

The Advertiser

Founded by John Cameron in 1863.

THE DAILY ADVERTISER.

Daily, by mail, for year 9 to 12 pages..... \$3 00
 Daily, by mail, for four months..... 1 00
 Daily, by mail, for one month..... 30
 All subscriptions payable in advance.
 IN LONDON:
 Morning or Evening Editions delivered, 10
 cents per week.

THE WESTERN ADVERTISER.

Published twice a week, on Tuesdays and
 Fridays, in eight-page form, making six-
 teen pages each week, in addition to
 Vices and Daughters, which consists of
 sixteen pages, and is mailed monthly
 without extra cost to WESTERN AD-
 VERISER subscribers only.

By mail, per year..... \$1 50
 For each eight months..... 1 00
 For each six months..... 75

WIVES AND DAUGHTERS.

Monthly (sixteen pages), per year..... 50

JOHN CAMERON, President and Manager.

ADVERTISING RATES.

Made known on application at office. Address
 all communications to
 ADVERTISER PRINTING CO.,
 LONDON, CANADA.

BRANCH OFFICES.

Toronto—G. Howland Orr, 11 King street
 west.
 Montreal and Maritime Provinces—A. McKim
 & Co., Montreal, Que.

God's in His heaven.

Al's right with the world.
 —(BROWNING.)

London, Thursday, June 18.

THE STRIKING STATESMAN AND HIS TERMS.

If Mr. Chapleau were to go on strike and make it a condition of his remaining in the stop-gap Dominion Government which Mr. Abbott has formed that he should be made Prime Minister there is every reason for believing that the high tax leaders would capitulate. They would say, with the Western Free Trade Tory editor who was told to turn "protectionist" in a night or be prepared to leave the party, "It's a sharp curve, but we'll take it." The reply is historical, though scarcely couched in the best of language.

It has been shown that the Ministry now exists on the sufferance of this Quebec politician, Mr. Abbott, the old gentleman who has been adopted as the foster parent of the warring factions, has told Parliament that the Ministry remains as it was at the death of Sir John Macdonald, the only difference being that he takes the position of President of the Council. The important portfolio of Railways and Canals, administered by Sir John Macdonald, is to be kept empty until after Parliament adjourns, and Mr. Colby's seat is not to be filled, notwithstanding that it was made vacant by the defeat of the Minister at the general election. The new Government is placed in this humiliating position by the attitude of Mr. Chapleau. That Quebec politician went on strike when the Canadian Pacific Railway was awarded its last \$30,000,000, and he and his followers made a sufficient "seave" to defeat the Government if it did not grant their demands and to pay out several millions of dollars from the public treasury for the purchase of the public treasury for the purchase of the principle. The Ministers for a time refused the terms, but the majority of them valued their emoluments of office more than their regard for the public interests, and Mr. Chapleau had his way. During last week the striking statesman once more assumed a stand-off attitude. This time he believed he was entitled to an office having patronage at his disposal. His job as Secretary of State only enables him to control a few printers. He wanted to hold one of the great spending departments. He asserted that Sir John Macdonald promised him on the eve of a general election that he should have the Ministry of Railways and Canals. He refused to join Mr. Abbott unless he had a promise that the office and its patronage should be his at the earliest possible moment. The new high tax leader, with the help of the pendence of the unheeded husband who wears slippers and runs messages as demanded, almost immediately capitulated, and Mr. Chapleau takes his old place, with the guarantee that at the earliest possible moment the department with the largest amount of patronage at its disposal shall be his.

The incident is specially instructive, because it shows what a slender thread hangs the life of the new Ministry. If Mr. Chapleau, with his small following, can take the new high tax leader by the throat and make their own terms, what is to hinder other combinations from doing the same thing to the serious detriment of the country? Without immoral compacts and sacrifices of principle the Ministry cannot stand for a week. The worst of it is that the high tax following from this Province, from the poor stick members of the Cabinet downwards, seem inclined to agree to any and every expedient to hold office and power and to maintain the policy of high taxation that, while injuring the people, has done much to lower the tone of public life.

HARRIET BECHER SOWS, the author of "Uncle Tom's Cabin," celebrated her 80th year in her home at Hartford, Conn., this week. She has reached that ripe old age, honored by millions of readers in all parts of the world for the signal service she rendered in the abolition of slavery. It is now said that she is almost to be expected at her time of life. Every octogenarian cannot be a Gladstone in point of mental and bodily equipment.

ABOUT POTATOES.

The Free Press in its issue of June 16 printed the following:

OUR MARKET FOR POTATOES.

