

London Advertiser.
(ESTABLISHED BY JOHN CAMERON IN 1853.)
Managing Director and Editor,
John Cameron
London, Friday, Feb. 9.

ONTARIO: In the matter of the circulation of "The London Daily Advertiser,"
To Wit:
I, John Cameron, of the city of London, in the county of Middlesex, managing director of "The London Advertiser," do solemnly declare:
That the actual bona fide circulation of "The London Advertiser" for each and every day of the following dates was as follows:

Jan. 1, 1900	8,550
Jan. 2, 1900	8,739
Jan. 3, 1900	8,799
Jan. 4, 1900	8,753
Jan. 5, 1900	8,840
Jan. 6, 1900	8,947
Jan. 7, 1900	8,911
Jan. 8, 1900	8,802
Jan. 9, 1900	8,855
Jan. 10, 1900	8,775
Jan. 11, 1900	8,825
Jan. 12, 1900	8,902
Jan. 13, 1900	8,932
Jan. 14, 1900	8,845
Jan. 15, 1900	8,873
Jan. 16, 1900	8,808
Jan. 17, 1900	8,843
Jan. 18, 1900	8,919
Jan. 19, 1900	8,837
Jan. 20, 1900	8,880
Jan. 21, 1900	8,889
Jan. 22, 1900	8,822
Jan. 23, 1900	8,932
Jan. 24, 1900	8,957
Jan. 25, 1900	8,863
Jan. 26, 1900	8,943
Jan. 27, 1900	8,919
Jan. 28, 1900	8,919
Jan. 29, 1900	8,919
Jan. 30, 1900	8,919
Jan. 31, 1900	8,919

Total 239,274
Or an average circulation for each day of.....8,862

(Eight thousand eight hundred and sixty-two copies). This circulation is exclusive of all spoiled copies, being the actual circulation of mail list subscribers, agents, carrier boys and street sales.

And I make this solemn declaration, conscientiously believing it to be true, and knowing that it is of the same force and effect as if made under oath and by virtue of the Canada Evidence Act, 1893.
JOHN CAMERON.

Declared before me at the city of London, in the county of Middlesex, this second day of February, A. D. 1900.
JAMES MAGEE,
A Commissioner, etc., H. C. J.

The Responsibility of Irresponsible People.

It is in times of diplomatic difficulties, and especially in times of serious military operations, that the weakness of democracy comes out. When we say this we are not prepared to envy the nations that have despotic government or to desire to exchange places with them. Still, it is wisdom in every case to recognize the real facts of the situation, and it is a fact that a democracy may suffer very much from omniscient, meddling people, who are carried away with a sense of their own importance; the kind of people who would soon be very severely sat upon under a more stringent form of government.

Some of these men would, if they were allowed, very soon lead the United States Senate into meddling and muddling with everybody's business. In the end a healthy democratic community will size up these people and appraise them at their proper value, but in the meantime they are capable of doing much harm. It seems to us that Mr. Stead, of the English Review of Reviews, is fast degenerating into a nuisance of that kind. We have as much horror of war as Mr. Stead can have, and as much hatred of injustice. We can sympathize with his denunciations of the Jameson raid, and can accept some of his criticism of Mr. Chamberlain. We believe thoroughly in the freedom of the press, and the right and duty of the journalist to criticize the conduct of public men; but we do not think that journalists or other non-official persons have a right to govern the country. Note, then, this statement: "It was only then that those of us who protested against the war had to regretfully inform President Kruger that there existed no group or party in England strong enough to prevent Mr. Chamberlain making war, if he once decided upon it, that the Boers gave up all hope of a pacific settlement and launched the ultimatum which began the war."

We have before called attention to the aversion of the great mass of the English people to war, and we feel sure they would not have justified the government in attacking the Boers. We would like to know, then, who gave Mr. Stead and his associates the authority to make this statement, and, if their own account is true, practically to bring on the war. If diplomacy is to be carried on by irresponsible agitators, it is a poor outlook.

It was not the business of these men to send any such communication; and if they took the risk of sending it, they should have informed their Boer friends that an attack on British territory would unite the Empire in determined resistance.

An Old Time Patriotic Fund.

Canadians are subscribing liberally, as they should do, to the National Patriotic Fund, and in view of the universal enthusiasm manifested on behalf of this worthy object, it may be interesting to recall the fact that a similar movement half a century ago testified the deep sympathy of the people of Canada with the mother land at a like crisis.

