

London Advertiser.

TWO DAILY EDITIONS AND WEEKLY.

The Leading Medium for Advertisers in Western Ontario.

THE LONDON ADVERTISER COMPANY (Limited).

LONDON, ONTARIO.

London, Wednesday, August 13.

The Close of the Conference.

The Associated Press purports to outline the results of the Imperial Conference. It tells us that the question of preferential trade is left to the several parliaments of the empire. That is where it properly belongs, and those who will blame Sir Wilfrid Laurier for not bringing home a British preference in his steamer trunk would be the first to attack him if he undertook to pledge Canada to any scheme of preference without consulting parliament. Again we are told that Cape Colony and Natal will pay fixed contributions to the Imperial navy; that Australasian contributions for naval purposes are to be increased on condition that certain vessels be offered and manned entirely by Australasians; that some colonies shall allot part of their local military forces to Imperial defense in case of emergency, but Canada and Australia agree to keep their local forces in a state of efficiency, relying on volunteers in time of Imperial need, as was done in the case of South Africa. There is nothing very unlikely in this. Each country has its special geographical conditions in relation to Imperial defense. Australasia and South Africa are exposed to attack only by sea, and have no need for a large military organization. It is proper that they should contribute to the expenses of the navy, which must be their bulwark of defense. Canada, on the other hand, is exposed to attack by land, and has an immense frontier to protect. Heaven forbid that there should be another war with the United States, but none the less Canadians must be prepared to defend their country, and they are under the necessity of maintaining a large militia force. It is the duty of the Canadian Government to make adequate provision for self-defense, and the present Minister of Militia has formulated a plan for raising the militia establishment to 100,000 men, besides promoting the organization of rifle clubs throughout the country. This is a burden Canada undertakes to bear without aid from the mother country. It is a burden which is not imposed to nearly the same extent on the other great colonies, which can put their money to more effective use in naval defense. We should like to see Canada go a step further and free Great Britain of the expense of garrisoning Canadian fortresses and naval stations. Then the mother country would be entirely relieved from responsibility so far as the Dominion is concerned.

A Page From History.

Some Canadians have read the history of their own country to little purpose, or they would not be continually aspersing the patriotism of their neighbors in Quebec. More likely they haven't read it at all. In the current number of the Empire Review, Sir Gilbert Parker has an article on "First Years of British Rule in Canada," in which he recalls that period when the destiny of Canada as a British colony was determined by French-Canadian loyalty. The newly-assembled congress of the thirteen colonies resolved to try to detach Canada from the British crown, relying upon the disaffection of the French-Canadian population, and George Washington dispatched a letter to the people of this country calling upon them to renounce their allegiance and range themselves "under the standard of general liberty." Sir Gilbert Parker dwells on this chapter and philosophizes on the past, present and future as follows:

"The blandishments of the Thirteen Colonies, or 'Provincials,' as they were called, found almost no response in Canada. Sir Guy Carleton had left nothing undone to plant fidelity in the hearts of the French-Canadians, and the passing of the Quebec Act in 1774, which secured to them freedom of worship and confirmed their own system of jurisprudence, held the French fast to their British allegiance at a time when their disaffection would have been ruinous to the Empire. Present-day controversies rage over the propriety of an act which legalized the French language in a British dominion; but anyone who takes the trouble to examine the circumstances surrounding its enactment must see that not only justice but military expediency required liberal treatment and wide consideration for 70,000 subjects of an alien tongue, if the fruits of the Seven Years' War were not to be heedlessly thrown away. The language question vexes Canadian politics today, but its solution lies in the peaceful assimilation which time and an increased population alone can bring. Near a thousand years ago a Norman race was grafted upon a Saxon stock, and the fusion has made the strongest nation in Europe. In Canada the social or lingual fusion of the two races has not yet been achieved; but the onward march of events, and the pressure of a larger industrial life will inevitably accomplish it. Commerce and industry now vigorously invading Quebec, hitherto given over to agriculture, will accomplish what neither law, preaching or agitation could ever do. Agriculture fosters isolation; commerce and industry make for expansion and help to level all interests to one expression. No race question, no language question can long resist these forces. Sooner or later the race which dominates industrially will impose its own

