

PROMINENT CANDIDATES

For the Leadership of the British Liberal Party.

England Disturbed Over the President's Allusion to the Canal.

Significance of Sir Edward Monson's Speech in Paris—Revolution Imminent in France.

Henry Norman's special cable to the New York Times says:

The question of Liberal leadership, to which I made a brief allusion a fortnight ago, has been suddenly dragged into prominence in a surprising fashion. Secretary Nottingham, of the Liberal Association, had addressed a letter to the two chief Liberal papers, the Chronicle and the News, saying that his association proposed to move a resolution at the coming meeting of the National Liberal Federation declaring that the question of leadership of the party must be at once definitely settled. Both papers printed the letter without comment. Thereupon the Daily Mail, nominally independent, but actually a Tory journal, announced that since the Liberal press was evidently muzzled, it would open its columns to all expressions of Liberal opinion, and give a prize of \$500 to the correspondent who should answer the questions concerning the leadership, give five points of the programme, and tell whether the home rule was to be retained or dropped, most in accordance with the majority of answers received. Accordingly, the Mail has been printing numbers of replies every day direct from the Liberal press, while the latter, compelled at last to speak, retort that the party has not fallen so low as to take its leaders from a plebiscite in a Tory journal.

The Mail, of course, simply started this hare as a smart piece of journalism, and nobody takes the plebiscite seriously; but, all the same, it is somewhat embarrassing to the leading Liberals, since, beyond question, the rank and file, who know well that the party throughout the country has been greatly gained in strength lately, are beginning to resent being taken to head, owing solely to the personal difficulties at the top.

GUESSES AS TO LIBERAL LEADERS.

The potential leaders are four. Sir William Vernon Harcourt is unpopular in the party as a parliamentarian, but he is growing in popularity as the strain of leadership, and rumor credit him with the intention to retire soon. Lord Rosebery would be the choice of the country by an overwhelming majority, and is making a strong bid back many Unionists with imperial convictions. He, however, refuses to be described as a Liberal leader, and to all inquiries and pressure simply replies that he is outside of politics. Meanwhile he is making constant public speeches, with such success and distinction that as a public orator he has become facile princeps, and his reception wherever he goes is growing daily more enthusiastic. Being without a head, owing solely to the personal difficulties at the top.

The fourth possible leader is Sir Edward Grey, and I should not be surprised if the choice finally fell upon him. He is young, and has no past whatever for political life, which has been thrust upon him by his own great successes. He enjoys universal respect, and has not a single enemy in the country. He never takes a prominent part in any of the party's proceedings, but then he speaks and acts with such wisdom, vigor and simple directness, and with insight into fundamental principles that even his opponents never fail to enlarge his statesmanship. He is among the Liberals what Lord Curzon is among the Conservatives, with this exception—he has not the latter's experience of travel, or his superficial brilliancy, but exhibits more mature qualities of solid judgment. If not at the top, Sir Edward Grey will certainly be very near it when the Liberal party is reorganized.

MONSON'S EXTRAORDINARY SPEECH.

Sir Edmund Monson's extraordinary speech affords all needed confirmation of my previous statement that the tension between England and France was not settled by the Fashoda incident. For an ambassador to lecture the government to which he is accredited is such an unparalleled event, especially to refer to the Fashoda incident, the short-lived ministries, which only secure ephemeral satisfaction by a policy of pin pricks, that it is perfectly certain that Monson, who is a charming, kindly and discreet diplomat of the old school, would never have ventured upon it without distinct instructions from Lord Salisbury. The speech, therefore, means that the latter is getting tired of French predestination and the abuses of M. Delcasse from the foreign office. But there is more than even this in it. Even Delcasse's scheme to establish French schools in Khartoum and Fashoda—a scheme which will probably result in the abolition of French as the official language in Egypt—is not all. I hear that Marchand's officers, either from absence of instructions or from the presence of hostile overtures, took a certain action during his absence in defiant opposition to the French promise of evacuation. Of this we shall probably hear more as soon as Lord Kitchener, who is not the man to

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stand any nonsense, reaches Khartoum. Sir Edmund Monson's speech was nothing less than a very stiff warning to France that Great Britain would not longer tolerate her present attitude.

THE SITUATION GRAVE IN FRANCE.