According to an Imperial Parliamentary return, the amount subscribed by the Canada of that date to the Patriotic Fund, for the relief of the widows and orphans of the Crimean war, was £28,078, of which £12,015 consisted of legislative and municipal contributions. The other Provinces now included in the Dominion gave amounts aggregating over £14,000. Considering our growth in wealth and population,

the present volume of subscriptions, generous as they have been, will have to be very considerably augmented to maintain the same standard. The disposition to give practical aid to Britain in her day of trouble is no thing of yesterday with us.

American Sympathy With the Boers.

There appears little room to doubt that public feeling among a very large mass of the American people—as distinguished from the wealthier classes of the eastern cities who have social and commercial connections with England—is running pretty strongly just now in favor of the Boers. Much of their sentiment may be accredited to the desire to conciliate the Irish and German vote.

Apart altogether from the rights and wrongs of the particular case, all democratic American traditions are opposed to imperialism, and while political exigencies, or the mistaken view of patriotism which leads men to exclaim, "my country, right or wrong," may minimize this opposition as regards their own war of expansion, it can hardly be expected that they would so readily throw aside the principles in which they have been nurtured in favor of any country other than their own.

Moreover, it is only fair to remember that there is among the same class of old-fashioned Americans a very strong and pronounced opposition to the Philippine war. Probably the majority of those whose sympathies are with the Boers have found expression as equally as vigorous in their denunciation of their own government as that of Mr. Chamberlain.

Some Canadian newspapers regard their course as a poor return for the way in which Great Britain stood by them during the Spanish-American war; but gratitude, except in the form of "a lively sense of favors to come," is a rare virtue in individuals, and almost unknown in international affairs.

In fact, it is well that it is so; for both men and nations ought to do the right thing for its own sake, without expecting any such return.

He who complains that people are ungrateful convicts himself of having acted from no higher motive than a selfish one.

Canals Becoming Important Again.

The Governor of New York State, discussing the transportation question, asserts that it will take \$80,000,000 to place the Erie Canal in a position to compete with the carrying facilities which have recently been provided by the Dominion Government for the transport of grain down the St. Lawrence, by way of the lakes, rivers and canals.

This is an enormous sum, but the governor thinks it will be well spent if it secures for the canal its full share of the western carrying trade, now so seriously menaced by the carrying arrangements provided by Canada. "There is every reason," says the Governor, "after the most patient investigation, to believe that the large canal will result in a transportation cost across the State of New York as low as that on the St. Lawrence canals, and far less than any rate that is possible by railroads, at any time within the immediate future, if ever. The difference in favor of the canals over the railroads being more than three fold—that is, the freight rate on the canals being less than a third that by the railroads."

This is a significant statement. It goes a long way to vindicate the action of the present Government of Canada in vigorously prosecuting the completion of the fourteen-foot channel in all the canals between the upper lakes and tide water.

When the Government came into power in 1896, it found that in the previous year an order had been sent out by the then Minister of Railways and Canals, on the suggestion of the Minister of Finance, requesting the persons charged with the work of reconstructing the canals to go slow—to spend as little money on the work as possible, so as to reduce the deficit that then stared the Finance Minister in the face.

The new Government very promptly reversed this small-at-the-gallop method of doing business. It resolved that the problem of cheap transportation for our great crops of grain in the west ought to be solved as speedily as possible, and that in the cheapening of freights one of the most effective agencies was a completed system of canals along the great water highway between Quebec and Port Arthur. With this object in view, Hon. Mr. Blair gave orders that the much-delayed work on the canals should be hastened to completion as speedily as possible. The work is now practically finished, and the first fruits of it is this alarmist report by the Governor of New York. Though but a comparatively few millions were required to be expended on the Canadian canals, the New York Governor sees that to combat the efficient system of canals in this country it will be necessary to expend \$80,000,000 on the Erie Canal, and then it will not be more than on an equality, if that, with the Canadian system.

The result of the energetic action of the Canadian Government is the very much increased trade in the Canadian ocean ports, for not only have the improvements of the canals been completed, but the harbors of Montreal, of St. John, of Halifax have been rendered fitter for service, and a larger proportion of the trade of Canada is being done by way of our own ports, and in British and Canadian ships. And the beginning has only been made.