language. It is the only right solution, and it is a peaceful solution. The destiny of Canada is not wholly solved, but those who know her well, who understand the temperament of both races there and realize that time and prosperity and mutually shared responsibilities are the great pacificators, await the result with confidence. In 1776, French Canada recognized the quality of British rule, and turned a deaf ear to the seductive speeches of the provincials who had resolved to break with England; again, in 1812, renew their faith; in 1855 helped to put down a rebellion fomented by a French-Canadian halfbreed; and from 1800 to 1902 contributed young men and many gallant officers to the Canadian contingent for the South African war. It is little probable that the future will bring disintegration. Precedents have been set which must continue to govern the policy and patriotism of French Canada. The most valuable of these precedents have been made under the leadership of a French-Canadian prime minister at Ottawa."

There is a rebuke in this for some Ontario journals and politicians.

The Great Wheat Crop.

These are anxious days in the great Northwest. The crop is two weeks later than usual, increasing the danger of frost, which would work terrible havoc in a single night. If the elements are kind it will be a wonderful harvest. The east is almost as much concerned as the west. The money will not remain in the pockets of the western farmers, but a goodly share will soon come east in exchange for manufactured goods, and will stimulate business in every portion of the country. The Winnipeg Free Press, with rare enterprise, has collected crop reports from every district of Manitoba and the Northwest, and has published them in the form of a supplement, copiously illustrated with scenes in "the greatest wheat field on which the sun shines today," as our contemporary calls it. These reports show that the wheat acreage is pretty much what it was last season. It is 2,039,940 acres in Manitoba, an increase of 23,105 acres, and 584,897 acres in the Territories, an increase of 80,291. This makes 2,624,837 sown in wheat in the whole Northwest. On the basis of 25 bushels to the acre the yield will be 65,615,925 bushels, if nothing untoward occurs. The acreage of oats in Manitoba has risen from 689,951 to 725,060, and in the Territories from 226,568 to 276,568. This fore-shadows a yield of 40,000,000 bushels. There is a large increase in the acreage under barley and flax. Grain cutting will be under way in many localities by Aug. 15, and will be general a week later. The superintendent of transportation on the C. P. R., in an interview, says that with a late harvest this year and late shipment, which brings the wheat on the railroad in a rush just before navigation closes, there will be difficulty in getting it out. However, with 55 new locomotives and 10,000 box cars on the western division, the company hope to prevent anything like a blockade. The interior elevator capacity along the C. P. R. lines has been increased from 10,000,000 to 16,000,000 bushels. The Free Press estimates there are 645 elevators along the C. P. R. and Canadian Northern, with a capacity of 29,077,600 bushels.

Wheat isn't King in the Northwest yet. The weather rules just now.

It used to be that work was hard to get, but now it's hard to get the workers.

If Mr. Austin Chamberlain, the new British Postmaster-General, can bring about halfpenny newspaper postage throughout the Empire, or between Great Britain and Canada, he will earn the title of the Mulock of the mother country.

The report that the Dominion Iron and Steel Company had entered a British-Canadian combine is denied by the president. In the proximity of coal, limestone and iron ore, the company claims to have the best combination in the world.

The Vancouver Tourist Association has sent out a handsome brochure, containing views of leading buildings and points of interest in and around Vancouver. The engravings are very fine. The city is to be congratulated on having such a public-spirited body as the Tourist Association.

Capt. T. L. Huston, who was an officer in Cuba during the American occupation, and who is now a manufacturer in Havana, tells the New York Sun that Cuba tried to make a reciprocity treaty with Great Britain, after being driven desperate by the action of the United States Senate. Great Britain stood aloof, from fear of offending the United States. The moneyed interests of the island, he says, would gladly see Cuba under the American flag, but the political wire-pullers oppose it, as they would lose their jobs.

The Naval Annual in a review of the sea power of the great nations shows that the following changes have occurred between 1892 and 1902:

1. Russia, Germany and the United States have all become the owners of a fleet of battleships as France, which ten years ago was in that respect second only to Great Britain.
 2. Japan's navy has been created and, for Asiatic purposes, is united with Great Britain's.
 3. The British and Japanese navies together number 47 armor-clads of the first class—three more than the combined total of Russian, French and German warships of that class.
 4. France has made armored cruisers of the prime feature of her new construction and will shortly count thirteen of them.
 5. Great Britain has well maintained her lead over her two most probable adversaries, and now counts 29 first class battleships ready for action, against seventeen for France and Russia combined.
- Assuming that the United States does not join it, the Naval Annual concludes that no combination of naval powers could be made strong enough to destroy British sea power.