In the Big Rapids, Mich., Bulletin, we read as follows:

"A farmer brought to town this morning about ten bushels of potatoes, and could find no market for them. He finally sold them to the Northern Hotel at 50 cents per bushel."

Why do not the farmers of Michigan avail themselves of the markets of 60,000,000? What is the matter with their intelligence in this city the farmers of Michigan at present realize over 80 cents a bushel for their potatoes—30 cents a bushel more than the Michigan farmer in his home market. Sir Richard ought to see to this.

This is rather a flippant way to dispose of the great potato question. Let us look at it, not from the point of view of one solitary transaction in a backwoods village, but from the records in the markets to which Canadian potatoes might be sent, in the absence of the duty. If London dealers were buying potatoes for shipment across the border they would never go to a country village in Michigan for their potatoes, but to the markets of such potato consuming centers as Detroit, Buffalo and other large cities.

Now in the London market—we take Free Press quotations—potatoes are selling for \$1 10 to \$1 25 a bag, or, as our contemporary says, fully 80 cents a bushel. Turning to the latest quotations in the Detroit market, we find the Free Press of that city, we find the market quotations for potatoes \$1 05 to \$1 10 per bushel.

That this price is not exceptional over the border the quotations for potatoes in Buffalo, given by the Express, show. In Buffalo the price is slightly higher than in Detroit, the ruling rates being \$1 10 to \$1 25 per bushel.

At Philadelphia the prices are higher still, being, according to quality, from \$1 20 to \$1 30 per bushel.

The potato argument against complete reciprocity is thus a very poor one.

THE UNITED STATES NAVY AND CANADA'S DEVELOPMENT.

During the last two sessions the Congress of the United States has voted \$38,000,000 for the enlargement of that country's navy, and the plans of the Navy Department will involve the expenditure of about \$140,000,000 in all within the next few years. Three sea-going coast-line battleships at \$4,000,000 each and two protected cruisers at \$2,750,000 each have been authorized during the past two years, besides smaller boats, drydocks and construction works.

Of the new battleships now under construction it is the opinion of the Secretary of the Navy that their equal as fighting ships does not exist to-day. They are 348 feet long, 69 feet beam, 10,200 tons displacement, and with 9,000 horse-power and a coal endurance equal to all work on the American coast, they are expected to make fifteen knots sustained sea speed per hour. Their side armor is eighteen inches thick, and the intended battery is described by General Tracy as "the heaviest and most effective in battle carried to-day by any ship afloat or projected." They will carry four 13-inch, eight 8-inch and four 6-inch guns, with sixteen 6-pounders, four 4-pounders and four Gatlings, and in a single broadside fire there will be over two and a half tons of metal. This style of battleship, Secretary Tracy says, is "built to fight and not to run away"; whereas, of another style of boat under construction, "protected cruiser No. 12," being a commerce destroyer, it is "built to run and not to fight." Other cruisers now in commission have a coal endurance of 6,000 miles, but No. 12 is intended to steam around the world if necessary without recouling. Her length will be 412 feet, with 58 feet beam, 7,400 tons displacement, and three sets of triple-expansion engines, which will drive her at a sustained speed of 21 knots per hour. She would not engage a man-of-war under any circumstances, but limit her efforts entirely to preying on the enemy's commerce, and six such ships would sweep from the seas any nation's commerce as now protected.

To supply the new ships with armor nickel steel will be used, and Andrew Carnegie, of Pittsburgh, has received a contract from the War Department to provide \$5,000,000 worth of this product for the purpose. He will, a telegram from Pittsburgh says, order the nickel from Sudbury, Ont. The mining of that valuable product will therefore keep the new territory on the boom for some time. With that complete freedom to buy and sell between the two countries which is embraced in the Liberal policy, there would be an enormous demand for our coal in the East and the West and for our other minerals and natural products all along the line. That is admitted by even as good an authority as Mr. Abbott, the new Conservative leader, but is not to be expected while the monopolists, who call for the continuance of "the old policy" of restriction.

PREJUDGING SIR HECTOR'S CASE.

Sir Hector Langevin is well known and highly respected in Ontario. Nobody will rejoice more than Ontario Conservatives when the wicked charges against him are proved to be unfounded, as we are sure they will be. —[Hamilton Spectator.]

