

London Advertiser.

TWO DAILY EDITIONS AND WEEKLY.

The Leading Medium for Advertisers in Western Ontario.

THE LONDON ADVERTISER COMPANY (Limited),
LONDON, ONTARIO.

London Friday, Oct. 3.

A Silly Scare.

The Free Press rails at the "anti-American tirade" of Mr. Tarte and Mr. Ross, and shivers lest President Roosevelt should be so angry at the utterances of these gentlemen that he will put an embargo on a duty on the export of hard coal. And yet Mr. Tarte's speeches, which the Free Press calls rash, insolent and anti-American tirades, have awakened the genuine enthusiasm of the Conservative press from one end of Canada to the other. The Tories have lauded him to the skies as an exponent of their own policy. The Canadian Manufacturers' Association, which is Conservative to the core, cheered him to the echo for these same deliverances. Mr. George Taylor, the Conservative whip, says Mr. Tarte is in agreement with himself. The Ottawa Citizen says the present cabinet is an aggregation of inability with the one shining exception of Mr. Tarte, who "has done much to sustain public confidence in the administration by at least holding out promise that eventually his views would prevail, and the Government would develop a policy on broad national lines and do something with the splendid resources at its command to further such a policy." Some Liberal papers have ventured to remonstrate with Mr. Tarte for expressing views which they considered would come with more consistency from a professed Conservative, but here we have a Conservative journal, like the Free Press, denouncing him for utterances which are described by nearly the whole Tory Press and by a section of the Liberal Press as echoing Conservative sentiments. If the latter are right and Mr. Tarte really voices the Tory policy, then, according to the Free Press, that policy is a blunder and a peril, and to proclaim it is mischievous and hurtful to Canadians. Our contemporary complains of the rash insolence of Mr. Tarte and Mr. Ross in raising the cry of exclusion against the Americans. What is the whole cry of the Conservative party today if it is not the exclusion of American imports by raising the tariff? To make political capital the Conservative press and politicians are trying to feed and foster anti-American prejudice.

The suggestion of an export duty on American coal at this juncture is a silly scare. The Free Press is ignorant of the fact that an export duty is forbidden by the American constitution, which even a President cannot override. Apart from that, we know of nothing that would so arouse Canadian spirit and strengthen the resolve of the Canadian people to be as far as possible economically independent of the United States, as a cessation of the fuel supply from the other side in this particular crisis. It would cause a temporary hardship, but it would force the development of Canada's vast resources in hard and soft coal and peat, even if the Government had to enter the field.

The C. P. R.'s New Enterprise.

The C. P. R. is about to make another stride. It already spans a continent and its ships plough the Pacific Ocean, linking Canada with Australia and Japan. Now it purposes invading the Atlantic. At the annual meeting on Wednesday the directors were authorized to acquire a fleet of freight steamers for the Atlantic trade. The president confirmed the statement that the company had offered to establish a weekly service of 20-knot steamships between Liverpool and a Canadian port for a subsidy of \$255,000 for the first ten years, with a graduated reduction in the ensuing ten years. Whatever the result of these negotiations, he said, the rapid growth of the company's export tonnage made it imperative that the company should be so situated on the Atlantic that it could quote through rates of freight and give through bills of lading without being compelled to negotiate for space and rates with independent steamship lines.

This announcement disposes of the idea of a subsidized freight service, which alarmed the steamship companies now engaged in the British-Canadian freight business. The proposed subsidy for a line of steamships between Canada and the United Kingdom, which has been the subject of negotiations between the Governments of both countries, refers only to a fast passenger line, which would carry in addition limited cargoes of perishable products. If the C. P. R. chooses to establish an Atlantic freight service without public aid, so much the better. At the same time, the company will have an immense advantage over competitors in the Atlantic carrying trade in having control of a land system which will enable it to route freight traffic over its own steamship line. A charter granted the C. P. R. for this Atlantic project should contain guarantees that the company will not abuse this power to the prejudice of rival railway or steamship interests. With these safeguards the incursion of the C. P. R. into the Atlantic trade will be an advantage to Canadian producers and exporters. The volume of the export trade is growing rapidly and steamship facilities must expand with it. With a fleet of its own the C. P. R. will have a greater influence in diverting the stream of export from the Northwest through Canadian channels to the seaboard, thereby building up Canadian ports.

