

London Advertiser.

TWO DAILY EDITIONS AND WEEKLY.

The Leading Medium for Advertisers in Western Ontario.

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

London, Thursday, August 14.

The Tariff and the West.

If the National Policy is still in force, as the Conservative press and party aver, why do they cry for tariff changes? The other day ex-Premier Greenway of Manitoba, in an interview, declared that the West would strongly oppose any increase in the duties. This statement was made the text for homilies in many Conservative papers on the selfishness of the West in objecting to being made a private preserve for eastern manufacturers. These papers remind the West that it has been opened up and developed at the expense of the East, which should now be indemnified by a monopoly of the western market. This is not a line of argument calculated to help the cause which it is intended to promote. Those who use it give their hand away by openly confessing that the object of a higher tariff is to enable the East to take heavier toll of the western farmers. Is this the way to reason the West into submission to an increase of the duties? Should the tariff be framed at the dictation of any particular portion of the country, or should the country as a whole be considered? Is it good public policy to try to array one section of the Dominion against the other? Are the interests of the East and those of the West antagonistic? These attacks on the West are not happily timed. The new settlers pouring into that country will naturally take their color on political questions from their neighbors, and a campaign in the East for higher protection with the avowed purpose of exploiting western consumers will not make for national unity, and will strongly confirm the West in its present attitude toward the tariff. The purchasing capacity of Manitoba and the Territories, owing to the influx of well-to-do settlers, is expanding rapidly. The newcomers will buy implements, boots and shoes, clothing, furniture, household utensils, and other goods, and some of this trade will inevitably go to the United States, as the American settlers have been used to certain lines of manufacture, and custom is not readily broken off. It is in the interests of the Dominion that the conditions of life shall be made as easy as possible for these desirable citizens. They will be keen to compare prices, and it will create intense dissatisfaction and retard the progress of the Northwest if they find that it is a dearer country to live in than the one they have left. The Canadian manufacturers have a fair margin of protection—more than the West of its own accord would give them—and their wisest plan will be not to agitate for an increase of the tariff, which will unite the West solidly against them, but to make a vigorous effort to introduce Canadian goods and adapt these to the wants of the new population. This is the advice tendered by those who have studied the situation at first hand. There is no doubt that Canadian enterprise and self-reliance will be equal to the opportunity. Meanwhile the manufacturers of this country are enjoying an unparalleled prosperity, and they must admit that a favoring gale from the West has helped to fill their sails. It is reported that several large implement firms in the United States will erect branch factories in the vicinity of Fort William in order to be in a better position to supply the growing demand on the Canadian side. One plant is now under construction. This shows that the present tariff is high enough to give the advantage to the Canadian maker. The growth of manufactures in Western Canada will no doubt modify in time its position on the tariff question. We want no "solid" West or "solid" East in this country, corresponding to the "solid" South in the United States. At this juncture, when new elements are pouring into the Northwest, it is important that the East and the West should not be divided.

Fast Train Records.

On Monday last the London and Northwestern Railway Company's express made the trip from Birmingham to London, 115 miles, in 113 minutes. A cable dispatch says this beats all English records for that distance. The Pall Mall Gazette, in a review of railway feats during the past year, calls attention to several noteworthy runs.

One train on the east coast makes the run from Darlington to York, 41½ miles, in 43 minutes, or at the rate of 61.7 miles per hour, having reduced the time by 2 minutes since the previous year.

A new record is made also on the Midland route, between Appleby and Carlisle. The distance of 36½ miles is covered in 30 minutes, which is at the rate of 61.5 miles per hour.

On the west coast route to Scotland an express travels from Wigan to Warrington, 18½ miles, without a stop, in 3 hours and 41 minutes, the average rate being 51.1 miles an hour. This is said to be "the longest run by any Scotch express, the second longest run on the Northwestern system, and the third longest in the world."