IN NOT THE PREJUDGING CASE IN EXACTLY THE SAME WAY AS ADOPTED BY MANY OF THE CONSERVATIVE ORGANS, THE ACCUSATIONS AGAINST RYKERT WERE FIRST BROUGHT UP? THEN THERE WAS A LOUD OUTCRY THAT THE MEMBER FOR LINCOLN WAS BEING PERSECUTED BECAUSE HE WAS A STRONG PARTY MAN, AND THE LIBERALS WHO UNHEARD THE EVIDENCE AGAINST HIM WERE CALLED ALL SORTS OF NAUGHTY NAMES FOR THEIR "PREJUDICES." RYKERT HIMSELF WENT THE LENGTH OF ASKING WHY HE SHOULD BE HONORED AS A MEMBER OF PARLIAMENT FOR HIS OLD AGE WHEN MANY PROMINENT POLITICIANS—PRESUMABLY ON HIS SIDE OF THE HOUSE, FOR HE SEEMED WELL ACQUAINTED WITH THEM—WERE CONTINUALLY MAKING MONEY BY THE SAME METHODS AS HE HAD PURSUED. THIS VIEW SEEMED TO MEET WITH THE APPROVAL OF SIR JOHN THOMPSON, FOR HE APPEARED BEFORE THE COMMITTEE WITH A REPORT INTENDING TO WHITENASH THE GUILTY MEMBER, AND ONLY WITHDREW IT AFTER MR.

Blake produced his famous resolution finding the offending M. P. guilty of the offenses charged against him. The Blake resolution was founded on the evidence, and so thoroughly exposed the methods of Rykert that the committee dared not ignore it, and Sir John Thompson withdrew his exonerating report.

When these recent occurrences are recollected, together with Sir Hector Langevin's share in the disbursement of the Pacific Scandal funds, the least the newspapers favorable to Sir Hector can do is to leave the "wicked charges" alone till the evidence that Mr. Tarte is prepared to adduce is all in. He is a Conservative M. P., and cannot be accused of party motives in his attempt to put a stop to practices that are known to have resulted in a loss to the taxpayers of hundreds of thousands of dollars. What the people have a right to demand is that the guilty parties shall be brought to book, and quickly, too.

WHAT THE ADVERTISER THINKS ABOUT IT.

SUICIDES multiply as the hot season advances. Why?

THE TORONTO TELEGRAPH joins in the independent Conservative cry for the clearing out of the fustils in the Dominion Government, and for their replacement by better material from this Province. Says our contemporary:

Ontario certainly does want stronger men on guard on its behalf, and the Conservative leaders cannot let the selfishness of a few placemen stand between the country and its desires. But where are the strong men in the present Ontario contingent of high tax representatives? McKay of Hamilton, Marshall of East Middlesex, Roome of West Middlesex, Ingram of East Elgin, stand up and be counted.

GENERAL TCHOU-KU TOW, in his series of articles on Chinese culture in the Imperial and Asiatic Quarterly Review, claims that Chinese civilization is immeasurably superior to ours. For sobriety, industry and business integrity the Chinese workmen, by the mouths of English and American witnesses, are shown to be vastly superior to their white competitors, and the members of a Hindu family are considered to be more obedient, self-sacrificing, forgiving, faithful and honest, and less proud and self-seeking than the members of European families. From all this we are not to infer that China is peopled by the spirits of just men made perfect. It is more than likely that this is the best that can be said on one side of the case. What is needed is a judicial summing up of the best and worst on both sides.

"August Flower"

The Hon. J. W. Fennimore is the Sheriff of Kent Co., Del., and lives at Dover, the County Seat and Capital of the State. The sheriff is a gentleman fifty-nine years of age, and this is what he says: "I have used your August Flower for several years in my family and for my own use, and found it does me more good than any other remedy. 'I call Sick Headache, a pain comes in the back part of my head first, and then soon a general headache, until I become sick and vomit. At times, too, I have a fullness after eating, a pressure after eating at the pit of the stomach, and sourness, when food seemed to rise up in my throat and mouth. When I feel this coming on if I take a little August Flower it relieves me, and is the best remedy I have ever taken for it. For this reason I take it and recommend it to others as a great remedy for Dyspepsia, &c."

G. G. GREEN, Sole Manufacturer,
 Woodbury, New Jersey, U. S. A.

FLAX-SEED EMULSION COMPOUND

BRONCHITIS

I have used the Flax-Seed Emulsion in several cases of Chronic Bronchitis, and the early stages of Phthisis, and have been well pleased with the results.
 JAMES K. CROOK, M.D.

CONSUMPTION

I have used the Flax-Seed Emulsion in a case of Phthisis (consumption) with beneficial results, where patient could not use Cod Liver Oil in any form.
 J. H. DROGE, M.D.

NERVOUS PROSTRATION

I can strongly recommend Flax-Seed Emulsion as helpful to the relief and possibly the cure of all Lung, Bronchitis and Nervous Affections, and a good general tonic in physical debility.
 JOHN F. TALMAGE, M.D.