Poems the World Has Read.

Highland Mary.

(By Robert Burns.)

Mary Campbell, the heroine of this song, was a maid servant. She and Burns plighted their troth in a Bible which is still preserved in Scotland with other Burns relics. Shortly afterwards Mary took a fever, and died of it.

Ye banks and braes and streams around
The castle of Montrose,
Green be your woods, and fair your
flowers,
Your waters never drummed
There slimmer first unfurled her robes,
And there the longest tarry
For there I took the last farewell
O my sweet Highland Mary.

How sweetly bloomed the gay green birch,
How rich the hawthorn's blossom,
As underneath their fragrant shade
I clasped her to my bosom!
The golden hours on angel wings
Flew o'er me and my dearie;
For dear to me as light and life
Was my sweet Highland Mary.

W' monie a vow and locked embrace
Our parting was so tender;
And, pledging a' to meet again,
We tore ourselves asunder.
But O! fell death's untimely frost,
That nipped my flower so early!
Now greys the sod and cauld as the clay
That wraps my Highland Mary.

O pale, pale now those rosy lips
I aft have kissed and fondly
And closed for aye the sparkling glance
That dwelt on me so kindly!
And mould'ring now in silent dust
That heart that loved me dearly!
But still within my bosom's core
Shall live my Highland Mary.

The latest United States census volume deals with agricultural statistics. By the census of 1900 it is shown that the number of farms operated by their owners has fallen from 75 per cent to 64.7 per cent of the whole in ten years, the number of farms operated by tenants having increased proportionately from 25 per cent to 35.3 per cent in the same period. In 1880 there were 2,984,306 farms owned and operated by the same individuals and in 20 years the number increased to 3,713,371, but in the same period the number of tenant farmers increased from 1,024,601 to 2,026,286. In the last ten years the loss of independent ownership has been more rapid than in the previous decade. This tendency in a comparatively young country like the United States, where millions of acres await the plow, and where there are no large ancestral estates as in the old land, is a theme for serious reflection.

The other day Mr. George H. Hees, chairman of the commercial intelligence committee of the Canadian Manufacturers' Association, published his impressions of the Yukon, which were not too hopeful of the future of that country. He contradicted some very optimistic remarks made by Mr. F. C. Wade, crown prosecutor in the Yukon, in a recent lecture in Toronto. Mr. Wade replies to Mr. Hees and sticks to his assertion that only fifty miles have been completely prospected, out of seven thousand miles of creeks in the Yukon. He quotes the report of the Minister of Interior, dated Oct. 10, 1901, to the effect that "daily there are being disclosed enormous tracts of good paying ground," and that the revenue for the first quarter of the present fiscal year has exceeded by \$204,768 55 the receipts of the same period last year. It is to be hoped Mr. Hees is wrong and Mr. Wade right, but the public wants the facts whether these are encouraging or not.

Losing the Match.

[Punch.]

Capt. Golding—Play cricket? Why, I haven't touched a bat or ball since I was at school.

Harold—But this morning mamma was telling papa what a good catch you were!

While She Performs.

[Chicago Record-Herald.]

"I'm always at a disadvantage out in company," she sighed. "Why?" somebody asked with surprise. "You see, I play and sing." "I should think that would give you a distinct advantage." "No; I never get a chance to hear any of the gossip."

The Cradlers.

(An Old-Time Harvest Scene.)

The golden wheat stands like a wall—
A twenty-acre field.
The brazen cradlers—five in all—
Ere they begin, their arms are tall.
"Allow that patch must yield!"
Their "grape-vine" o'er their shoulders
With fingers crook and broad blades
Lung.

Like fashions backward stealed.
Like songs of Anak in their might,
They whet their shining blades.
Then to the charge—a thrilling sight—
Leap up the first, swing to the right—
Left sweep, through cereal glades,
The short stems on the fingers laugh.
Pat kernal deep through rustling chaff,
On heads gone to the shades.

Another and another sweep—
The second man starts in.
So waits the third, in cutting deep,
Then fourth and fifth, at distance keep.
The same, ere they begin,
Now all, with mighty rhythmic swing,
Advance, and then their broad blades
Ring.