The state of France today is indescribable by a sudden discovery of an article of the Code permitting ex-Coleliques to appeal to the supreme court. The latter has taken the action which it refused to take when invited to do so as a trick, and has thus dealt a final blow at the military supremacy. Yesterday a dozen papers openly appealed to the army to depose the government. The Paris correspondent of the Daily Telegraph sends a conversation with one of the most prominent men of the republic, who said in reply to the question whether civil war was probable: "Not being a prophet, I cannot deal with the future, but as a politician, I am warranted in saying that we are on the verge of a revolution."

Le Journal des Debats, one of the only two serious newspapers in France, gave forth these words of despair: "Without doubt our natal star is waning. While our commerce and trade are struggling with difficulty against the progress of younger nations, our capacity for development are appalling."

THE IRISH UNIVERSITY QUESTION.

Only two inspired but vague articles in the English press have hinted at the very remarkable movement toward the satisfaction of very natural Irish demands. The matter has been kept a profound secret, but I may say that the government has received conclusive communications showing that the hotly disputed question of a Catholic University in Ireland could be settled in a manner to satisfy both the Protestant and Catholic, and conciliate all reasonable interests. The proposal is to establish two open universities, one in the south, at Dublin, which would attract Catholics, the other in the north, at Belfast, to attract Protestants. Each would have its teaching or internal, and examining or external, side, and be equally endowed by the government, although theological studies are not allowed. Thus, de facto, but not de jure, the universities would be respectively Catholic and Protestant. The Belfast institution is to be called the Queen's University, that at Dublin St. Patrick's. At present both the Irish Protestant and Catholic youth are gravely handicapped in modern competitive careers by the absence of higher education. The Presbyterians are feeling this pinch no less than the Catholics. Such an opportunity was never opened to any government before. If accepted, the question will be settled forever. Great fear exists, however, that the government may not dare to grasp it.

MR. MCKINLEY AND NICARAGUA.

England has been greatly exercised during the week by an allusion to Nicaragua in the president's message, and wonder who those who understood the question, this allusion came as a thunder-clap. It is possible that the full text of the message will show that the English feelings are without foundation, but as called it simply the president in the position of a delinquent ignoring the solemn treaty engagement. Public comments have been perfectly dignified and friendly, but a strong feeling is nevertheless underlying them.

The justification of these comments is found by putting the president's words as called alongside the words of the Clayton-Bulwer treaty. The president said, according to cable dispatches: "Our policy more imperatively than ever calls for the control of the canal by this country." The Clayton-Bulwer treaty says of both governments that neither "will ever obtain or maintain for itself any exclusive control over the said ship canal." Between these two there is a direct contradiction, the president advocating a control which his government is solemnly pledged not to acquire. Hence all these comments, which, in the interest of Anglo-American good-will, had better stand. I believe, however, there is no danger of a serious misunderstanding on this matter. In fact, I have excellent reasons to say that the two governments are in accord upon the principle of a solution of it. It will be found either in a neutralization of the canal, which would be the best possible way, or in some kind of arrangement which would leave the canal open to England in all circumstances except when at war with the United States. It should not be forgotten that an American assistant secretary of state, J. C. Bancroft Davis, whose portrait hangs conspicuously in the diplomatic waiting-room of the state department, has written of this treaty in a historical work in 1884: "It certainly dispossessed Great Britain of an important military, naval and political position on the isthmus at a time when the relative strength of the two powers was very different from what it is now."

A number of comments expressing surprise and disappointment, including a rather outspoken one in the Times, appear upon the cable news that President McKinley told a senator that America would sell the Philippines to Japan. But these simply show that the English commentators do not know who Senator Kyle is.

FAST IN ICE.

Port Pelee, Dec. 12.—The steamer J. H. Prentice is still fast in the ice near her sunken consort, the schooner Milledesex. The steamer S. S. Curry, down-bound, and two other boats, are fast in the ice west of the dunnage.

THE CANADIAN OCEAN SERVICE

The London Times Reviews the Project Just Started.

Difference in Distances—Description of the Gaspeia—What Ocean Greyhounds Could Do.

