

The Advertiser

Founded by John Cameron in 1863.

THE DAILY ADVERTISER.

Daily, by mail, per year (8 to 12 pages).....\$4 00
Daily by mail, for three months.....1 00
All subscriptions payable in advance.

IN LONDON:

Morning Edition, 60 per annum; Evening Edition, 10 per week, delivered.

THE WESTERN ADVERTISER.

(A WEEKLY EDITION.)

By mail, per annum.....\$1 00

JOHN CAMERON, President and Manager.

ADVERTISING RATES.

Made known on application at office. Address all communications to

ADVERTISER PRINTING CO.,

LONDON, - CANADA.

God's in His heaven,
All's right with the world.

—(SPOOKING.)

London, Friday, June 30.

THE many friends of Mr. Hugh Macdonald, M.P.P., for East Lambton, will be pleased to learn that though he has been dangerously ill, at last accounts his condition was steadily improving.

HAVING observed that a four-wheeled wagon, propelled by benzine, has been successfully operated in Germany, a contemporary reaches the conclusion that the occupation of the horse is gone. It must be conceded that much information as this, coupled with the displacement of so many acres by electricity, at first blush suggests this view. But the horse may continue to be a valuable aid to man for many a day. In the British metropolis, it was at one time thought that the establishment of underground railways would result in the sending to grass of the omnibus horses. Many years have elapsed since then, yet we have the assurance of the 'busmen themselves that they and their horses have just as much traffic as ever.

AS in the sweet by and by, when electricity becomes the motor, the street car lines may be expected to have new tracks laid for them, the new way of laying pavements which has been devised by a San Francisco railway man will be of more than passing interest to us all. Two types of rails have been in use on street railways hitherto—the "combination rail" and the "girder rail." In both of them there are broad surfaces of metal on either side of the proper faces of the rails, and the smoothly laid iron is constantly used by those who traverse the streets in wagons. One wheel is permitted to travel on the flange of one rail and the other wheel outside of the other rail. Incessant travel in that manner soon cuts deep ruts in any pavement, even the basalt blocks being made uneven and destroyed. On streets not having car lines there is no particular reason for using one portion of the road way more than another, and such streets are worn down evenly over their whole surfaces. It was desired to devise some method by which on the streets traversed by cars drivers of wagons could be induced to drive as much on other portions of the pavement as upon that between and beside the rails. The plan finally settled upon by the inventor was to place the ordinary T rail similar to that placed on tracks everywhere, and to lay the pavements beside the rails as to have the surface or face of the rails level with the paving. On the inner sides of the rails the paving material is so cut away as to form a narrow groove, in which the flanges of carwheels may run. It is the intention to make the groove so narrow that no wheel tire can run in it except that of the very lightest park wagon or a like vehicle, and the danger of wrecking a wheel to pieces in turning out from such a groove will, the inventor believes, deter even the drivers of such light wagons from using the tracks as thoroughfares.

ONTARIO CHEESE IN CHICAGO.
There seems to have been considerable mismanagement or misunderstanding regarding the exhibition of Canadian cheese at the Columbian Exhibition in Chicago. The Quebec dairymen carried off almost all the prizes for cheese in the first competition, held a week or two since, and Ontario cheesemakers are almost nowhere. It is some satisfaction to know, however, that this was the result of not exhibiting rather than of sending forward a poor quality of cheese. President Geary, of the Western Dairymen's Association, holds that the circular from the dairy commissioner was sent to the cheese-makers of this Province, and if they failed to send their products for exhibition they are themselves to blame. There are yet a number of cheese competitions to come off at the World's Fair, and it is earnestly to be hoped that the cheese men of Ontario, and especially of that fine district of which London is the center, will see to it that they are well represented. They make the cheese that can take the prizes, and they should send it forward. Dairy Commissioner Robertson has informed us that he considers it best not to send any Canadian cheese for July competition and that he intends to arrange a selection of best blocks from Western Ontario for the next competition. Dairymen who so choose are invited to send him cheese for competition to Ingersoll, where it will be placed in cold storage. Then it is made evident that though there will be no competition at Chicago in July, June cheese and the makers of following months will be placed on exhibition at a later period. Dairymen should bear this in mind and aid the authorities in making as creditable an exhibit as possible. Without the co-operation of Western Ontario the exhibit would not be fairly representative of the best that the Dominion can do in the production of cheese.