There is no reason why railways and canals of Canada should not, under the new order of things, carry

the greater part of the traffic of the west, whether originating in Canada or the populous States of the American Union.

The St. Lawrence route affords the most direct passage to the Atlantic Ocean, not only for Canada, but for all the Northwestern States, and with an efficient canal system and enterprising railway managers, we should speedily improve, as we have in part already done, upon the sluggish condition of affairs that in previous years existed.

It has cost a little money, and there has been a tendency on the part of the Opposition in Canada to cavil at it; but we feel assured that if it is fully explained to the Canadian public, they will heartily indorse the disposition which has been made of the national resources since the present Administration assumed control.

Expenditures that are undertaken to better enable the farmers and industrial population of Canada to make the most of their opportunities, and which have been carried out in an economical spirit, will meet with the approval of the vast majority of the people.

The outcry from the New York State over our increasing competition in the carrying trade of the north is the best proof of the effectiveness of the works undertaken.

Dr. McKay, Liberal M. P. P. for South Oxford, is ill of typhoid, and Mr. Powell, Conservative M. P. P. for Ottawa, is suffering from a serious affection of the eyes. This makes one and one; and they have paired for the session.

SUPPLEMENTARY WAR ESTIMATES

Laid Before the British House of Commons.

Cost of the War Up to Date
\$150,000,000—\$40,000,000
a Month Needed.

Germany Expects to Have All Her New Warships Built by 1903.

London, Feb. 9.—A supplementary army estimate to March 31 was laid before the House of Commons, but was not made public. It is reported that the bill is for \$100,000,000, which would make the cost of the war up to that date \$150,000,000. The maintenance of 200,000 men at the front, it is estimated, costs between \$40,000,000 and \$50,000,000 per month.

Answering a question regarding the purchase of hay, it was said that the ministry had no knowledge that bad hay was being consigned from the United States to South Africa. Home-grown hay was much costlier, and was not so valuable in the present campaign as American hay.

DELAGO BAY.
Replying to questions on the subject of the Delago Bay Railroad, Mr. St. John Broderick said the government had not been vouchsafed any reason or explanation for the delay in the delivery of the award, nor was the government aware of the causes of the delay. The government, however, could not interfere with the view of the proceedings of the tribunal.

THE FORCE AT THE FRONT.
Mr. Wyndham said that, in addition to the 180,000 troops in South Africa, mentioned in his speech, the government had decided to send seventeen more battalions of militia and 4,000 yeomanry, making the total for the militia of over 20,000 men, and for the yeomanry 8,000. The grand total in South Africa, with those added, would then be 194,000 effectives, exclusive of sick and wounded.

Mr. Wyndham also said that 2,255 officers and men of the British army were missing, but it was uncertain how many of them were at Pretoria.

EMPEROR WILLIAM'S NAVAL BILL.
Berlin, Feb. 9.—The first reading of the naval bill took place in the Reichstag yesterday. The house and galleries were crowded. Admiral Tirpitz, in introducing the bill, said the historical events of the last two years had spoken in such clear language that the necessity for a strong fleet for Germany had been recognized in ever-widening circles in the country. The

discrepancy between Germany's naval power and that of other countries was so great that the federal government saw therein a distinct danger if allowed to continue.

Dr. Schaefer declared the Centrists could not support the bill in its present shape. The revenues of the country were receding, and the programme could not be carried out unless new taxes, amounting to from 100,000,000 to 120,000,000 marks, were raised.

Herr Von Levetzow, the Clerical leader, said a great majority of the Conservatives favored the bill.

Herr Frohme, Socialist Democrat, declared his party was strongly opposed to the bill.

Berlin, Feb. 9.—An American naval officer now in Berlin, who enjoys exceptional advantages for gathering information regarding the German navy, asserts that the German government has made all the preparations necessary to finish the construction of the new warships by 1903. Instead of 1916, in 1903 the German navy, according to this officer, will have 37 battleships, varying from 11,000 to 13,000 tons, and 30 large and 40 small armored cruisers, thus exceeding in fighting power the navy of France.

THE NICARAGUA CANAL.
London, Feb. 9.—In the House of Commons, replying to a question as to

whether Great Britain has relinquished all her rights under the Clayton-Bulwer treaty in respect to the Nicaraguan Canal, and if so, what compensating advantages, if any, have been secured in exchange, Mr. William St. John Broderick said there had been no question of compensation, the advantages of the former convention relative to the neutrality of the canal and the protection of trade and commerce under conditions of entire equality having been fully maintained.

