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LONDON - CANADA.

JOHN CAMERON, President and

Managing Editor.

God's in His heaven,

All's right with the world.

—Browning.

London, Wednesday, Sept. 1, 1897.

The man in the harvest moon looks

down upon an inspiring scene in

Canada.

"Is John Shaw Mayor?" asks the To-

ronto World. Well, John has been acting

as if he were for a week or two

past.

Despite the high duties, Canadian

cattle are yet being bought for the

United States markets. The other day

\$5,000 worth were shipped from the

neighborhood of Kingston for New

York.

A curious famine existed at Juneau,

the starting point for the Klondike, by

way of Chilcoot Pass, when the last

summer left. Horse-shoe nails were much

required, but were so scarce that they

sold at 12½ cents apiece. If the famine

continued, the nails bade fair to be

worth their weight in gold.

Sir Wilfrid Laurier, accompanied by

Lady Laurier, will arrive in Ottawa this

evening. There will be a civic demon-

stration, as was the reception in Mon-

treal. It promises to be equally hearty.

Sir Wilfrid says he cannot attend To-

ronto Fair, as he has engagements up

to Sept. 24. It can easily be understood

that there must be a large accumula-

tion of public business, necessitating

the early attention of the Premier and

his colleagues for some time to come.

The Quebec citizens who welcomed

the Canadian Premier back from Brit-

tain with so great enthusiasm, voiced

the popular conception of the effects

of his participation in the Queen's Ju-

bilee. "Your mission to England, Sir

Wilfrid," said the address, "has re-

vealed a new Canada to most of those

that you have met in England and in

France. It is a most effective and

wide-spread advertisement, which

has ever been accomplished for the

benefit of our country."

Mr. Ganson Dewey, of Buffalo, who

accompanied the Goodyear party on its

trip through the West, pays the fol-

lowing well-deserved compliment to the

Canadian Pacific Railway: "The Cana-

dian Pacific is, I think, as far as scenery

is concerned, the finest railroad in

the continent. I have been over most

of the railroads, claiming grand and

beautiful scenery, including Mexico,

but the Canadian Pacific for 900 miles,

for grandeur and variety exceeds them

all."

The following table of the average

price of wheat per annum since 1871

will be read with interest at the present

junction.

Year. Price per Bushel. Year. Price per Bushel.

1871. \$1.37 1884. \$1.07

1872. 1.47 1885. .95

1873. 1.31 1886. .87

1874. 1.42 1887. .89

1875. 1.12 1888. .85

1876. 1.24 1889. .89

1877. 1.16 1890. .83

1878. 1.33 1891. 1.05

1879. 1.06 1892. .95

1880. 1.24 1893. .89

1881. 1.11 1894. .67

1882. 1.08 1895. .67

1883. 1.12 1896. .60

pleted, as it doubtless will be, at an

early date.

The present Government is a pro-

gressive and energetic body of men,

but it might occur to the Free Press

that it is somewhat unreasonable to

expect the new Administration to ac-

complish in one year what its prede-

cessors failed to do during the eighteen

years that they continuously held office.

The Mail and Empire Talks at

Random.

The Toronto Mail and Empire says

that great quantities of

Wheat,

Flour,

Cattle,

Ham,

Bacon,

Beef,

Mutton,

Cheese,

Butter,

Lard, and

Eggs

are imported constantly into Great

Britain; that Great Britain proposed

to Canada to let these articles in on a tariff

preference — in other words, that

Great Britain had proposed to charge

other countries a duty on food products,

while letting Canadian products in

free of duty—and that Canada had re-

fused the preference offered.

Will the Mail and Empire kindly

state any occasion on which Great Brit-

ain offered to impose on herself a duty

on wheat, flour, cattle, ham, bacon,

beef, mutton, cheese, butter, lard and

eggs, entering her markets, while ad-

mitting these articles from Canada

free of duty?

As it will be time enough to refuse

or accept any such offer of a tariff pre-

ference when it is made by Great Brit-

ain, the only point of immediate im-

portance is the question of fact. Has

any such offer as the Mail and Empire

alludes to been made to Canada by

Great Britain?

Will the Mail and Empire kindly pro-

duce day and date?

It has taken from the day of Cana-

da's discovery till the year 1897 to se-

cure Great Britain's consent (by the

abrogation of preventing treaties) to

complete tariff freedom on the part of

Canada. Does our contemporary think

the whole fiscal system of Great Britain

can be overturned in a day in Canada's

favor?

But, once more to the question of

fact, will the Mail and Empire tell us

specifically when, and where, and by

whom Great Britain has made offer to

Canada to tax food products from other

countries in order to give a tariff pre-

ference to Canada?

Prosperity Paragraphs.

The Orangeville Cement Company has

been formed to manufacture Portland

cement from a deposit of marl in Cal-

edon. At Eugenia, Grey county, there

are very extensive deposits of the same

material, and the Plesherton Advance

advocates their working.