The company's annual report was highly optimistic, as might be expected from the inflow of population into the Northwest, and the rapid settlement of the country. The immediate result has been a great increase in the sale of the company's lands, and it is now paying off the last of the 5 per cent land grant bonds. With the extinguishment of these there will remain against its lands 3 1/2 per cent bonds to the amount of \$15,000,000. When this is cleared off, the company will still have millions of acres to the good. The present may well express his conviction that "the company has barely entered upon the threshold of the expansion and success that the future has in store for it."

Today's Coal Conference.

A whole continent awaits anxiously the news from Washington today. In the present frame of the public mind neither party could afford to disregard the summons of the President. The mere fact that they have been brought together foreshadows a settlement. There is little doubt that the operators were secretly glad of the opportunity afforded by the President's action. They have all along taken a defiant attitude, refusing to hear of arbitration, but the persistence of the strike, which shows no signs of collapse as yet, and the growing fierceness of the public temper, have forced them to come off their high horse. The presumption is that they are in the business for profit, and will not pursue a policy from mere sentiment or vengeance, which will imperil their financial interests, because, unless government by the people is at an end in the United States, a protraction of the present crisis will lead to public interference with their privileges. Naturally they have a desire to "save their face" and the President has given them the chance. If there is a settlement they can ascribe it to him, and not to their own surrender.

"There shall not be a coal to warm at, nor fire to sit before it,"—Isaiah, xlviii, 14.

While the other municipalities are talking about it, London has the only municipal coal yard—the bacteria beds.

By the way, just before Sir John A. Macdonald brought in the National Policy, didn't he declare that he intended a revision, not an increase of the tariff? Still, we don't think history will repeat itself.

The new Russian ordinances, which remove the last vestige of Finnish liberty, have been proclaimed. The Finns, rather than submit to Russian tyranny, have been migrating in thousands for the past two or three years. Of the Czar, it may some day be said that he made Finland a solitude and called it peace.

Penny dreadfuls have led lads astray, but it may be doubted whether they do as much harm as the pseudo-romantic class of novels upon which so many young girls dote. Their imaginations are steeped in the false atmosphere, and they are unfitted for realities, particularly if their stations are humble, and they have no means of gratifying tastes or moving in spheres which have been suggested by the rose-colored life in the novel.

This Is News.

The Forest City, or London-in-the-Woods, as it was formerly known, to the world, will likely enlarge its clearing this winter. Its citizens could make money by shipping some of their backlogs and cordwood to St. Marys and other out-of-the-woods places.

A Point in Common.

[St. Joseph Gazette.]
The felon on the finger.
Like the one in jail, no doubt,
Will always feel much better
When it finally breaks out.

More Material Benefit.

[Stray Stories.]
"I am sorry, doctor, you were not able to attend the supper last night; it would have done you good to be there."
"It has already done me good, madam; I have just prescribed for three of the participants."

Incontrovertible Evidence.

[Tit Bits.]
"You claim that you were insane when you proposed to her?"
"Yes, sir."
"Can you prove it?"
"Yes, sir."
"How?"
"By producing the plaintiff in court and letting the jury look at her."

The Consumer's Query.

[Washington Star.]
What's us fellows got to do, us ordinary men, who must toil the whole day through, and turn in an' toil again, we've no time to get control of the victuals an' the coal, mister man, it's up to you, what's us fellows got to do?
Life's too brief to ask about what you've gained or what we've lost; Brief our plea, but most devout: "Feed us, warm us at any cost." We're the boys—but bosses must make some show of being just. What's us fellows got to do?
What's us fellows got to do?

Celibates in Literature.

[New York Sun.]
All the greatest English historians have been celibates—Gibbon, Hume, Macaulay, Buckle, Bishop, Thirlwall. So, too, have been most of the great

A Little While.

