth juror, though he should be a man Standard Oil has crushed, that there is a dual Mr. Rockefeller."

Amiable in Private Life. "That is the supreme psychological interest in this wonderful case of Standard Oil versus the people of the United States," she stated. "Mr. Rockefeller—and both are constantly before the public."

"Would you like to see them—him and I do? Listen. There is the Mr. Rockefeller of his autobiography, for whom I have a real, a great admiration. He is admirable—there is no other word—in his quietly wise discussions of the proper setting out of Japanese quinces and blue firs, of the arrangement of geraniums and roses. He is admirable in much that he has to say on charity. His demands for efficiency in giving—system, avoidance of

wasteful repetition, painstaking investigation—all this is excellent, granted the necessity of a philanthropic scheme of ethics at all. But of that later. However, under present conditions his advice is wise and timely.

"Oh, it is an admirable Mr. Rockefeller. Pardon me if I again repeat the word; it is a kindly, courteous, large hearted Mr. Rockefeller, a joy to his friends, a benefactor to the race, Gentleman par excellence—that might be his crest—or no noblesse oblige.

Ruthless As a Whirlwind. "And then there is the other Mr. Rockefeller. There is the man who says to himself and to the world: 'I am the king; no man may call me fool, though some do call me villain.' 'Utterly and almost as impersonally ruthless as a whirlwind or a torrent, he has swept through the country conquering for himself, regardless of all save winning for himself. He is not a Hun; the destructive force of him is too intelligent. He is more like Berserk, says supplies have practically been exhausted, and the settlement is in dire need. It is hoped to get relations by boat, German sailing boats, comes general, as the breaking of the ice gorge above the Soo will make it possible to send a boat up. The place has no railway connection with the outside world. A gold boom started last fall drew a large number of prospectors to that region.

OUT OF SUPPLIES.

Sault Ste. Marie, April 27.—A report from Michipicoten, a mining camp on the north shore of Lake Superior, says supplies have practically been exhausted, and the settlement is in dire need. It is hoped to get relations by boat, German sailing boats, comes general, as the breaking of the ice gorge above the Soo will make it possible to send a boat up. The place has no railway connection with the outside world. A gold boom started last fall drew a large number of prospectors to that region.

Colds Cause Headache.

LAXATIVE BROMO Quinine, the world-wide Cold and Grip remedy, removes cause. Call for full name. Look for signature. E. W. GROVE, 25c.

This Tells How Female Ailments Are Best Treated and Cured

Ask any intelligent physician what causes nine-tenths of all female disease, even including anaemia, nervousness and consumption—Back comes the answer—Constipation.

There is scarcely a single female ailment that has not in its earlier stages symptoms of constipation. How much better off the system is without the poisonous accumulations caused by constipation. How much clearer the complexion, how much fresher the system, how much more regular the liver, how much more healthy the blood, how much more regular the bowels, how much more healthy the woman.

Better get a few boxes today: purely vegetable, free from injurious ingredients, healthful and antiseptic. Dr. Hamilton's Pills will assist you in a thousand ways.

As delay is always dangerous, your plain duty is to follow the example of Mrs. F. Rowe, who sent the following letter from Gravel, Port au Port, Newfoundland: "Four years ago I got kidney and bladder trouble. I thought it was female trouble and treated it accordingly. Even my doctor in St. John said it was so. "In reading about Dr. Hamilton's Pills I noticed symptoms like mine and I bought six boxes. These pills went right to work on my sick condition and helped me from the first. My weight increased eight pounds and never before was I as well as today. Dr. Hamilton's Pills did it all."

All dealers sell Dr. Hamilton's Pills 25c per box or five boxes for \$1.00.