Reference is made also to a new schedule on the Great Western, including "three down and one up non-stopping trains between Paddington and Birmingham, 129½ miles, in 2 hours and 20 minutes, speed 55.3." The writer of the article says that these trains are keeping splendid time, and that with an exceptionally heavy train he has reached Leamington, 106 miles, in 119 minutes, and Birmingham in 2 hours and 15 minutes.

For many years the competing roads have had fast trains between London and Edinburgh, and there was an agreement between them to keep the time at 8½ hours with three stops. It was reduced, however, to 8½ hours, and it appears that during the present tourist season there has been a further cut to 7½ hours. The distance is about 400 miles, the rate about 51 miles.

The Chicago Tribune points out that the fastest long-distance train in the world is the Sud express, which goes from Paris to Bayonne, 486½ miles, in 8 hours and 59 minutes. This is at the rate of 54.13 miles per hour, and includes six stops. In the United States the Empire State express on the New York Central runs from New York to Buffalo, 440 miles, in 8 hours and 15 minutes, a rate of 53.33, including four stops. During the summer season the Philadelphia and Reading has a train with the following remarkable schedule for a shorter distance: Camden to Atlantic City, 55½ miles, in 44½ to 45½ minutes; average daily speed, 71.2 miles per hour.

A monster implement combine has been formed in the United States to put the farmers under the harrow.

General Dewet is writing a history of the war. British commanders will now find out how he escaped so often.

"Are women becoming scarce?" asks the Peterboro Review. It is quite evident the Review man hasn't been at a summer resort this season.

Hard coal is \$9 per ton in New York city, and in many parts of this country is beyond money and beyond price. Unless the combine relents the average householder will have to feed the wood-box and starve the coal-bin this winter.

It is said President Roosevelt will call an extra session of the Senate in November to ratify a reciprocity treaty with Cuba. It is conceded that the Republicans will lose heavily in the fall elections, and the Senate may be so chastened that it will try to atone for the injustice it did Cuba in the spring.

Mr. Mulock, with his usual vigor and promptness, has already contracted for a regular steamship service between Canada and South Africa, winter and summer. The first sailing will be from Montreal in October. There should be a good opening for Canadian goods in South Africa, and our manufacturers have arranged for the first cargo. What South Africa can offer Canada, that is not already produced here, is not so evident. We don't expect return cargoes of gold and diamonds.

Dr. G. R. Parkin, principal of Upper Canada College, has been selected by the trustees of Cecil Rhodes' estate to prepare a scheme to give effect to the provisions of the will, establishing colonial and American scholarships in Oxford University. Dr. Parkin is well fitted for the task by reason of his eminence as an educationist, and his imperial enthusiasm. He will be much better equipped in his new work than in lecturing Canadians on how they should run their own country.

The Canadian Manufacturers' Association yesterday voted in favor of a scheme of preferential trade, provided the minimum tariff would "afford protection to all Canadian producers." The association also declared for an increase in the tariff. In other words, they ask for a preference in the British market and an increase of the present duties on British goods entering Canada. When John Bull gets this offer he will shed tears of joy and gratitude.

The corn crop in the United States will reach the enormous total of 2,561,490,000 bushels. This will be good news for the Canadian farmer who wants his corn at the lowest price to feed it to the hogs and cattle, and convert it into prime pork and beef. Corn is as much his raw material as pig-iron is to the manufacturer. The removal of the duty by the present Government on corn was a capital act, though occasionally an office-chair farmer in a Conservative newspaper sanctum registers a kick on general principles.

One Way of Looking at It.

[New York Sun.]

The coronation of Edward yesterday had a far broader significance than the crowning of a mere titular monarch.

It was the coronation of modern anti-septic surgery.

The Englishman on whose head the crown was placed in Westminster Abbey was really Joseph Lister—the

Poems the World Has Read.

Near Home.

By Phoebe Cary.

