

London Advertiser.

ESTABLISHED BY JOHN CAMERON IN 1853.

Managing Director John Cameron

London, Wednesday, June 7, 1899.

Provincial Rights Not Invaded.

We observe that our contemporary, the Woodstock Sentinel-Review, praises the Ontario Government for protesting against the proposed Dominion legislation in respect to loan companies. The provincial authorities have shown more than once that they are not subservient to the Ottawa Government because of political affinities, but in this particular case the provincial protest comes rather late. Such companies have been in existence under Dominion legislation for thirty years. We do not concur with the views of our contemporary that this legislation is an invasion of provincial rights, and we are at a loss to understand upon what grounds such a contention is to be upheld. It is certainly more convenient for an insurance company doing business over the entire Dominion to have a Dominion charter, and the same may be said in regard to loan companies. The business affairs of both are simply departments of trade and commerce, as much so as the sale of merchandise. They are more properly under Dominion than under provincial jurisdiction. Unless a company intends to confine its operations wholly within the province, we do not see upon what grounds a semblance of an argument can be advanced in favor of provincial jurisdiction. Under existing circumstances it is not so confined, and a province cannot give to itself jurisdiction over the subject by simply declaring that those who are incorporated are to confine their business within the province.

By the British North America Act, trade and commerce is a subject for Dominion legislation, not a subject for provincial legislation. There has been no invasion of provincial rights in this matter. The invasion is the other way, and should the subject come to be dealt with by the courts, this, we believe, will be made clear beyond a doubt.

Railways and National Destinies.

At a great gathering of railway men in the British metropolis, the other evening, the British Prime Minister made some striking remarks with regard to the extent to which modern railway development enters into the calculations of the controllers of the destinies of nations. During the last half-century, he said, the one industry that has pushed forward beyond all others is the railway industry. He spoke from his own point of view with sound conviction, because in the foreign office they are particularly employed in considering what influence railway expansion has on the destiny of nations. By a tremendous effort of railway creation the British had conquered Egypt and the Sudan. Without it the Sirdar, even with his splendid intelligence and skill, would have lamentably failed with a much larger force. At the present time the premier declared the Uganda line is more than half-finished, and by next year it will reach its objective point. That meant the subjugation and, therefore, the control of those vast tracts, and nothing but the railway would enable them to undertake the responsibility. The politics of China were railway politics, and it is very curious that the whole question of the expansion of British influence over vast regions of territory, whether in Africa or in Asia, really resolves itself into this—whether a syndicate in London, or a syndicate in Paris, or a syndicate in St. Petersburg, is able to obtain the right of constructing a railway over these countries. Whether they would be able to make any money after they had obtained these concessions, was a point, Lord Salisbury declared, that they had never examined. What was aimed at first of all was that they should obtain the right on paper of covering the Chinese Empire with railways.

The Imperial Budget.

The budget speech of Sir Michael Hicks-Beach, Chancellor of the British Exchequer, continues to attract attention. Dealing with his utterances on the data he laid before the British Parliament the New York Journal of Commerce claims that nothing he said was so insignificant, or so important, as the following comparison, thrown in quite incidentally, of the leading objects of expense at dates twenty-four years apart:

	1875.	1899.
Navy	\$10,765,000	\$26,596,000
Army	14,678,000	29,617,000
Civil list	12,656,000	22,180,000
Total	\$28,119,000	\$58,392,000

While so much is being said on the subjects of the growing burden of great armaments, it will be observed that the civil list grew absolutely and relatively more than the army, though less than the navy. The chancellor of the exchequer was quite justified in reminding parliament that such an increase of expenditure could not go on indefinitely, but it is also pertinent to inquire what would have been England's ability today to bear a lower rate of expenditure had the cost of the army, and especially the navy, been down where it was a quarter of a century ago. It is admitted that England bears the heavy burdens of today more easily than years ago she bore the lighter burdens of that period, and it can hardly be denied that her prosperity has so far been intimately connected with her possibilities as an ally or an antagonist. In the past four years the expenditures, including disbursements from the treasury on local taxation account, have increased \$95,000,000. But