[Dante Gabriel Rossetti.]
Only across the shaken boughs
We hear the flood-tides seek the sea,
And know we both our hearts they rouse
One wall for these and me.
A little while, a little love,
May yet be ours who have not said
The word it makes our eyes afraid,
Nor yet that each is thinking of,
Nor yet the end, but this dumb out
In smiles a little season yet;
Till then, when the end is come,
How we may best forget.

philosophers and thinkers of recent centuries—Newton, Leibnitz, Descartes, Pascal, Alambert, Spinoza, Kant, Schopenhauer, Alexander von Humboldt, Nietzsche, Hobbes, Locke, Butler, Adam Smith. Great artists, such as Michael Angelo, Raphael, Turner, Sir Joshua Reynolds. Many of the greatest names in French literature are those of the celibates Voltaire, Rousseau (?), La Bruyere, Sainte Beuve, Flaubert, De Goncourt, Merimee, De Musset, De Maupassant, Baudelaire, and so in Italian literature—Petrarch, Tasso, Leopardi. In English literature there are Pope, "For-ace Walpole, Goldsmith, Gray, Dean Swift (?), Rogers, Cowper, Collins, Lamb, Charles Reade, Kingsley, Swinburne, Paterson, Jowett. Among the bachelors in American literature, we have Washington Irving, Thoreau, Whittier, Walt Whitman. I do not attempt to make a large list, but some eminent celibates occur to me, such as Cavenish, Dalton, Huggins, Argonne, Amiel, William Pitt, Cavour, Lord Somers.

The Foolish Ones Above.

[S. E. Kiser.]
"They do not know what pleasure is," he often said of those
Who, being rich, still worked away and
Still had earthly woes;



"If I could have their wealth I'd leave all common cares behind,
And ever linger happily where there was joy to find."

By working long and striving hard wealth came to him at last,
And then he feared it might be lost unless he held it fast.
And those below looked up at him and oft were heard to say,
"Why should a fool who still slaves on have riches, anyway?"

Up! Up!

[Hartford Post.]
The prices of soft coal are rapidly hardening.

Facts About Coal.

[Boston Traveler.]
In order that the readers of the Traveler may be informed of the exact conditions of the coal situation, especially in regard to the relation between the causes of the present controversy and the profits on coal, the following facts will be of interest.
There are 147,500 anthracite coal miners out on strike. They want higher wages. Prior to the strike these men worked ten hours a day 200 days of the year, for an average wage of \$1.42 a day, which amounted to an average individual income of \$254. Each miner received about 60 cents for each ton of coal that he mined, and each miner mined about two and one-third tons a day. In computing the wages of the miners, the mine owners fixed the weight of a ton of coal at various figures ranging between 2,000 and 3,200 pounds and sold the same coal to the customer at 2,240 pounds to the ton.
The average cost of the coal delivered to local dealers throughout the country was \$1.87 a ton. The average cost to the consumer was \$2.25 per ton. The difference between the cost of production and the price paid by the consumer, \$4.38, represents the profits of the coal trust and the retailers. And our readers will all unite in saying that the coal trust gets the lion's share of the profits.

HANDLING THE GRAIN CROP

C. P. R. Carrying Half a Million Bushels Per Day.

Great Increase in Volume of Movement Over Last Year.

Montreal, Oct. 3.—Mr. G. M. Besworth, fourth vice-president of the Canadian Pacific, has received the details of the quantities of grain transported to market by the company's system during the month of September. The figures show a very marked increase in the amount of grain carried as compared with a year ago, notwithstanding the fact that the farmers did not begin to ship grain until ten days later than last year. This was owing to the fact that the weather this year was so favorable that they did not stop harvest operations and threatening to make deliveries at the stations. Last year the cutting and gathering and threshing were frequently interrupted by the rains, and the farmers utilized the time by making early deliveries to the railway. Up to the end of September the Canadian Pacific had brought out of the northwest slightly over 5,000,000 bushels of wheat, as against 3,500,000 bushels last year, showing an increase of a million and a half. The number of carloads handled was 3,400, as against 3,000 last year. At the present time the movement is extraordinary, from 400,000 to 475,000 bushels per day. As to how long this rate is likely to be maintained the freight officials are unable to say. The figures just received do not embrace the whole of the wheat that the company have handled in the Northwest. The returns making up the totals are only from the points where the company have freight agents. There are many places at which grain is steadily received at which there are no agents, and the quantities taken at these places do not appear in the figures. The officials estimate this at about 10 per cent, which may be added to the aggregate.