Phoebe Cary, sister of Alice Cary, was born in Hamilton County, near Cincinnati, Sept. 24, 1824, and died in Newport, R. I., July 31, 1871. Her educational advantages were superior to those of Alice, whose constant companion she was through life. "Near Home" was written when she was 18 years old. Intense sorrow for her sister, whom she survived, doubtless hastened her death.

One sweetly solemn thought
Comes to me o'er and o'er;
I'm nearer my home today
Than I've ever been before;

Nearer my Father's house,
Where the many mansions be;
Nearer the great white throne,
Nearer the crystal sea;

Nearer the bound of life,
Where we lay our burdens down;
Nearer leaving the cross,
Nearer gaining the crown!

But lying darkly between,
Winding down through the night,

Is the silent, unknown stream,
That leads us at length to the light.

Closer and closer my steps
Come to the dread abyss;
Closer Death to my lips
Presses the awful chasm.

O, if my mortal feet
Have almost gained the brink;
If I be I am nearer home
Even today than I think;

Father, perfect my trust;
Let my spirit feel in death
The heart's desire;
On the rock of a living faith!

head from which came the discoveries in the application of the antiseptic treatment by which the life of Edward and the lives of many thousands of other sufferers apparently doomed to death have been saved.

Long live the King!

Retribution Easy.

[Washington Star.]

Speak gently, in a soothing tone,
You'll find unless you do
The girl who runs the telephone
Will make life hard for you.

A Golden Opportunity.

[New York Sun.]

Bobbie—Why do you blame all the
naughty things you do on your little
brother?
Freddie—Why not? Mamma says
he's too small to punish.

This Enterprising Country.

[Boston Herald.]

Canada is showing a wonderful enter-
prise in self-development.

Doit' Her Best.

[Atlanta Constitution.]

Pretty good world,
With her roses and rest;
Don't you believe
She is doing her best?

Don't you believe
She is rolling the way
That leads to the light
Of the perfect day?

This for life's comfort
In all the unrest;
This here old world
Is just doing her best!

Not 'Arr.

[Punch.]

The Tramp—Give a poor man a
penny, guv'nor, wot is blind and
cawn't see!

The Tourist—You can see out of one
eye as well as I can.

The Tramp—Well, give us a half-
penny, then.

Merely Displaced.

"Captain," said the cabin boy, "is a
thing lost when you know where it is?"
"No, you fool," answered the captain,
who, being a wise man, abhorred
civilities.

"Well, sir, your silver teapot is at
the bottom of the sea."
Exit cabin boy.

Argentine Railways.

The railway system of Argentina is
second to none in the world. Trains run
at frequent intervals and punctually,
especially the long distance trains. The
rolling stock is excellent, and a long
distance journey by rail is a luxury.
The cars are sumptuously ap-
pointed, the permanent ways are well
laid, and there are consequently very
little jolting. It is possible to breakfast
or dine in the train as comfortably as
in a hotel. The dining-cars are well
fitted up and beautifully decorated with
flowers and pot plants. The food is
properly cooked and tastefully served
at any hour of the day or night, and
above all, the charges are extraordi-
narily low. A dinner of six courses,
with coffee and dessert, on the cars of
the Great Southern Railway, costs only
two paper dollars, or four shillings on
an average, and the food could not
be better in any way. Fares, too, are
very low, so that traveling is an easy
and cheap matter.

The Rattle of the Bin.

[Cleveland Plaindealer.]

You may talk of your concertos,
And onontas and all the rest;
You may rave of Paderewski,
And the hair beneath his hat.

You may boast of Nebel's warble—
But they really can't begin
To make music with the rattle
Of the hard coal in the bin.

There are those who dote on Wagner,
There are those who adore Verdi;
There are those who are for neither,
But prefer the ragtime lays.

But dearly do they prize,
Doth my fancy quickly win,
The swift and vibrant rattle
Of the hard coal in the bin.

Suicide in Armies.