RETURNED \$100,000 STOLEN MONEY.
London, Feb. 8.—The sum of \$100,000, the balance of \$300,000 stolen from Parr's Bank a year ago, has been mysteriously returned. The notes were found inclosed in a customer's pass-book.

CABLE NOTES.
Sir Henry Morton Stanley, the celebrated African explorer and Unionist member of parliament for North Lambeth, is seriously ill.

Mr. Gerald Balfour (Conservative), brother of Mr. A. J. Balfour, is critically ill. He has been suffering from a clot of blood in the heart, and has had a serious relapse.

HUNTING SEASON
In the Highlands of Ontario.
The following report of the deer killed in the "Highlands of Ontario" during the open season from Nov. 1 to 15, 1899, will be of interest to sportsmen.

The Highlands of Ontario comprise that portion of Ontario including the 30,000 islands of the Georgian Bay, the Muskoka Lakes district, "The Lake of Bays district," and the "Magnetawan River" region, reached only by the Grand Trunk Railway system.

The express companies alone carried 2,002 carcasses of deer weighing in the aggregate over 200,000 pounds. The returns show that 3,559 deer-hunting licenses and 2,055 settlers' permits were issued. These figures being largely in excess of 1898, it will be observed that 5,824 deer-hunters were in the woods during the fifteen days in which deer could be legally killed in Ontario. In allowing one deer to each license and permit-holder, it is giving a very low average, and many of the clubs and hunting parties secured their full quota of two deer for each member. The number of deer carried by the express companies, large as the numbers are, cannot be taken as a criterion of the total number killed. Those killed by the settlers are not shipped, and a large number of hunters from inland towns and villages adjacent to the hunting grounds have the deer killed by them taken to their respective homes by teams. It is therefore safe to estimate that the total number of deer killed during the last season in the hunting confines of Northern Ontario were 6,500.

In connection with the hunting season in Ontario, it might be of interest to mention that the Grand Trunk Railway had their photographer in the wilds of the forests, getting negatives of the best scenes possible, and the result was most gratifying. He secured pictures of the hunter's stack, both in interior views and exterior, also some splendid pictures of the results of the chase, as well as several views of herds of wild deer, which were taken with a telephoto lens at a distance of a mile away from the object. These pictures have been enlarged from a small 8x10-inch negative to a size 21x31 inches, and the Grand Trunk intend having

them on exhibition at their different ticket offices in all the large cities of America. The collection will be well worth seeing, as it is considered that they are the finest series of hunting pictures that have ever been taken with the camera.

Deeds Are Fruits.
Words are but leaves. It is not what we say, but what Hood's Sarsaparilla does that tells the story. The many wonderful cures effected by this medicine are fruits by which it should be judged. These prove it to be the great, unequalled remedy for dyspepsia, rheumatism, scrofula, salt rheum, catarrh and all other ailments due to impure or impoverished blood.

HOOD'S PILLS are non-irritating, mild, effective.

The North Carolina Supreme Court has sustained a decision rendered in Burke county, imposing \$1,000 fine on the Southern Railway for giving a free pass to a door-keeper of the Legislature in 1897.

A DINNER PILL—Many persons suffer excruciating agony after partaking of a hearty dinner. The food partaken of is like a ball of lead upon the stomach, and instead of being a healing nutriment, it becomes a poison to the system. Dr. Farnie's Vegetable Pills are wonderful correctives of such troubles. They correct acidity, open the secretions, and convey the food partaken of into healthy nutriment. They are just the medicine to take if troubled with indigestion.

Conservative authorities at Bradford, Eng., express the opinion that merino wool has gone as high as it is likely to go.

Worms cause feverishness, moaning and restlessness during sleep. Mother Graves' Worm Exterminator is pleasant, sure and effectual. If your druggist has none in stock, get him to procure it for you.

The scarcity of coal in London is becoming serious. English railways are required by law to give precedence to passengers and perishable freight to such an extent that coal is being retarded in transit.

The Runians, Gray, Carrie Co. The Runians, Gray, Carrie Co.

Saturday and Monday in the Basement.

This important department is often neglected in our daily ads. Nevertheless we do a very large trade in Groceries, China and Glass Ware. And right here we wish to emphasize the fact that in our Grocery Department we keep only the best and purest qualities, while our prices are usually the lowest. In Dinner, Toilet, China and Glassware we show a very attractive stock. Also Lamps and Bric-a-Brac at prices much lower than you'll find elsewhere.