LATE SPORTING NEWS.

LACROSSE.

FERGUS TEAM ARE CHAMPIONS.
Toronto, Oct. 3.—In one of the prettiest games of lacrosse seen on the island in many a day, Fergus defeated Oshawa by 6 goals to 1, and annexed the intermediate championship of the C. L. A. for 1902, yesterday. About 1,000 people were present, one-half of whom came in from the rival towns on excursions, Fergus bringing along a pipe band to help out the enthusiasm.

SHAMROCKS TURNED THE TABLES.

Vancouver, Oct. 2.—In the second match of the series between the Shamrock team of Montreal and the New Westminster team at New Westminster today, the Shamrocks won by a score of 5 goals to 4.

FOOTBALL.

ONTARIO UNION SESSION.
Toronto, Oct. 3.—A local business was considered at the meeting of the Ontario Rugby Union executive held last night at the Rossin House. President G. S. Gibbons, London; Secretary, D. Woodworth, S. S. DuMoulin, Hamilton, and F. H. Thompson, Argonauts.

The resignation of T. C. Irving, who was elected the representative of the junior series on the executive, was accepted, and George H. Ballard, of "Varsity," was appointed in his stead. St. Peter's T. A. S., of Peterboro, renewed their application for admission to the junior series, and also asked for permission to play four of last year's intermediate Peterboro team. The union decided that the senior or intermediate team would play who were barred by the rule be granted permits to play junior.

H. M. Lamont, the crack local ball player, who for a short time the past summer played professional ball in the New England League, applied for permission to play football, but his application was refused. Lamont claimed that he only received expenses while with the Fall River Club.

Queen's III. team was admitted into the junior series, and the Limestone series in Kingston will be revised, although the game scheduled for tomorrow stands.

The request of the Ingersoll club to have the dates of their matches with London changed was granted. Ingersoll will play at London on Oct. 11, with a return game at Ingersoll a week later.

A signed declaration from Eddie Murphy was received and he was granted permission to play with the Rough Riders. Murphy's amateur standing was questioned, and he was required to sign a document to the contrary prepared by the union.

Permits to play junior were granted to Tom Gibson, of Ingersoll; A. C. Caldwell, Dundas; G. H. Ball, Peterboro; Charles Cable, J. C. Johnston, T. G. Carey, Bruce Leckie, Chester Bilton, Charles F. Adams, Frank Parker, Charles Fleming and Hugh Fleming, all of Sarnia. The last named had played in the intermediate games, and were given permits on the understanding that they have been residents of Sarnia since July 1, in accordance with the rule.

Applications for permission to play junior were refused James McSwaine, and Walt Lewis, West End Pleasure Rovers.

The London-Toronto game will be called at 2:45 tomorrow in order to allow the Toronto players to catch the train.

Mr. Fred Thompson, of the Argonauts, applied for permission to play Langton, of Oakville, and Britton, of Sarnia. The case of Langton, the request was granted, but not as regards Britton, as it was considered not advisable to grant permission to a player with such a long distance from the headquarters of the club with which he wishes to play.

The games scheduled for Saturday and the referees appointed are: Intermediate at Toronto at 12 o'clock, referee, H. G. Griffiths, St. Catharines; umpire, Dr. McCollum, Toronto. Senior-Argonauts at Hamilton; referee, H. G. Griffiths, St. Catharines; umpire, Dr. McCollum, Toronto. Junior-West End P. C., Hamilton, at Dundas; referee, Dr. Tracey or W. A. Stewart, both of Hamilton. Sarnia at Peterboro; referee, Fleming, of Sarnia. Victoria at Kendon; referee, H. L. Hoyles, Varsity, Wellesley at Toronto; referee, W. J. W. the Varsity. Limestone at Ramblers, Kingston; referee, G. F. Dalton, Queen's.

ATHLETICS.