In the same four years \$100,000,000 has been expended in the purchase of \$90,000,000 of the public debt. For the ensuing year a small deficit is probable, and it is proposed to meet it by reducing the payments on account of the sinking fund. The chancellor made an ingenious argument to show that the present generation was being taxed unduly for debt reduction, but it did not quite conceal the fact that the proposed reduction of the payment to the sinking fund was not due to a desire to lighten taxation, which is to be slightly increased, but to a desire to get more money for current expenditures. Twenty-five years ago the sum of \$25,000,000 was set aside annually for the service of the public debt, so much of it as was not spent in interest being applied to the reduction of the principal, and on account of the approaching maturity of some large blocks of terminable annuities, the obligations of the exchequer will, in a few years, be considerably lightened. Sir Michael proposes to reduce the annual appropriation on account of the public debt of \$23,000,000. In round figures, the estimates of revenues for the coming years are: Customs, \$105,000,000; the revenue from tobacco being about half the amount; excise on beer and whisky, \$150,000,000; death duties, \$55,000,000; stamp duties, \$35,000,000; land tax, \$4,000,000; house duty, \$8,000,000; income tax, \$90,000,000; postoffice and telegraph, \$80,000,000.

The manner in which the telegraph is loaded up at Washington with anti-Canadian dispatches shows that an expert wire-puller is behind the scenes.

The Alaskan boundary question would be easier settled if the present discussion were kept within the bounds of truth. Somebody in Washington should make a note of this.

The Republic of France may be largely a sham, but until French aristocrats can show some higher political ideals than mobbing presidents, France is better off as she is.

There is no party capital to be made out of the Dominion Government's disallowance of the anti-Japanese act. British Columbians may have no use for the Japs, but Great Britain may have a great deal of use for them before long in China.

The American window glass trust has killed all competition and thrown 17,000 men out of employment. The game is as transparent as window glass. By restricting production, the trust will enhance the price of glass, and pay bigger dividends on watered stock. The people who buy window glass—well, they don't count.

However, what is really more important is that the iron manufacturers should be assured that as the bounties are lowered the customs tariff on iron and other articles made of iron will be increased.—Montreal Star.

The iron manufacturers cannot expect any such assurance. If the iron business is to be encouraged, bounties are preferable to customs duties, which lay a tax on every industry that uses iron.

We beg to inform the Buffalo Express that we are quite aware it was American customs officials and not De Barry who stripped the sealskin jackets off the backs of Canadian ladies visitors last winter. This incident we generalized as DeBarryism because DeBarry stands in the Canadian mind for the whole pin-prick policy on the American frontier. He has made the name of Buffalo opprobrious to every self-respecting citizen of the Dominion. At no other point do Canadians meet with such irritations. It is surprising that this conduct draws no word of reproach from the Buffalo press, which is uniformly fair and friendly in discussing Canadian affairs. Canadians wish to be good neighbors, and we think it would pay Buffalo to reciprocate the sentiment by seeing that DeBarryism is blotted out.

What Others Say.

High Holding.

[Ballard, Cal., Union.]

A hot poker game was played in one of our saloons last night between a Chinaman, a cowboy, and one of our leading doctors. The Chinaman held four aces, the cowboy held a gun, and the doctor held an inquest on the Chinaman.

Employments for Poets.

[Bobcaygeon Independent.]

The report that Mrs. Grover Cleveland and Mrs. Richard Watson Gilder have discovered a wash-woman who writes creditable poetry, and they will take her from the wash-tub and afford her an opportunity to cultivate her poetic gifts is simply awful to contemplate. For goodness sake, dear girls, turn your attention to church guilds, foreign missions, any old thing, rather than develop female poets from the laundry. Sakes, alive. Go on the opposite tack, would be better, and start a laundry for the employment of otherwise deserving poets.

Death of Johann Strauss.

[Philadelphia Inquirer.]

Johann Strauss had reached a ripe old age and had practically abandoned composition, but the news of the death of one who, during a career of exceptional extension and extraordinary brilliancy, had contributed so much to the gaiety of nations, cannot be heard without a feeling of regret. Within the restricted sphere he occupied, Strauss was a true genius and a great one, and his waltzes are, in the best, such waltzes as the "Blue Danube." "Village Swallows," "New Wien," to mention only a few, are as truly works of art, as truly creations of genius, as the symphonies of Beethoven, the nocturnes of Chopin or the operas of Mozart. And they have probably been a source of inspiration and of pleasure to a much greater multitude of people.

Light and Shade.

An Irritating Phrase.

