

London Advertiser.

TWO DAILY EDITIONS AND WEEKLY.

The Leading Medium for Advertisers in Western Ontario.

THE LONDON ADVERTISER COMPANY (Limited).

LONDON, ONTARIO.

London, Tuesday, July 8.

The Political Situation.

The Globe and The London Advertiser are very anxious to avoid another general election. The machine is crippled, and the corruption fund is exhausted. They would rather try one constituency at a time.—Hamilton Times.

The Globe can speak for itself. The Advertiser candidly admits it is not anxious for a midsummer election, although London, South Oxford, and several other ridings would be redeemed by the Government in that event. Ninety-nine out of every hundred electors, Liberals and Conservatives, do not want another election either. The leaders of the Opposition want it only on one condition—that they shall control it themselves. That a future they would raise if Mr. Ross resigned and went to the country forthwith! They would like to see Mr. Ross resign and Mr. Whitney called upon to form a cabinet. Of course, Mr. Whitney, being in a minority in the House, could not carry a dissolution movement one hour, and a dissolution would be forced. The effect of this little game would be to place the election machinery in the hands of the Opposition. From such a calamity the Province will be spared.

Mr. Ross will follow the constitutional course. He has no warrant for resigning or calling the Legislature together in special session, before the regular time. He will meet the House in February, and without doubt will find a comfortable working majority behind him. It is asking too much of the electors to expect them to worry over politics in midsummer.

The Submerged Tenth.

One-tenth the population of Old London, or between 500,000 and 600,000 persons, partook of the King's free dinner.

It is a wonderful feat—feeding over half a million people—but it is not nearly so impressive as the fact that there were over half a million people who wanted to be fed. What a comment on the boasted progress of the 20th century! One person in every ten steeped in poverty or willing to accept the charity of a free meal! It is a melancholy thought that an event which attested the human sympathies of the King, should also attest the appalling extent of human misery in his own capital. Is it any wonder there is a school of opinion in the mother country which regards the uplifting of the submerged tenth of Old London as a more imminent duty than subjugating alien races? Whether they are called anti-imperialists of Little Englanders, there is something to be said for the men who fear the Empire cannot be altogether sound while this terrible social cancer is eating at its heart.

Edison's Latest Achievement.

It is seldom that Thomas A. Edison takes the public into his confidence, but he has broken his sphinx-like reticence to say something about his new storage battery. He announces its final perfection in an article in the July number of the North American Review. For years he has been working on the problem. The essential feature of a storage battery, Mr. Edison explains, is that it must be a perfectly reversible instrument, receiving and giving out power like a dynamo motor, without any deterioration of the mechanism of conversion. This condition is not met by the lead storage battery, which gradually becomes less and less efficient; and in a few months wholly inoperative; but the nickel-iron storage cell, which has been evolved from Mr. Edison's experiments, remains uninjured, he declares, under any condition to which one can imagine it to be subjected, even by the most inexpert person. He says this storage battery will make it practical for many people who cannot afford the luxury of a horse and carriage to possess a servicable pleasure vehicle always ready for use. He predicts that automobile accidents, now so common, will be unknown. He says: "We hear of fewer automobile accidents in France and in Europe generally than in our own country, and they are fewer in spite of heavy types of carriage. One reason for this is that in Europe there are wider roads and less traffic; another is that the public have been educated up to the situation. The electric carriage of the future, and of the near future, will, in my opinion, not only supersede other types of automobiles, but it will be built and run on such practical lines that accidents will soon become things of the past. Horse owners and drivers will educate their animals, as in old times they had to be educated up to the steam engine and later to the trolley car. The electric carriage will be practically noiseless, and easily stopped in an emergency."

The world has long waited for a perfect storage battery, and if Mr. Edison has found it, it will be the crowning triumph of his life. The uses to which it may be put are almost beyond the imagination. It is now known why Mr. Edison has become interested in nickel mining in this province. His new battery is to be of iron-nickel and he has been looking out for a source of supply in Ontario.

Canadians Capture the Trade.