GUELPH'S THANKSGIVING DAY SPORTS.
The eighth annual meet of the Guelph "Cross Country and Road Race Association" will be held at Guelph, Thanksgiving Day, Oct. 15, commencing at 1:30 p.m. The programme will consist of a 15-mile running road race, open; 10-mile "cross country" run, open; 10-mile walk, open; 5-mile road race, open; 6-mile run, open only to employees of Guelph factories; and a 2-mile race for boys 15 years and under, who reside in Guelph. Amateur rules govern all events. Entries close at 12 o'clock noon on Oct. 15. Post entries may be made at \$1. Five or six handsome prizes will be offered in each event, ranging in value from \$50 down. All amateurs on the continent are invited to participate in the open events. Further information can be obtained by writing the secretary, Box 635, Guelph, Ont.

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Makes short roads.
And light loads.
Good for everything
That runs on wheels.

Sold Everywhere.
Made by IMPERIAL OIL CO.

EXTENSION OF PREMISES. Great Clearing Sale OF STANDARD MADE ENGLISH CARPETS at The Carling St. Carpet Warehouse

TODAY FOR "SPOT CASH."

English Made Tapestry Carpets,

Quality the same as you have had from us the last twenty-five years; pure wool surface, and new designs each season. You know what satisfaction you have had from Kingsmill's. Fifty cent Carpet.

Today the price is, per yard, 40c

A Well Made Brussels Carpet,

Free from cotton or jute. Remember that this Carpet has always been guaranteed pure wool. We have sold you over one hundred thousand yards. So you know what satisfaction you have had. You have paid us eighty-five cents per yard, and we cannot tell you any more than experience has taught you about the wear and coloring.

Today the price is, per yard, 60c

The Best English Brussels Carpets,

Full five frame, pure wool spun into a hard wearing surface yarn. Same quality as our best goods, which we have supplied you with for years, and for which you have paid us one dollar and twenty-five cents. 5-8 borders to match every Carpet.

Today the price is, per yard, \$1.00

The most durable Carpet made for hard wear. Our best quality—

"English Axminster Carpet,"

Made by the three best makers in England. There are thousand of yards of this celebrated Carpet in wear throughout the West, and for which you have paid one dollar and fifty cents per yard.

Today the price is, per yard, \$1.00

Terms Cash at Time of Purchase.

T. F. Kingsmill

HAS RETURNED TO LONDON

Premier Laurier Again Visits the Metropolis.

Elaborate Welcome to Him Being Prepared at Ottawa.

London, Oct. 2.—Sir Wilfrid Laurier has returned to London, but he is not respecting the results of the negotiations with the British Government, and the possibilities of joint action of the British and Canadian Governments on the steamship subsidies. He will start tomorrow for Scotland, after a final visit to the colonial office, and after spending Sunday with Lord Strathcona will sail for Canada on Tuesday.

Mr. W. S. Fielding, the Canadian minister of finance, is again in London for a few days.

PREPARING RECEPTION AT THE CAPITAL.

Ottawa, Ont., Oct. 3.—The Laurier reception committee has arranged for a reception to Sir Wilfrid on the occasion of his return from Europe. A public welcome will be given the Premier at the Central station, where he will be met by a band and the mayor, aldermen and prominent citizens, and escorted to the city hall.

A New Storage Battery.

Thomas A. Edison, who has been working for a number of years on a new form of storage battery, now announces his belief that he has brought this form of battery to the highest possible degree of perfection. He has devised, he thinks, a perfectly reversible instrument, which takes in electricity and gives it out again without deterioration of its mechanism. The battery generally used consists of lead plates in acid solution. Edison's new cell is made of plates of iron and a nickel compound in an alkaline liquid, says Success. The chemical reactions are simple and stable, and the weight is comparatively slight. The inventor thinks that the electric automobile, by the use of his battery, will become the vehicle of the future, and that, with an initial outlay of \$700, such a vehicle can be used at any desired intervals for about 50 cents a time. The motor car will be preferably of the French type, with heavy running gear and light top; it will be noiseless, can be stopped quickly and will need no irresponsible chauffeur.