21 Pounds Redpath's Granulated Sugar for \$1.00.

For 12c Saturday and Monday

You can buy a dozen Sweet Oranges, or a dozen Choice Lemons, for.....12c

For 25c You Can Buy

11 pounds of Rolled Oats, or 3 pounds Select Valencia Raisins, or 3 pounds Clean Case Currants, each.....25c

25c for This Lot

1 can Peas, 1 can Corn and 1 can Tomatoes, all for.....25c

For 5c You Can Buy

5 dozen Clothes Pegs, or 3 pounds Washing Soda, each.....5c

For 25c You Can Buy

1 pound of our Imperial Blend Black or Mixed Tea, worth 40c a pound, for.....25c

For \$4.25—We'll sell you a nice Painted Dinner Set, 97 pieces, full size—For \$4.25 dinner plates

A full range of Toilet Sets, in 4, 6, 8, 10 and 12 pieces, from \$1 25 up.
25 per cent off all Imported Japanese Goods.
10c and 15c Tables, consisting of Cups and Saucers, Mugs, Pin Trays, Creamers, Tea Plates, Bread and Butter Plate Handles, Toothpick Holders, etc., etc.

The Runians, Gray, Carrie, Co
208, 210, 210½, 212 Dundas Street, London.

Skin-Tortured Babies

And Worn-out Worried Mothers Find Comfort in CUTICURA.

SOME MONTHS AGO OUR BABY'S HEAD GOT SORE. We took him to the doctor, who pronounced it poison and gave us some medicine which did no good. His head got so bad he would cry all night, and my wife could sleep none, and began to look ghastly. His head got so sore that we put a night cap on him, and folded a white cloth four thicknesses inside of it, and just through the night a kind of matter would ooze out from his head, soaked through the cloth and cap and on to the pillow. The top and back of his head was almost a solid sore, and looked so badly that words would not describe it. Almost in despair I told my wife I had seen CUTICURA REMEDIES advertised and recommended very highly and I was going to try them. I bought the CUTICURA SOAP, CUTICURA OINTMENT, CUTICURA RESOLVENT, and CUTICURA SOFTENING LOTION. We gave him half of the Resolvent, used part of the cake of Soap, and before we had used the second box of CUTICURA Ointment he commenced to get better, and is now as well and hearty as anybody's boy. He is as merry as a lark, sleeps soundly all night, and his hair looks glossy, thick, and soft, while my wife looks like a different woman. I look at him and think I owe it to you and to suffering mankind to write and tell you of this almost wonderful cure.

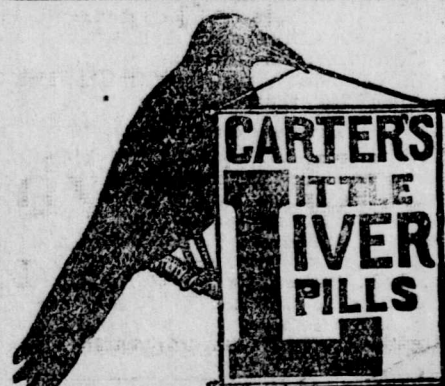


W. W. & J. E. MYERS, Box 90, Munroe City, Ind.

Complete External and Internal Treatment for Every Humour.
Consisting of CUTICURA SOAP, to cleanse the skin of crusts and scales and soften the thickened cuticle, CUTICURA Ointment, to instantly allay itching, inflammation, and irritation, and soothe and heal, and CUTICURA RESOLVENT, to cool and cleanse the blood. A SINGLE SET is often sufficient to cure the most torturing, disfiguring, and humbling skin, scalp, and blood humours, with loss of hair, when all else fails. POTTER DRUG AND CHEM. CO., Sole Props., Boston.
"How to Cure Baby Humours," free.

Cuticura THE SET

"How to Cure Baby Humours," free.



SICK HEADACHE

Positively cured by these Little Pills.

They also relieve Distress from Dyspepsia, Indigestion and Too Hearty Eating. A perfect remedy for Dizziness, Nausea, Drowsiness, Bad Taste in the Mouth, Coated Tongue, Pain in the Side, TORPID LIVER. They Regulate the Bowels. Purely Vegetable.

Small Pill. Small Dose. Small Price.