GENERAL DEBILITY

I regard Flax-Seed Emulsion as greatly superior to the Cod Liver Oil Emulsion generally in use.
 D. A. GORTON, M.D.

WASTING DISEASES

I have used your Flax-Seed Emulsion Compound in a severe case of Mal-nutrition and the result was more than hoped for—it was marvelous, and continuous. I recommend it cheerfully to the profession and humanity at large.
 M. H. GILBERT, M.D.

RHEUMATISM

Sold by Druggists, Price \$1.00.
 FLAX-SEED EMULSION CO.,
 55 Liberty St., New York.
 For sale by W. S. Barkwell.

What Northrop & Lyman's

Vegetable Discovery

It gives Strength.—Mr. J. S. Dismore, of Granite Hill, writes: "I have derived great benefit from the use of your 'Vegetable Discovery.' My appetite has returned, and I feel stronger."

A Pleasure to us.—Mr. L. R. Borden, Elton, P.Q., writes: "It is with great pleasure that I can recommend it to you highly."

If you are Despondent, Low-spirited, Irritable and Feeble, and unpleasant sensations are felt invariably after eating, a trial. I did so, with a happy result, receiving great benefit from one bottle. I then tried a second and third bottle, and now I find my appetite so much restored and stomach strengthened, that I can partake of a hearty meal without any of the unpleasantness I formerly experienced. I consider them more good than anything they ever used."

It is the best medicine in the market for the stomach and system generally.
 Mr. Geo. Toles, Druggist, Cravenhurst, Ont., writes: "My customers who have used Northrop & Lyman's 'Vegetable Discovery' say that it has cured them more good than anything they ever used."

NAVIGATION AND RAILWAYS.

SUMMER TOURS

SUITE FOR A HOLIDAY OF A FEW DAYS OR A FEW WEEKS.

A Great Variety, and at Excursion Rates.

DULUTH & RETURN, \$31 10

Saturday to Monday Tickets at little more than single fare.

OCEAN TICKETS

By Twelve First-Class Lines.

E. De la Hooke

No. 3 Masonic Temple.

CANADIAN PACIFIC RY.

Tickets will be sold for Excursion leaving Toronto 11 p.m. on

June 23rd, '91

(Good to return until AUGUST 2nd)

To the following points at rates named:

METHVEN HARTNEY \$28.00

DELORAIN MOSKOW \$30.00

REGINA MOOSEAW \$30.00

YORKTON

PRINCE ALBERT \$35.00

CALGARY

For further particulars apply to any agent of the Company.

E. M. PEEL, City Passenger Agent

No. 1 Masonic Temple, London, Ont.

BEATTY'S SARNIA LINE.

N. W. T. CO. (LIMITED).

1891—Special Excursion Rates—1891

From June 1 to Sept. 30, 1891, to return until Oct. 31.

From Sarnia to Sault Ste. Marie and return, \$12

From Sarnia to Port Arthur and return, \$15

From Sarnia to Duluth and return, \$18

Including meals and berths and stop-over privileges. Sailings from Sarnia:

Steamer Menarch—June 16, 26, July 7, 17, 28, Aug. 7, 18.

Steamer United Empire—June 18, 28, July 10, 21, 31, Aug. 11, 21, Sept. 1.

For tickets, etc., apply to all Grand Trunk and Erie & Huron agents, or to E. M. Peel, No. 1 Masonic Temple, London, JAS. H. BEATTY, General Manager, Sarnia.

Hamilton Steamboat Company

Clyde Built, Electric Lighted, Steel Steamer

MACASSA AND MODJESKA.

Between Hamilton and Toronto.

Four trips daily, except Sunday. Leave

Hamilton 7:45 a.m., 12:45 p.m., 2:15 p.m., 5:30 p.m.

Leave Toronto 7:20 a.m., 11 a.m., 2 p.m., 5:15 p.m.

Passengers for the week can leave Toronto 10 p.m. and spend one hour at Burlington Beach, arriving at Hamilton 6:30 a.m., giving plenty of time for supper before accommodation leaves for west at 6:50 a.m.

J. B. GRIFFITH, Manager, Hamilton.

ANCHOR LINE

Steamers leave New York every Saturday

For GLASGOW VIA LONDON DERRY

Rates for Saloon Passage

By S.S. CITY OF ROMEO, \$80 and upwards, according to accommodation and location of room.

Other Steamers of the line, \$50 and upwards. Second Cabin, \$30. Steerage \$15.

Passengers booked all through rates to or from any city in Great Britain or on the Continent.

Drafts on London sold at lowest rates.

Book of information, tours and sailing lists furnished on application to agents.