The suicide rate in European armies
far exceeds the rate of the country to
which the army belongs. The German
army has a suicide rate of 670 per mil-
lion; the Italian army, 400; the Belgian,
200; the English, 230; the Spanish, 140.
The English-Indian rate is due to the
repression and suspicious nature pro-
duced by moist heat. The suicide rate
of the French army of the interior fell
from 470 under the empire to 250 under
the republic. The African army of
France has a rate of 650 per million,
probably from causes similar to those
affecting the English-Indian army. The
suicide rate among Americans in the
Philippines is in the same direc-
tions. The United States suicide rate
is double that of the Irish and about
one-half that of the English.

An Old-Time Gem.

[Shelley.]

We look before and after,
And pine for what is not;
Our deepest longings
With some pain is fraught;

Our sweetest songs are those that tell
Of saddest thought.

New Locomotive Works.

Montreal, Que., Aug. 14.—The C. P.
R. has awarded the contract for the
construction of four of its big build-
ings in connection with the new loco-
motive works at Hochelaga to Les-
sard & Harris, of Montreal, the con-
tract price being \$235,000. The work
of construction will be commenced at
once.

The Chicago Tragedy.

Chicago, Aug. 14.—Walter L. Stebb-
ings, who fatally stabbed Walter A.
Scott, president of the Illinois Wire
Company, in the latter's office, in the

Monadnock building, Saturday, was
held to the grand jury yesterday by
the coroner's jury. No charge was
made against Stebbings, but the jury
recommended that the grand jury in-
vestigate the killing. Stebbings estab-
lished on his own behalf at the inquest
that at no time during the time Scott
was striking and kicking him did he
knowingly strike him. Just before he
called upon Scott he received a letter,
which he was opening with a paper
knife when he went into Scott's office.
Stebbing said he was in a dazed con-
dition from Scott's attack, and he
struck at him, but did not know he
used the knife. Miss Myrtle Shumate,
Scott's stenographer, testified practi-
cally to the same story.

DEADLY DROUGHT

Cattlemen in Mexico Losing 67 Per
Cent of Their Stock.

Tucson, Ariz., Aug. 14.—Advises from
Nacozari, Mexico, state that conditions
are most serious in that section, on ac-
count of the prolonged drought.

Manager Shearman of the Shearman
Cattle Company, says the company has
lost 67 per cent of its cattle on account
of the lack of water and grass. Other
ranchers are losing in the same pro-
portion and business is paralyzed.

Sunday Observance at Sarnia.

Sarnia, Aug. 14.—Recently the Port
Huron Ferry Company set aside the
steamer Conger to ply on the St. Clair
River afternoons and evenings, stop-
ping at Sarnia and several Port Huron
docks, and making a feature of a
ride for as long as the patrons desired
to remain on the boat. The service
was extended to Sundays. This grat-
ed on the religious scruples of some of
the citizens of Sarnia. Complaint was
made to the police magistrate, and a
criminal charge was preferred, the
contention being that the boat was
not engaged in ferrying, but that the
intermediate riding feature made it
an excursion affair. The case has
been tried and decision for the present
reserved. The agitation for the en-
forcement of the Sunday observance
law in Sarnia has been extended to
the day of the sale and distribution of
Detroit Sunday newspapers, and now
newsboys are all barred from doing
business on the streets on Sunday
mornings.

BODILY WEAKNESS

A Distracting Condition That
Is Permanently Cured by
Ferrozone — A Pleasant
Remedy in Tablet Form to
Be Taken After Each Meal

All fagged out ideas come as slow
as molasses in January. You think of
things just a minute or so too late.
Snap is gone and the buoyancy and
strength that makes life a pleasure
that's gone too.

The doctor would say that you are
run down, and you don't eat or digest
enough. Your stomach requires some
aid to carry out its digestive needs.
A bracer. The blood should have
phosphorus and iron to strengthen
and purify it.

Now Ferrozone is a wonderful blood
maker and nerve stimulant. It is
really a food for the blood, nerves and
vital energies, and will improve your
run down condition in a very short
time.