"Are you seriously ill?" asked the well-meaning friend.
"Oh, no," answered the dyspeptic, with a jarring, sarcastic laugh. "I hurt all over and don't care whether the sun rises tomorrow or not. But I'm not seriously ill. I'm jokingly, flippantly and ironically ill. I'm going through all the symptoms, but I don't mean one of them."—Washington Star.

Know-Nothing Conclusion.

We prayed for rain, an' the rain come down
In torrents from the sky,
An' then we decided 'twuz gittin' time
We wuz a-prayin' fer dry!
An' we prayed an' prayed, till its comes so dry
It parched the earth an' it cracked the sky!
So we held a meetin' an' laid them prayers
Conveniently on the shelf;
An' we carried a motion to let the Lord
Run the weather to suit himself!
Fer we all concluded, from spring to fall,
All that we know is jest nuthin' at all!
—Atlanta Constitution.

The Difference.

"Old Brown won't live long; he has one leg left the grate."
"You mean one leg in the grave."
"No, he's going to be cremated."
—San Francisco News-Letter.

Corrected.

We—Was your brother engaged in the late war?
She—No; not until after he came home.—Yonkers Statesman.

IN MEMORY OF THE DEAD CHIEF

Sir John A. Macdonald's Monument in Queens Park, Toronto, Decorated.

Toronto, June 7.—Thousands of citizens assembled in Queen's Park yesterday afternoon to witness the decoration of the monument erected to the memory of Sir John A. Macdonald. Eight years ago the Conservatives' greatest leader passed away, and the popularity of this annual commemoration is evidenced by the increased interest aroused this year. Among the chiefs and prominent members of the Conservative party were Hon. Sir Charles Tupper, M.P., Mr. J. P. Whitney, M.P., Mr. E. F. Clarke, M.P., Mr. J. J. Foy, Q.C., M.P., Dr. Roche, M.P., Mr. G. V. McInerney, M.P., Mr. H. A. Powell, M.P., Hon. T. Casgrain, P.C.

Prior to the decoration ceremonies a reception was held in the rooms of the Conservative Club, which were thronged by Conservatives anxious to shake hands with the present leader of the party.

The floral tributes were splendid and very numerous. The monument was literally covered with flowers, and the numerous wreaths were liberally sprinkled with red roses. Some of the decorations were from the Toronto Conservative Club, a wreath four feet across, with the words "Canada for Canadians"; from the Central Conservative Association, a white ensign, four feet across, with a Union Jack in one corner and the maple leaf in the other, the dates of Sir John's life, 1815-1891, and the words "British Subject"; from the House of Commons and Senate, a large wreath, surmounted with a beaver and inscribed with the words, "Our Beloved Chief"; from the Macdonald Club, a wreath, and wreaths from the Macdonald Club of Yorkville, the six ward associations, and the Conservative newspapers.

President Dumas, of the Toronto Conservative Club, presided over the proceedings, and addresses, in which the virtues of the dead were extolled, were delivered by Sir Charles Tupper, Hon. J. P. Whitney, Dr. Roche, Mr. Clarke, Hon. T. S. Casgrain, Mr. McInerney, Mr. H. A. Powell and Mr. J. J. Foy.

At Kingston, in accordance with their annual custom, the Macdonald Club, of Kingston, decorated the grave of Sir John Macdonald in Cataract Cemetery. Wreaths were deposited upon the mound by representatives of the Macdonald Club, the Conservative Association, of that city, and the Conservative members of the Dominion Parliament. The Rev. J. Mackie offered the opening prayer.

FAT GENIUSES

Victor Hugo's Large Stomach—Balzac Was Also Round.

Theophile Gautier remarked that Victor Hugo, in his quality of sovereign prince of French romantic poetry, should be (if the ordinary opinion as to poets were correct) angular, with light or dark hair and pink complexion. The world and an overcoat could hardly contain the glory of Victor Hugo's stomach. He burst his button-band every day, and as for buttons in front, they were snapped off continuously. Victor Hugo's embonpoint was most richly deserved, for his plate was a mixture of comestibles of all kinds, including omelets, milk and vinegar, mustard and cheese, which he swallowed rapidly and in immense amounts while drinking coffee. Rossini had not been able to see his feet over his abdomen for six years ere his death. He was a hippopotamus in trousers. Jules Janin would break down any eighteenth century sofa on which he might happen to sit. The admiration of Alexander Dumas' passions did not prevent the author of "The Three Guardsmen" from being very plump. He ate three beefsteaks where any other fat man eat one. Sainte-Beuve saw his abdomen bulge out under his goatee. The most fertile of all French romancers, Balzac, looked more like a hoghead than a man. Three ordinary persons stretching hands could not reach round his waist. Dr. Eugene Sue, author of "The Mysteries of Paris," was greatly grieved when he could no longer see over his stomach. Theophile Gautier also merited a place among these obese literary gods: Renan, Maupassant, Flaubert and Sarcey were also to be there classed.—Humanitarian.