A shipment of 526 Canadian-made

bicycles was made recently to Aus-

tralia. The shipment was valued at

\$31,600.

The Dartmouth, N. S., Weekly says:

"Large quantities of binder twine are

being shipped to the Northwest. This

is unusual at this season of the year,

and it is owing to the immense crop of

grain in that region. There are over

1,500 tons of twine left over last year,

owing to the small crop and overpro-

duction; that has all gone and hands

are working full time to keep up with

the demand."

Not only is the prospect brightening

for the farmer, but in the commercial,

manufacturing and mechanical world

there are unmistakable signs of im-

provement. These statements can be

verified in almost every business cen-

ter. Unmistakable signs of them are

to be found in this county and in this

town. The re-erection of the Malleable

Iron Works; the large addition to the

McLaughlin Carriage Factory; the

scarcity of help; the lively movements

of business generally, all go to make

good the very encouraging statement

at the head of this article. Prospects

are brightening—Oshawa, Ont., Re-

former.

Some of our woolen mills are run-

ning overtime, and others report that

their orders now in hand will keep

them steadily employed for the next

two months. The wholesale drygoods

trade is experiencing much more than

usual activity at this season, and says

that the retail men are not only order-

ing freely, but are meeting their li-

abilities more promptly than at any

time in the past five years.—Canadian

Journal of Fabrics.

Mr. James S. Loughhead finding the

facilities at his command quite in-

sufficient to handle the increasing vol-

ume of business that is crowding the

hub and spoke factory, is putting up

an important addition to the works.

The addition is being put to the north

end of the main building, and is a

substantial fire-proof structure of 30

by 20 feet, two stories, solid brick low-

er story and upper story of brick

veneer. The main shaft will be extend-

ed through the lower story, which will

be filled with additional machinery.

The upper part will be fitted up as an

office and store-room, and the space

now occupied by the office will be

thrown into the manufacturing depart-

ment.—Sarnia Canadian.

Business at the woolen stock mill of

Messrs. H. Baker & Son, corner of

Front and Milton streets, is brisk at

the present time, as the machinery is

kept running beyond the regular hours,

and last night it was necessary to work

all night. In order to provide the ne-

cessary power for the machinery a

large boiler is being erected.—Strat-

ford Beacon.

Things are booming in the Seaford

foundry lately, so much so that the

men have to work overtime.

The town of Simcoe is evidently feel-

ing the effects of the incoming tide of

done than has been the case for some

time. Two new business blocks are in

course of erection, and several new

brick dwellings are just completed and

more in contemplation.

William Apps, master car builder of

the Canadian Pacific Railway, who is

in Detroit in connection with a car

building contract with the Michigan

Peninsular Car Company and his road,

says that orders for 1,500 cars have

been placed with different companies

throughout the Dominion. Six hun-

dred cars are also being made in the

shops of the company at Montreal.

"Times are getting back where they

used to be," said Mr. Apps. "During

the last five years we have had no dif-

ficulty in making all the cars for

which we have use. The crops await-

ing shipment along our route are

heavier this year than they have been

for a long time. An immense number

of cars will be used to handle the

traffic."

The Living Age copies Quæstor's

caustic arraignment of the colonial of-

fice, "The South Africa Bubble," from

the Contemporary Review, James Payn

"On Conversation," from the Nine-

teenth Century, and "The Restoration

of Paintings," by M. Q. Holyoake,

from Chambers' Journal. The most

notable of the half-score of selections

is Paul Bourget's critique-biography

of Gustave Flaubert, whom he calls

"the most accomplished master in

French prose that has appeared in the

last half of the present century." (Bos-

ton: The Living Age Co.)

St. Nicholas brings to its embellish-

ment some of the best work of our

best artists, and always offers a liter-

ary menu that is a feast for the young

people. Virginia Cabell Gardner's

story of old England, "A Girl of Win-

chester," is of the Latin verse the lit-

tle maid recited to Mary of England

and her bridegroom. The boys will be

delighted with "Stories of Elephants,"

and there are stories and poems and

pictures that are adapted to every era

of childhood, for St. Nicholas caters

most acceptably for its large clientele.

(New York: The Century Company.)

THE NEW ROAD SKATE.

The new pneumatic, ball bearing

road skates which were invented some

time since have come into the market

apparently. They are built on the plan

of a bicycle. Each skate has two wheels

provided with pneumatic tires and ball

bearings. With a pair of these clamped

tight to his feet the wearer skates along

the track instead of pedalling. It re-

quires naturally considerable practice

to maintain one's balance on the self-

rolling things, but after this has been

mastered the rest is easy, so it is said.

It is claimed that a bicycle skater can

outstrip a tandem and that he can

travel on clay and dirt roads with

skates where the bicycle rider cannot

go.

THE OTHER WAY.

Victoria, B. C., Colonist.