Ferrozone will make you strong and
capable of doing a heavy day's work
without fatigue. It is a marvelous
remedy, and does marvelous things, as
the following testimonial proves:

"After my baby was born I was left
in a weak, sickly condition, totally un-
fit for a mother's household duties. I
was excited and nervous, and trifling
things bothered me very much. I
suffered from indigestion, and although
I took malt extracts and tonics all
the time. A lady friend recom-
mended Ferrozone, which I used with
splendid results. The first box helped
quite a little and when I had taken
six boxes my former health, ruddy
cheeks and good spirits, were fully
restored."

You can't spend 50 cents to a better
advantage than on a box of Ferro-
zone, and the sooner you get Fer-
rozone, the sooner you will get well.
Don't accept a substitute, but insist
on your druggist supplying the genu-
ine Ferrozone which sells for 50 cents
a box, of three boxes for \$1.25. Ey-
mail from N. C. Polson & Co., King-
ston, Ont.

The Socialist press of Germany num-
bers 140 publications, 52 being dailies.
PILES — ITCHING, BLEED OR
BLEEDING.

Symptoms: Moisture, intense itching
and stinging, most at night; worse by
scratching; allowed to continue, forms
fistula, which often bleed and ulcerate.
Becoming very sore. Swelling of the
rectum, itching and bleeding, hemorrhoids,
and in most cases removes the
tumors. Get druggists or by mail for 50
cents. For free sample address Lyman
Sons & Co., Montreal, wholesale agents.

Children Cry for CASTORIA.

Children Cry for
CASTORIA.
Children Cry for
CASTORIA.
Children Cry for
CASTORIA.



Delicate Flakes of Wheat
and Barley Malt
Peculiarly Adapted to
Brain Workers
Because Easily Digested

Ask the Grocer

SPECIAL NOTICES.

Buy your Trunks and Bags at
Tuckers', and get your old ones re-
paired. All work called for and de-
livered. Phone 866. 364 Richmond
street.

Notice—Large stock of goose feathers
sold by the pound, iron bedsteads,
mattresses, springbeds, children's iron
cots, pillow and down cushions, furni-
ture and stoves at the Feather Bed
and Mattress Cleaning Factory, 593
Richmond street north. Telephone,
997. J. F. Hunt & Sons.

Splendid Cafe and Dining Car Service.

Much has been said in praise of the
excellent service given patrons of
the Grand Trunk by the
many cars and dining cars,
which are now run on all principal day
trains, serving meals "a la carte" at
any hour during the day. The best of
everything at reasonable rates. For
particulars address Robert E. Lewis,
Passenger Agent, 33 Yonge street, To-
ronto.

ONE TRIAL of Mother Graves' Worm

Exterminator will convince you that it
is the best and most reliable medicine. Buy
a bottle, and see if it does not please you.

The substitution of crude oil for soft
coal as a fuel is steadily growing.

SOME PERSONS have periodical at-
tacks of Canadian cholera, dysentery or
diarrhea, and have to use great precau-
tions to avoid the disease. Change of
water, cooking and green fruit is sure to
bring on the attacks. To such persons
we would recommend Dr. J. D. Kellogg's
Dysentery Cordial as being the best
medicine in the market for all summer
complaints. If a few drops are taken in
water when the symptoms are noticed,
no further trouble will be experienced.

Cuba has asked for proposals for
the lease of the Havana arsenal.

A PILL FOR GENEROUS EATERS.—
There are many persons of hearty ap-
petite and poor digestion who, after a
hearty meal, are subject to much suffer-
ing. The food of which they have par-
taken lies like lead in their stomachs.
Headache, depression, a smothering feel-
ing follow. One so afflicted is unfit for
business or work of any kind. In this
condition Parmentier's Vegetable Pills
will bring relief. They will assist the as-
similation of the aliment, and used according
to directions will restore healthy diges-
tion.

Cholera is increasing in Egypt and
Manchuria.