And gleam like burnished tin.
Five crescents gap the grain a-pear,
As the five blades swing home.
Five golden gavels fall a-clang,
And five line-busted swaths appear,
Lain each inside its comb.

Five thrice mighty respires away,
From side to side in slant array,
Like gulls o'er ocean's foam.
So, all day long, thro' rising morn,
And midday's shimmering heat,
The swish of scythes scythes is borne,
Or whetstones chanting to the corn
The death-song of the wheat.

Only the noon-tide dinner call
Awhile brings truce and rest to all—
A lull before defeat.
Hot, round and red, in western sky,
Sinks low the summer sun;
And still the swinging cradles sigh,
While all around the fallen lie
In sheaves, the light near won;
Then binders all, and cradlers join,
And shock the sheaves, and cap, and grin.

The day—the task is done.

A Lottery.

[Yonkers Statesman.]

Bacon—So you believe marriage is a lottery?

Egbert—Why, certainly; you can't tell what sort of a cook your wife will prove until you marry her.

Necessity Knows No Law.

[Life.]

He—I hope you are not getting tired of me.

She—How could I? Why, you're the only man at the hotel.

Parents to Blame.

[Windsor Record.]

The Ridgeway Dominion is shocked over the liberty usurped by young boys and girls of the present day. It censures parents for a certain laxity in family discipline in permitting their children to hang about the streets at

an hour when they should be at home and to bed. The Dominion's remarks cover more than merely local conditions. There is no questioning the statement that the idea of personal freedom has been carried too far. Freedom is a good thing only when wisely directed; otherwise the chances are that it is likely to be abused. The injunction to bring up a child in the way it should go ought not to be lost sight of, even though we are living in the twentieth century instead of the first century. The time will never be when a child can afford to dispense with a proper home training and hope to be an exemplary character in after life.

Moan.

[Puck.]

Clarence—I go right in for amateur theatricals, y' know! Played the lead last winter in "Not Such a Fool as He Looks."

Belle Isle—My, you must be an awfully clever actor, Clarence.

Forgot His Excuse.

[Philadelphia Record.]

Mrs. Guzzler (as Guzzler) comes in unsteadily at 3 a.m.—You have no excuse for coming home at this hour and in this condition.

Guzzler—I had one, my dear, and it was a dandy, but I can't think what it was.

To a Coronation Baby.

[London Globe.]

Pink Bunting to thy cradle tucked,
While now thy bonnetless thumb is sucked,
And wrinkles bulge thy button nose
And something stirs within thy toes.
While now, in short, you kick in bed,
Toothless and downy on the head,
Even now (ah, bite thy lips with shame!)
Poor babe—Corona is thy name.

In half a dozen years, or so,
Thou'lt answer to the name of Co.,
And ere thou art a pretty score,
Thy friends will risk a change on Cor.
And then a lover, sad and sorry,
Will give it up at dearest Corry.
While maiden aunts, thou female Jonah,
Will always christen thee Corona.

Sleep on, kick on—forget thy woes!
Twiddle and twist thy twirling toes,
Content thy features, bow and yawn—
As yet for thee this life is well.
But, stern, an stern for thee the strife,
In walking down the slope of life;
Assured—I fancy well thy rage—
That everybody knows thine age.

A Dubious Inducement.

[New York Herald.]

Tourist—I like this place first-rate, but the fish one catches are rather small.

Landlord—You should come here again next year. They will be larger by that time.

To the Monkey On the Piano Organ.

[St. James' Gazette.]

Poor little exile from some foreign place!
I love the wistful patience of thy face.
The sad expression that unchanging lies
Within the hazel ovals of thine eyes.
As with thy tired arms quite still, and numb,
Thou beat'st the time upon thy gaudy drum!

Is thy small heart all stiff and sore with
Pain
From sorry meals, and cuffs, and balking
chain?
Or has thy organ's gay, pathetic sound,
Got "nerved" and trilled, and banged,
and whirled and ground
Right through thee, till thy recollections
grind
A sorrow in thy semi-human mind?

Of Benefit to Growing Girls

It Makes the Pale, Bloodless and Anaemic Strong, Healthy and Vigorous.

DR. CHASE'S NERVE FOOD.