HENDERSON BROTHERS, 7 Bowling Green, New York, or A. G. SMYTH, Insurance agent, 413 Richmond Street, E. M. Peel, ticket agent, No. 1 Masonic Temple, Richmond Street, or JAS. H. BEATTY, General Manager, Sarnia.

CUNARD LINE

"LANE ROUTE"

From New York to Liverpool, Glasgow, and other ports.

Pool, Fast Express Mail Service.

SEVILLA.....Saturday, June 6, 5:30 a.m.

BOTSFORD.....Wednesday, June 10, 8 a.m.

TRUTHIA.....Saturday, June 13, 10 a.m.

ALFANIA.....Wednesday, June 16, 10 p.m.

GALLIA.....Saturday, June 21, 8 a.m.

SEVILLA.....Saturday, July 4, 8 a.m.

BOTSFORD.....Wednesday, July 7, 8 a.m.

TRUTHIA.....Saturday, July 10, 10 p.m.

ALFANIA.....Wednesday, July 13, 10 p.m.

RATES OF PASSAGE—Cabin, \$20 and upwards, according to accommodation, intermediate passage, \$10; return tickets on favorable terms. Steerage tickets to and from Liverpool and other ports on the Continent, of Europe, at lowest rates, and all other parts of the world, at special rates. Through bills of lading given for Belfast, Glasgow, Havre, Antwerp and other ports on the Continent, and for Mediterranean ports.

Agents, 4 Bowling Green, New York.

E. DE LA HOOKE, R. M. MASSE, Ticket Agents, 4 Bowling Green, New York.

A. G. SMYTH, Ticket Agents, 413 Richmond Street, E. M. Peel and J. H. BEATTY, Sarnia, Ont.

FURNITURE

MUST BE SOLD.

To make room for extensive alterations in our ware rooms and factory, to take place after 1st July, we will this month sell at cut prices. Some very fine Bookcases, Wardrobes, Parlor Suites and Bedroom Sets can be bought cheap. Large Spring Couches, without backs, \$13; solid comfort.

London Furniture Comp'y,

King Street, London.

ROWING.

Rowing, Baseball and Outing

Shirts. See our west

window,

90c

Each, worth

\$1 50.

We will sell this line of shirts at this price for one week only. If you want good value in a shirt get one at once. They won't last long.

Burns The Clothiers.

ESTERBROOK PENS

ROBT. MILLER SON & CO., AGENTS, MONTREAL.

WHITE STAR LINE

Royal and United States Mail Steamers for Queenstown and Liverpool.

GERMANIC.....June 24

BRITANNIC.....July 1

MAJESTIC.....July 15

GERMANIC.....July 29

"Superior second cabin accommodation on these steamers."

From White Star Dock, foot West Tenth St. Saloon rates, \$40 and upwards; second cabin round trip, \$15 and \$20, according to location of berth. Excursion tickets on favorable terms. Steerage, \$30. Company's Office, 11 Broadway, New York.

For further information apply to W. E. BRUSTON & SON or EDWARD DE LA HOOKE, No. 1 Masonic Temple, Agents of the line for London, Ont.

ALLAN LINE

Royal Mail Steamships—Liverpool Service.

PARISIAN.....June 24

CIRASSIAN.....June 25

POLYNESIAN.....July 1

SARDINIAN.....July 8

MONGOLIAN.....July 15

Rates of passage—Cabin, \$50 to \$80; intermediate, \$30; Steerage \$20.

Direct service between

NEW YORK AND GLASGOW

VIA DERRY.

SS. State of Nebraska May 25, State of Georgia June 11, State of Nevada June 23.

Saloon \$35 and upwards, return \$65 and upwards. Through tickets to all parts of Europe, Africa, Asia, Australia, etc.

AGENTS—For State Line, E. DE LA HOOKE, No. 1 Masonic Temple, and JOHN PAUL, Richmond Street, for Allan Line, 121 Dundas Street, E. M. PEEL and J. H. BEATTY, Sarnia, Ont.

STATE LINE SERVICE

Direct service between

NEW YORK AND GLASGOW

VIA DERRY.

SS. State of Nebraska May 25, State of Georgia June 11, State of Nevada June 23.

Saloon \$35 and upwards, return \$65 and upwards. Through tickets to all parts of Europe, Africa, Asia, Australia, etc.

AGENTS—For State Line, E. DE LA HOOKE, No. 1 Masonic Temple, and JOHN PAUL, Richmond Street, for Allan Line, 121 Dundas Street, E. M. PEEL and J. H. BEATTY, Sarnia, Ont.

ALLAN LINE