A DINNER PILL—Many persons suffer excruciating agony after partaking of a hearty dinner. The food partaken of is like a ball of lead upon the stomach, and instead of being a healing nutriment, it becomes a poison to the system. Dr. Farme's Vegetable Pills are wonderful correctives of such troubles. They correct acidity, open the secretions and convey the food partaken of into healthy nutriment. They are just the medicine to take if troubled with indigestion.

Western Australia has an act in force prohibiting the landing of anyone who cannot write out a given passage in English.

THE RUNIANS, GRAY, CARRIE CO.

208, 210, 210½ and 212 Dundas Street.

DRESS GOODS SALE EXTRAORDINARY.

BIG purchase of BLACK CREPONS, 53 pieces (947 yards), to be sold at a bargain.

This lot was bought in bond for spot cash at about half price, and consists of Black Mohair and Wool Crepons, in large and small weaves, blister effects, etc., 44 inches wide. The regular price of these goods would be \$1 50, \$1 75 and \$2 yard. The whole lot goes on sale today at

\$1.00 a Yard Till Sold

The saving we have made on this purchase is your saving if you will have it so, and we do not ask you to accept our statement. The goods and prices are here for your inspection and comparison. That's the whole story.

Runians, Gray, Carrie Co.
IMPORTERS.

SONS OF REST TO CONVENE

Preparation for a Tramp Parliament at Danville, Ill.

Preparations for the National Convention of Tramps at Danville, Ill., are being rapidly completed. Replies to the unique circulars sent out by the hobos do not come by mail, but all the weary wanderers in the west have received notice, and are working their way toward Danville. This circular or "call" is a tiny poster, or "sticker," for handy taping on lamp-posts and convenient hand marks of the high-water mark of the last few weeks. 10,000 of these posters have been printed and distributed at the expense of Charles Noe, a wealthy young man of Danville, Ill., who styles himself a "society tramp."

Under the name of "Box Car Tourists' Union, No. 67," more than 300 hobos of Chicago have organized to attend the convention in the west. They claim to be affiliated with one hundred similar organizations. An outline of the programme for the convention has been drawn up. It includes discussions of the economic and social questions out of which the hobo evolved himself or has been evolved. College graduates in disguise or "reduced" by drink will be among the eloquent speakers of the meeting.

Tents and empty barrels will house the delegates and a sand lot owned by "Omon" Cotton, a hotel proprietor of Danville, has already been selected for the holding of the convention, which is to be in the open air. Only "ex-usable" members of urban, suburban or rustic communities will be given credentials to the grassy floor of the convention. By special dispensation of the managers of the convention, "society tramps," ex-actors and ex-college presidents are to be admitted.

Arrangements for transportation in box cars, with hay trusses for berths, have been made through the good offices of friendly employees of the Chicago and Eastern Illinois Railroad.

All persons aspiring to become delegates must satisfactorily answer the following questions, printed on a bland: Qualifications for delegates: How much territory have you covered in the last five years?—How? Did you ever panhandle a dookie?—How? Have you ever belonged to a hobo camp?—Do you prefer a box car to a Pullman sleeper?—Will you always recognize a tourist, and help him with all your ability?—Will you help to annihilate all bum killers?—Did you ever leave a town by request from the town marshal?—Will you help to establish a free soup house in each railroad center?—Will you petition the congressman in your district to legislate for steam heat in all box cars?

In political and police circles the convention is regarded as a move toward a revival of Coxeyism or tramp agitation of the kind that carried the marching "army of the unemployed" to the steps of the Capitol building in Washington some years ago.