London, Dec. 12.—The Times publishes in a prominent position the following special article: "Mention has been made already of the capital performance of a special train sent by the Great Western Railway on Thursday from Paddington to Milford Haven in connection with the inauguration of a new service to Canada by the Canadian Steamship Company, but of the hopes and prospects of the founders of the new line it seemed well to speak later, and after reflection, since the matter, although it was important, was not urgent. Particularly interesting are the facts that the port selected for the departure of the new line is one of the finest harbors in the world, and that the port of arrival in Canada is little known. It is expedient to inquire why the new route has been chosen, what the plans of the founders of the new service are, and why, to use the expression which was heard in the course of the flying journey by train, they are starting from a port which hardly anybody uses for a port, of which few persons have heard even the name. The company is a modest beginning. The steamer Caspia, of 4,000 tons, is not a new vessel, and by no means an ocean greyhound, although she is quite sound and of very substantial construction. She was built some years ago by the Messrs. Napier, of the Clyde, for the Pacific Navigation Company, and under another name. She is nothing more than a comfortable thirteen-knot vessel, of old-fashioned type, built to carry cargo and to accommodate passengers. In the spring of 1899 three seventeen-knot vessels, which have been acquired already, and are now being thoroughly overhauled, will be at the disposal of the company, and the service will be in full swing. Thus equipped the new line is confident that they can carry on a profitable and useful business on commercial principles, and without subsidy. The reasons for choosing Milford Haven as their port of departure and arrival, although they will not be made public until the company is ready to start, may be disposed of quite shortly. It is a good harbor; it offers the opportunity of a very short passage of Canada, and it is believed to offer considerable facilities for the distribution of Canadian products. But the chief reason for the choice of Milford Haven is that the port of arrival in Canada, a little more explanation must be devoted. Paspheiac lies at the northern extremity of Chaleur Bay, which is just below the mouth of the St. Lawrence. It is confidently asserted to be free from ice all the year round. It is connected by the Intercolonial Railway with Quebec and Montreal, and so, with the terminal railway system of Canada, and with various centers in the United States. The great point, of course, is freedom from ice for the indispensable equipment of a port. Elevators, abutments, and so on, can be set up in a port free from ice to erect them in a port which would perform be idle for many months in the year. The course from Paspheiac to Milford Haven runs south of Newfoundland, is 2,340 miles, and that running north of Newfoundland 2,206. The distance by rail to Montreal is 545 miles, and from Montreal to New York 334 miles. The company explains that they desire to make their profits not by competing for trade already in the hands of any other line, but by creating new trade, for which, they say, the route is most promising. The country adjacent to the Atlantic and Lake Superior Railway and the territory saved by the various lines converging upon Montreal, they say, full of products, which at present can hardly be brought to market, and which is in urgent need of a Canadian outlet. The ambitions of the founders of the service are in some measure, no doubt, personal, but they are not without foundation, and there need be no hesitation in saying, from a British no less than a Canadian point of view, that far too large a proportion of Canadian products finds its way to European markets through the United States. In a word, these gentlemen want to secure that goods and passengers, and in the long run, no doubt, mails also shall go to and from Canada directly, and not through New York. But they have the good sense to perceive that this object can be realized only by proving to a demonstration that the direct route to Canada has definite advantages over the route via New York. Details concerning the Montreal mails certainly tend to show that Sir Robt. Hood and his associates do not urge the possibilities of their line without some justification. Three thousand and twenty-three miles separate New York from Liverpool, which is distant from Paspheiac 2,245 miles only; while Milford Haven is but 2,206 miles from Paspheiac. Seventeen knots to be put on in the spring, will accomplish the voyage to Paspheiac in 5½ days. Now mails from Montreal under the present arrangement generally

reach New York Friday night and Montreal on Saturday, where they are not delivered until Monday. It is quite clear that if the Canadian Steamship Company can carry out their promises—and there is every reason for believing that they can do so—there will be substantial economy of time for passengers, and even greater saving in case of mails, and this will be the result with the 17-knot boats which have been acquired. With vessels of prodigious speed like the Campania, for example, running to Paspheiac, it is calculated that a passenger by the Canadian route for Chicago would reach his destination in about the same time as a passenger in a vessel of equal speed would steam in New York, but having no subsidy, the Canadian company does not aspire to possess vessels of that kind.

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MIDDLESEX NEWS.

New Court of the Canadian Order of Foresters Opened at Belmont.

Miss Annie Henderson, of Littlewood, is seriously ill. The stage has started to run from Fernhill to London.

A new skating rink is being built at Coldstream to meet the demand of the skating public.

Mr. J. Lince, of Komoka, has sold his cottage to Mr. W. Hare, of the G. T. R. section, for \$300.

Miss Maud Robertson and Miss E. Hetley have been re-engaged as teachers of the Mount Brydges public school for 1899.

The annual meeting of the Loyal Orange District Lodge of Ekfrid will be held in Appin on the second Tuesday in January.

About fifty bushels of grain were stolen from the granary of Charles Tummard, of St. Catharines, of London township, the other night.