THE LONDON AND PORT STANLEY

A dispatch from Detroit, received this

afternoon, contains important information

regarding the immediate future of the London

and Port Stanley Railway. It is under-

stood that the Cleveland syndicate have, as

a result of the persistent crying down of

their credit by certain individuals, been

unable to retain the support of the

capitalists who originally backed them, and

there seems to be no doubt that they have

determined to let the agreement entered

into fall through. If they do so, one of

two things must happen: (1) Either

they will have to forfeit the \$25,000

put up as security; or (2), a

new bargain must be entered into be-

tween them and the City Council of Lon-

don. Indeed, the syndicate have taken

little interest in the road since, a few

weeks ago, Mr. C. H. Ivey, their solicitor,

arranged with the Michigan Central Com-

pany to temporarily run the road. But on

after Monday next a new phase of the

knotty question presents itself for solution,

and it is to meet this that the temporary

arrangements referred to by our Detroit

correspondent have been arrived at. On

June 1 the syndicate should have paid their

first instalment of rent for the road,

amounting to several thousands of dollars,

but no money was forthcoming. By

clause 21 of the agreement, if the

rental remains in default for 30

days after the date on which it should

have been paid—in this instance, June 1—

the city must send to the syndicate written

notice. Then, if the rent is still unpaid at

the end of ten days after the notice has

been mailed to the syndicate, the city can

resume possession of the road, and take

proceedings to have the \$25,000 paid over.

The ten days period will begin on Monday

next, and if the syndicate failed to keep the

train moving there would be serious con-

sequences to the public. To avoid this

inconvenience to the public, the Michigan Central

has consented to continue to operate the

road for ten days more, and it is more

than probable that the syndicate will

have reached a conclusion as to what is

best to be done with the line.

Some favor asking the Michigan Central

Company to put in a bid for the London

and Port Stanley Railway, and it may be

inclined to do so now that it has had an

opportunity to discover what the line is

worth for the purposes to which it could

devote it. Another section of the com-

munity take the ground that the line might

again revert to the Grand Trunk as a make-

weight in any new bargain regarding the

shops. And still another portion of the people

hope that a revised syndicate offer may yet

be accepted. In this connection, the

present visit of Mr. Zerbe, the wealthy

backer of the Cleveland syndicate, to Chat-

ham is noteworthy. It is alleged on his

behalf, that he is there at the instance of

Mr. Ross, president of the Erie and Huron

Railway, and that there is a prospect of his

being able to fill his provisional contract

to supply coal to the G. T. R. Company at that point.

Whatever shape the developments of the

next month or two with regard to fixing

the future of our line to the lakeside may

take, there can be no doubt that the citizens

will watch with interest and some anxiety

the negotiations of the City Council in re-

gard to the matter, for upon the final dis-

position of the line the future welfare of this

community will to a very considerable extent depend.

"KYPHOSIS BICYCLISTARUM."

It is to be regretted that the line showing

that the visiting wheelmen made in this

city to-day was marred by the fact that a

number of those in the parade appeared to be

suffering from "kypheosis bicyclistarum,"

or in ordinary phraseology, bicycle riders' stoop.

This affection seems to attack

some wheelmen and never leave them.

Their head goes down, their back

assumes the form of a hump,

the arms appear as forelegs, and

the once erect and handsome man

assumes the form of a creeping thing. Why

is it that the aesthetic side of wheeling is

so frequently ignored? That is not the

worst feature of it, however. The chest

being contracted, the lungs are cramped,

while the spine is permanently curved, and

that which should be a continuous en-

joyment becomes positively harmful. The

habit is both ugly and pernicious, but it

is absolutely unnecessary, at least in all

wheeling outside the race course. When

a man wants to make great speed there

may be some advantage in the froglike atti-

tude, because by that means he may offer

the least resistance to the air. But in all

ordinary wheeling there is no excuse for

this dangerous habit that grows upon every

wheelman who does not resist it. Women

cyclists never assume a crouching attitude.