Hull paper makers, who work twelve hours a day seven days a week, are organizing to secure an improvement in their condition.

Anyone troubled with boils, pimples, burns, bruises, sprains, stiff joints, rashes, festering sores or any chronic or malignant skin disease, should use Burdock Blood Bitters, externally, and take internally. It will cure where else.

Rev. Ralph M. Hunt, pastor of St. James' Baptist Church, Hamilton, died at Boston of pneumonia following typhoid fever.

SPECIALIST
DISEASES OF THE KIDNEYS.
Albert Wesley Kahle, M.D.,
190 DELAWARE AVE.,
BUFFALO, N. Y.
Office Hours:
9 a.m. to 4 p.m.
SUNDAYS:
1 to 4 p.m.

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Use Big G for unsanitary
discharges, inflammation,
irritations or soreness
of the urinary tract,
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Every opportunity to save your book by having them satisfactorily bound. Blank Books made to order. All classes of repairing.

H. P. BOCK,

Simple and Practical.

Food Choppers are a great help in the kitchen, and seem to be indispensable to the modern cook. They are simple in construction, and easily cleaned. Three different makes to choose from.

A. WESTMAN

111 Dundas St. Phone 360.

RAILWAYS AND NAVIGATION.

Excursions to

BRITISH COLUMBIA
CALIFORNIA,
MONTANA,
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MICHIGAN CENTRAL

"The Niagara Falls Route."
during September and October at very low rates.

Particulars at the city ticket office, 335 Richmond street, or depot, corner Clarence and Bathurst streets. Telephone 205. O. W. RUGGLES, JOHN PAUL, G. F. and T. A. City Pass Agents.

CANADIAN PACIFIC

General Change of Time

Will Take Effect

Sunday, October 12th

A. H. NOTMAN, A. G. P. A.

Toronto.

ALLAN LINE

ROYAL MAIL STEAMSHIPS.
MONTREAL to LIVERPOOL, via
Halifax, P. S. PASSENGER. First
cabin, \$5 and upwards; second cabin,
from \$3; third class, \$2 and \$3. Liver-
pool, Derry, Belfast, London, Glasgow.
MONTREAL to GLASGOW direct—S.S.
Siddian, Oct. 8, Nov. 12. First cabin, \$5;
second cabin, \$3; third class, \$2.
London Agents: E. De La Hooke, W.
Fulton, F. B. Clarke.

RAILWAYS AND NAVIGATION.

GRAND TRUNK RAILWAY SYSTEM

THE EASTERN FLYER

leaves London at 6:30 p.m., arrives Toronto 9:30 p.m.; Montreal, 7:30 a.m. Carries electric-lighted Cafe Parlor car to Toronto. Through Pullman sleeping car to Montreal.

The International Limited

leaves London at 7:45 p.m., arrives Detroit 9:30 p.m.; Chicago, 7:30 a.m. (central time). Cafe Parlor car to Detroit. Through Pullman sleeper to Chicago.

A Sportman's Paradise,

THE "HIGHLANDS OF ONTARIO."—Open season for deer hunting, Nov. 1 to 15. Illustrated descriptive folders, entitled "Haunts of Fish and Game," and "Trail of the Red Deer," may be had by applying to E. DE LA HOOKE, C. P. and T. A., London.

INTERCOLONIAL RAILWAY

THE ROUTE OF

Canada's The Famous "Maritime Train...." Express.

Leaves Montreal 12 noon, daily, except Saturday, for Quebec, St. John, Halifax and the Sydneys.

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Opens Sept. 15, in New Brunswick and Nova Scotia.

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10 King Street West.

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United States and Royal Mail Steamers.

New York, Queenstown and Liverpool

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TEUTONIC SAILS OCT. 15.
CYMRIC SAILS OCT. 17.
OCEANIC SAILS OCT. 22.
MAJESTIC SAILS OCT. 23.
CELTIC SAILS OCT. 31.
Saloon rates from \$5 up. Second saloon from \$3 up, according to steamer and accommodation. Third class rates to Liverpool, London, Glasgow and Derry, \$2 and \$2.50.
Accommodations for all classes of passengers unexcelled.
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Sole Agent for London.