Mr. D. Finlayson and daughter Eva, have been engaged as teacher for the first and second room respectively in the Appin public school, for the year 1899.

Appin creamery is doing quite a lively business in the butter line, turning out from 300 to 400 pounds a day. They have contracted for the ensuing month at 19 cents.

On Wednesday last, says the Ailsa Craig Banner, Mrs. James Craig, after a short illness, died at the age of 81 years, 8 months and 10 days. Deceased was born in Breadalbane, Perthshire, Scotland, coming to this country in her early life.

The wild cat which has been prowling about in the swamp on Mr. George Knoxwell, Lobo, and met with its death the other day, while in combat with Mr. Knoxwell's pigs, has been secured by Mr. George Edwards, London township, who have it stuffed and keep it as a novelty.

Mr. Barley James, Komoka, will stand again for reeve of Lobo. The contest is now left to Mr. B. James, Komoka, and Mr. Archie Wengam, Lobo. The candidates for the council are Mr. J. J. Campbell, Mr. W. W. Pool, Mr. R. Hill, Mr. B. Blackstock, Lobo; Mr. A. McIntyre, Komoka, and Archie Fraser, of North Lobo.

Mr. W. J. Sparkman, of St. Thomas, has succeeded in instituting a court of Canadian Order of Foresters in Belmont. On Friday evening last the first meeting was held, when a good number of candidates presented themselves for initiation. After the candidates had been initiated the following officers were elected: Past chief ranger, Dr. Meldrum; chief ranger, E. A. Presnauer; V. C. R., J. H. Strachan; chaplain, Alfred Stewart; treasurer, A. McLeach; financial secretary, Wm. H. Falls; recording secretary, Geo. Donley; senior woodward, J. A. Alexander; junior woodward, Alex. Hart; beadles, Messrs. Bennet and Henry. The next meeting of the court will be held Tuesday evening next, when more candidates will be initiated. Mr. Sparkman was assisted in the ceremonies by Mr. W. H. Finch, of Brantford, grand organizer, but in working up the members, Mr. Sparkman was alone and unaided, and deserves special mention for his untiring energy and perseverance.

When nearly every person you meet is afflicted with weak digestion it is not surprising that nearly every secret patent medicine on the market claims to be a cure for dyspepsia, as well as a cure for other troubles. When, in fact, as Dr. Werthier says, there is but one genuine dyspepsia cure which is perfectly safe and reliable, and moreover, this remedy is not a patent medicine, but it is a scientific combination of pure pepsin (free from animal matter), vegetable essences, fruit salts and bismuth. It is sold by druggists under name of Stuart's Dyspepsia Tablets. No extravagant claims are made for them, but for indigestion or any stomach trouble, Stuart's Dyspepsia Tablets are far ahead of any remedy yet discovered. They act on the food eaten, no dieting is necessary; simply eat all the wholesome food you want, and these tablets will digest it. A cure results, because all the stomach needs is a rest, which Stuart's Dyspepsia Tablets give by doing the work of digestion.

Druggists sell these tablets at 50 cents per package. Circulars and testimonials sent free by addressing F. A. Stuart Company, Marshall, Mich.

GALT MAN CHARGED WITH SMUGGLING.

Port Huron, Mich., Dec. 12.—John E. Roofs, claiming Galt, Ont., as his name, has been arrested by United States officers on a charge of smuggling. It is alleged that he brought a quantity of cigars, liquors and other articles across the border and disposed of them in this city. He was arraigned before United States Commissioner Harris Saturday, and held for examination next Thursday. Bail was fixed at \$200, which was not furnished, and the prisoner will be held in the county jail.

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| 1 Bell & Co. Organ, 13 stops, 6 octaves, fine..... | 60.00 |
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| 1 Thomas & Co. Organ, 10 stops, 5 octaves good..... | 40.00 |
| 1 Dominion Organ, 10 stops, 5 octaves, good..... | 35.00 |
| 1 Bell & Co. Organ, 8 stops, 5 octaves, good..... | 30.00 |
| 1 Bell & Co. Organ, 6 stops, 5 octaves, good..... | 25.00 |

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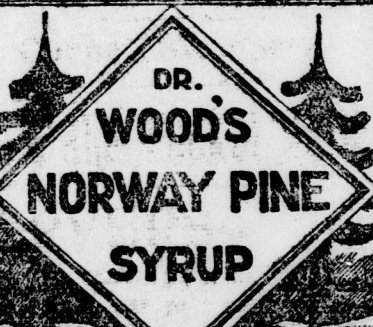
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