It was rather an eye-opener when a New York committee issued a table the other day, showing that more grain had been exported from Montreal in the preceding week than from all the United States ports on the Atlantic put together. Discussing this phenomenon the Montreal Herald points out that grain from the Canadian Northwest does not, for the most part, go out by Montreal, so that Canadian grain probably accounts for a large portion of the traffic that the American ports did manage to get. The grain shipped at Montreal is largely from the American West. One reason is that the route is cooler; another is that the Parry Sound line, and the Grand Trunk, afford a direct outlet from the Western States. But these are not new factors. The Herald thinks that Montreal's lead in grain shipments at this particular time is accounted for by cheap steamship freights. "Very little grain," says the Herald, "is moving from Europe, as compared with the shipments in recent years. Montreal ships get the bulk of it, one would say, because Montreal ships can underbid those at other ports for what is in effect a ballast cargo. Ships coming to Montreal bring inward cargo. Our tariff is low enough to admit of that. American fiscal legislation is designed to prevent incoming ships from bringing any cargo. That is one advantage we have. Another is that ships coming to Montreal can always get a good load of lumber. That is our staple export. Even in poor years we ship enormous quantities. At the rival ports they have none to ship and nothing to take its place as a staple, bulky cargo. When one ship has a couple of thousand tons of lumber on board, and another ship has nothing of the kind, ship No. 1 is in a good position to underbid for the grain required to make 'heavy' cargo in the lower compartments. If it pays anything at all, it pays more than water ballast. If the grain rate by Montreal is lower just now than by New York or Boston, this is probably the explanation."

Whatever the cause of Montreal's lead, the statement of the New York committee, which was alarmist in tone, is an excellent advertisement for the Canadian route. The work of dredging and improving the river channel between Quebec and Montreal is being pushed with vigor, and when completed the insurance underwriters should have no pretext for keeping up their heavy discrimination against the St. Lawrence route. Some day Montreal may get a permanent lead on her Atlantic rivals.

Uncle Sam has a surplus of \$300,000,000. If this keeps up the United States will soon be known as the Ontario of the nations.

London will have Kitchener's welcome as a substitute for the coronation. Kitchener is not the King, but if there is anyone who can fill the vacancy just now it is the South African hero.

It is too bad that the Colonial Secretary should meet injury directly under the Canadian arch, but all reports agree that the arch is a stunning affair.

Labor is reported scarce in South Africa, because white men consider it beneath their dignity to do unskilled work. There ought to be no difficulty in solving the tramp problem there.

The Toronto Telegram is giving Canadian politicians a rest, and is clubbing Grover Cleveland. Yet Grover Cleveland is a much greater statesman than the Telegram's idol, Joe Martin.

There are twenty election protests to date—thirteen against Conservatives, and seven against Liberals. This may not mean twenty bye-elections, but it will be just as well to find out if any more Billy Smiths were operating in May.

Argentina is pleading for immigrants but she cannot even keep them within her borders. Two hundred and thirty Welsh settlers have left there, and taken up land in the Canadian Northwest, where they will be under the old flag. This should be a fine object lesson for intending emigrants in the old country.

Mayor Beck was quite within his rights in voting last night to save Aid. Pritchard from being transplanted to No. 3 committee, where he properly belongs. But Mayor Beck felt no desire to vote when the street railway and electric power questions, which were vastly more important, were before the council. Why not do a good turn for the city, as well as for Aid. Pritchard?

Rock Bottom Facts.

[Kincardine Review.] They thought Sanford would have died because his feet were held fast by brick and sand, but how on earth could he kick the bucket under such circumstances?

A curious circumstance of the case is that no one was set free when he was hauled up.

How he happened to get breath down there is a pipe story.

Truth lies at the bottom of a well and so could not embarrass the reporter up above.

The Paris incident forever settles the slanders that there is a woman at the bottom of everything.

Her Wedding Day.

[Detroit News.]

A pathetic story has come to light in connection with the death of F. W. McElroy, who was killed on a railroad wreck at Mingo Junction, O., on Monday. It was to have been his wedding day, and the girl to whom he was engaged, waited his coming patiently at Fairmont, where he has promised to meet her. Early in the morning she was up and ready for him, and she

..Poems the World Has Read..

Lead, Kindly Light.

[Cardinal Newman.]

Cardinal Newman was born in London in 1801 and died in 1890. He graduated from Oxford, and was ordained in 1824. He was the recognized leader of the high church party in England until 1845, when he united with the Roman Catholic Church. He was appointed rector of the Catholic University at Dublin in 1854, and was made a cardinal by the pope in 1879.

Lead, kindly Light, amid the encircling gloom,
Lead Thou me on!

The night is dark, and I am far from home,
Lead Thou me on!

Keep Thou my feet! I do not ask to see
The distant scene; one step enough for me.

I was not ever thus, nor prayed that Thou
Should'st lead me on!

I loved to choose and see my path; but now
Lead Thou me on!

I loved to choose and see my path; but now
Lead Thou me on!

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Lead Thou me on!

I loved to choose and see my path; but now
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Lead Thou me on!

I loved the garish day; and, spite of fears,
Pride ruled my will; remember not past years.

So long Thy power has blest me, sure it still
Will lead me on.

O'er moor and fen, o'er crag and torrent, till
The night is gone;

And with the morn those angel faces smile,
Which I have loved long since, and lost awhile.

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Which I have loved long since, and lost awhile.

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