They sit erect and graceful, and wheel

with as much ease and comfort, in propor-

tion to their strength, as do the most

expert wheelmen. With machines properly

adjusted, especially as regards the handle-

bar, the stooping habit should be entirely

overcome, and the humped attitude which

betokens "kypheosis bicyclistarum" become

as rare among the devotees of the steed of

steel as is the snailpox.

OBJECT LESSON IN TAXATION.

(From the Toronto Globe.)

The man who grumbles at paying 5 cents

at a toll gate will pay half a dollar of national

policy without a murmur when he goes to

the grocery with a small order. This shows

the advantage of indirect taxation to those

who wish to secure their neighbor's goods.

According to English gossipers, Prince

Francis of Teck, brother of the prospective

bride of the Duke of York, is to marry Miss

Nellie Bass, a daughter of the wealthy

brewer. The British public is likely to

remark, "Isn't a state of things?" If this

rumor turns out to be well founded, the

idea of the future King of England being

allied to hops and malt is likely to shock

the shopkeepers into a series of violent fits.

The young woman, however, has lots of

money and Francis has none, and it is very

likely that the match will be made.

THE MAN ABOUT TOWN.

I think London ought to have a museum.

Such things make a city attractive. What

with private gifts, in addition to a moder-

ately yearly expenditure, a museum building

would fill up rapidly. Then the Western

University idea should not be dropped.

Such an institution would do London more

good than railway car shops, though the

latter are desirable. London can boast,

educationally, of every step in the ladder

from the kindergarten up. Why not crown

the edifice with a university? If some

plan could be thought out whereby the

board could utilize the higher teaching in the

College Institute, and then get power to

issue bonds to procure sufficient money to

do the rest—a la C. H. R. guaranteed bonds

—London might easily beat Kingston, the

home of "Queen's," and stand second only

to Toronto as an educational center. There

is money for our citizens in making London

a very desirable place of residence—and

there is in it more than money.

× × ×

"How are things in Port Stanley?" I

asked of a friend from the lakeside the

other day. "Dull," was the laconic

answer. "Not for many seasons have I

seen it so quiet. London has deserted us.

A few excursionists come down and go

away on Thursday. We haven't had a

picnic yet from the city. The cottages are

empty, the summer residents you may

count on your fingers. My friend, it was a

heavy blow to us when the syndicate boom

collapsed—and you know how much blow

there was about it. We have had bad

luck with our boom this year. Kettle

Creek boomed in the spring and caused a

log jam that flooded the village. The

artillery from the camp is booming away

there at present; but that, too, will end in

smoke. No, our new band never plays

"Sweet Bye-and-Bye," for Aden! and

with a dreary smile he moved on.

× × ×

Having the above in mind I asked a

summer resident of last season why it was

that he and others did not sejourner at Port

this year. "Simply because we cannot afford

to pay the railway rates. We must pay the

regular of \$1.20 for the round trip, which

is too much. The agreement with the present

lessees provided that commutation tickets

should be issued for the special convenience

of summer residents at the rate of 10 cents

one way. This has never been fulfilled. In

my opinion the failure to carry out this

promise is enough to constitute a forfeiture

of the lease. It is grossly unfair to us. We

who own our cottages have them idle on our

hands; we cannot rent them. I hope the

M. C. B. will see its way clear to be more

liberal. It would increase their business

greatly."

× × ×

I drove up Richmond street yesterday,

and was struck with the transformation

made in the region of the old-time "Lake

Horne." The C. P. R. station is set amid

green grass-plots and flanked by verdant

embankments. On the east side of the

street, C. S. Hyman & Co. have put up a

high and neatly painted boarding. I under-

stand they intend to administer a lick of

paint to the Richmond street side of the

building, which would finish the

neighborhood's freshening up.

× × ×

Did it ever strike you that the citizens of