ANGOSTURA BITTERS are indorsed by the highest medical authorities here and in Europe, as a preventative and cure for Malaria and all Summer Diseases. Keep it in your house to flavor your drinking water and all other beverages.

MORE RUSSIAN RAILWAYS

A Rapidly Expanding System Through the Country's Center.

The Russian Government has decided on the construction of a branch line from its Central Asian Railway at Tashkent to Viernoe, an important station near the Chinese frontier, where some serious disturbances recently took place among the Mussulman population. The length of the line will be something under 500 miles, and the engineer parties are already at work on the preliminary surveys. Contrary to its usual custom, this line will not, it is stated, be carried out by the government, but it is to be constructed by a private company. From Viernoe it is intended later on to carry the line in a northerly direction, to Sempalatinsk, on the River Irtysh, to meet the projected branch of the Siberian railway from Omsk to the south.

The immediate object, however, of the first section about to be built is military and political. It will bring Viernoe in easy and rapid communication with the headquarters of the army of Central Asia, at present at Tashkent, and enable troops to be brought up either for local reasons or to be moved to the Chinese frontier, as occasion may require. At a comparatively short distance from Viernoe to the northeast is the important Chinese city of Kuldja, the capital of the province of Sungaria, which was retroceded to China some years ago, after having been occupied by Russian troops; and from Tokmok, a town on the line of the new Tashkent-Viernoe Railway, there is a military road which passes along the north shore of Lake Issik-kul to the Chinese frontier, and joins the Chinese caravan routes from Kashgar through the province of Sin-kiang into Northern Mongolia. In the course of a century the important lines of communication in Chinese Turkestan and Western Mongolia will be dominated by strong Russian outposts along the frontier, supported by railways. When the junction with Omsk shall have been effected, the Russian military position in Central Asia will be immensely strengthened, as it will be possible to reinforce the garrisons there either from the west or the north, or from both directions, if so required.

In addition to the Tashkent-Omsk Railway just referred to there is already some talk of a branch line from Lake Baikal to Kalgan on the Great Wall of China, which has been recognized as the southern boundary of the Russian sphere of influence in that part of Asia. The project is that this line should cross the present Russo-Chinese frontier at Kiakhta, and, passing through Urgen, the meeting-place of caravan routes from all parts of Central Asia, continue through the Gobi Desert to Kalgan, at which place it would join the intended Chinese line from Peking. Kalgan is already occupied by a detachment of Russian troops. This line, however, important though it will be when constructed, both from a political and commercial point of view, will have to wait the completion of the eastern section of the Siberian road, and of the Manchurian lines, now first in order for military reasons, and because the strain which they entail on Russian finances is just now as heavy as they can safely bear.

The color of truth depends upon the eyes looking at it.

SMUGGLED TEA

But Suffered So Much During the Ordeal That She Reformed.

I shall never say again that there does not breathe a woman who wouldn't smuggle if she had a right good chance, for I heard yesterday of one in this very town who declares that she will never, never try to evade the customs duties. "Never again," are her exact words, for, like all her sisters who journey to foreign climes she once yielded to temptation and smuggled. It was all because of some surprisingly excellent tea she came across in England—tea, the like of which she had never known before. She knew there was none of it to be had in America, so she bought pounds and pounds of it to bring home with her. She didn't mean to pay duty on it, for she felt that no really patriotic American can consistently pay a tea tax after what our ancestors did in Boston harbor, so she made herself a petticoat, and into the lining thereof she drew the tea. When the steamer quitted port she drew on the garment. To wear it was a certainty. It seemed to weigh a ton. She could scarcely walk in it, and the hang of her new going ashore gown was utterly ruined by it, but the custom house officials let her pass without suspicion. She went directly to the railway station and started for Washington. The journey will live long in her memory for his discomfort. Her husband met her at the station. He marked her pale, worn look. As they stepped into the carriage she told him the story.

"I wasn't going to let them get ahead of me," she said proudly, "Wasn't it a lovely idea?"

Her husband fell back in the carriage and roared.

"Lovely," he said. "Lovely! I should say it was. Why, my dear, there isn't any duty on tea."

And let me remark in passing that the child's sob in the silence isn't by any means the only thing that curdles deeper than the strong man in his wrath.—Washington Post.

ELECTRICAL WORK OF ALL KINDS...

R. M. MILLAR

Removed to Spencer Block, Dundas Street, Formerly at 424 Talbot Street