Lever's Y-Z (Wise Head) Disinfectant Soap
Powder dusted in the bath softens the
water at the same time that it disinfects.

The English cotton manufacturers,
who have for so long a time depended
on the United States for their raw
material, have raised a guarantee
fund of \$250,000 for the purpose of pro-
moting the cultivation of cotton
within the British empire.

GOOD DIGESTION SHOULD WAIT
ON APPETITE.—To have the stomach
well is to have the nervous system well.
Very delicate are the digestive organs.
In some so sensitive are they that at-
mospheric changes affect them. When
they become deranged no better regulator
is procurable than Parmentier's Vegetable
Pills. They will assist the digestion so
that the hearty eater will suffer no in-
convenience and will derive all the ben-
efits of his food.

Tillson's

Have the DIFFERENT
FLAVOR. You miss it
in many ways if you
don't get this kind.

Pan Dried

Oats

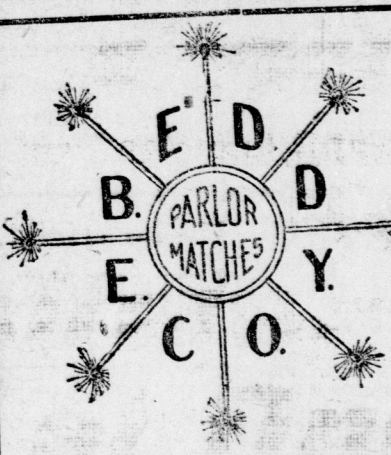
Sold by the pound.
Used everywhere in Ontario.
THE TILLSON COY., LIMITED.

If you once become ac-
quainted with these Rol-
led Oats then you can't
help being their stead-
fast friend.

Sold in
London by T. A. ROWAT & CO.
234 DUNDAS STREET.

OUR BRANDS

King Edward,
1000s.
Headlight,
500s.
Eagle,
100s and 200s.
Victoria.
Little Comet.



Don't be
induced to
experiment
with other and
inferior
brands.
USE
EDDY'S.

HULL, CANADA.

DONALD McLEAN, Agent, 436 Richmond Street, London.

Hotel Normandie,
Broadway and 38th St.
NEW YORK

Best Hotel Location in the City.
Absolutely Fireproof European Plan.

Located in the Amusement and Shop-
ping district, the most interesting part
of the city.
Twenty principal places of amusement
within five minutes' walk of the hotel.
Family and Transient Hotel.
CHAS. A. ATKINS & CO.
rmt

Only a Few Left.

"THE WAR IN
SOUTH AFRICA."

Illustrated With Nearly 500
Half-Tone Photographs.

A large volume, 12½ by 9 inches, con-
taining 400 pages. This is the finest work
that has yet been published on the Boer
War, and is a most thrilling book.

In order to close out the stock, we of-
fer them at \$1.25 each at our office, or
\$1.50 sent by mail to any postoffice in
Ontario. Secure a copy before they are
all gone.

ADDRESS ORDERS TO:

THE LONDON ADVERTISER,
London, Ont.

Railways and Navigation

Lake Erie and Detroit

River Railway.

SEMI-WEEKLY EXCURSIONS TO

PORT STANLEY.

Wednesdays and Saturdays during the
season.

Fare—30c Round Trip.

Trains leave London 7:45 a.m., 2:30, 5:25
and 7:25 p.m.

Steamer Urania

leaves Port Stanley for Cleveland on
Tuesday and Thursday of each week at
11 p.m., and Saturday at 11 a.m.

Special excursion rate on Saturday at
single fare.

For information and tickets call at
L. E. and D. R. ticket office, No. 64
Masonic Block, Richmond street, and
G. T. R. station.

Write for

INTERCOLONIAL
RAILWAYTours
To
Summer
Haunts,

DESCRIBING THE
SUMMER LANDS OF

Quebec,

New Brunswick,

Prince Edward Island

(The Garden of the Gulf),

Nova Scotia.