In the life of nearly every girl there comes a time when her system demands just such assistance as can best be supplied by Dr. Chase's Nerve Food. The physiological changes which take place put a strain on the system which is likely to leave pale, weakness and a run-down system. This great food cure restores health and color to the pale and anaemic, and frequently relieves the parents of a burden of anxiety regarding their growing girls.

Mrs. Goodson, 104 Sebastopol street, Montreal, Que., states:

"My daughter was very nervous, and seemed to have no strength. Her appetite was bad, and she looked pale and bloodless. Since she has been using Dr. Chase's Nerve Food there has been a marked change in her appearance. She now has a splendid appetite, and seems to be stronger and healthier in every way. I am well pleased with the results obtained from the use of this medicine, and think that it is a splendid treatment for growing girls."

Dr. Chase's Nerve Food, 50 cents a box, 6 boxes for \$2.50, at all dealers, or Edmanston, Bates & Co., Toronto.

The cotton production of the United States for the season of 1901-2 was, according to the United States census, 9,954,945 commercial bales.

IT KEEPS THE MUSCLES PLANT—Men given to muscular sports and exercises and those who suffer from muscular pain from bicycle riding, will find Dr. Thomas' Electric Oil something worth trying. It is a lubricant with the muscles pliable and free from pains which often follow constant use of them without softening or impairing their strength. For bruises, sprains and contusions it is without a peer.



SPECIAL NOTICES.

For genuine leather belts, purses and Chatelaine bags, go to Tackabery & Co.'s, the Saddlers.

Notice—Large stock of goose feathers sold by the pound, iron bedsteads, mattresses, springbeds, children's iron cots, pillow and down cushions, furniture and stoves at the Feather Bed and Mattress Cleaning Factory, 533 Richmond street north. Telephone, 997. J. F. Hunt & Sons.

\$10.00—Seashore Excursions—\$10.00. Via Lehigh Valley Railroad, to Atlantic City or Cape May, Aug. 15, and 29. Tickets only \$10 for the round trip from Suspension Bridge. Tickets good 15 days. Good for stop-over at Philadelphia. Choice of four trains. For particulars address Robert S. Lewis, Passenger Agent, 33 Yonge street, Toronto.

Excursion to Cleveland.

On Saturday, Aug. 23, the Railroad Trainmen of the four roads running into Toronto and the Wabash, intend running an excursion to Cleveland via Port Stanley. The trainmen in combining together to run this excursion do so with the object of taking to Cleveland one of the largest crowds that has ever visited that place in many years. The steamer Shenango is capable of carrying an immense crowd. The train will leave London at 6 a.m. on Saturday, the 23rd, arriving in Cleveland about 1 p.m., and returning, the boat will leave Cleveland at 11 p.m. Music will be provided for dancing on the boat. The fare has been placed at \$1.50 for adults and 75 cents for children.

Splendid Cafe and Dining Car Service.

Much has been said in praise of the excellent service given patrons of the Grand Dining Car, which runs many cafe and dining cars, which are now run on all principal day trains, serving meals "a la carte" at low rates. The best of everything at reasonable rates. Tickets, parlor car reservations, etc., at City Ticket Office, E. De La Hooke, City Passenger and Ticket Agent, 57n

Forty-seven pounds was paid recently in London for a Victorian Cross won by Gunner T. Arthur, R.A., at Sebastopol, in 1855.

ONE TRIAL of Mother Graves' Worm Extirminator will convince you that it has no equal as a worm medicine. Buy a bottle, and see if it does not please you.

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 9:45 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. R. ticket office, No. 64 Masonic Block, Richmond street, and G. T. R. station.

Railways and Navigation

Write for INTERCOLONIAL RAILWAY

Tours To Summer Haunts,

DESCRIBING THE SUMMER LANDS OF

Quebec, New Brunswick,

Prince Edward Island

(The Garden of the Gulf),

Nova Scotia.

TORONTO AGENCY

Wm. Robinson,

10 King Street West.

WHITE STAR LINE.

United States and Royal Mail Steamers.

New York, Queenstown and Liverpool

TEUTONIC SAILS AUG. 29.
CYMRIC SAILS AUG. 22.
OCEANIC SAILS AUG. 27.
MAJESTIC SAILS SEPT. 3.
CELTIC SAILS SEPT. 5.
GERMANIC SAILS SEPT. 10.

Saloon rates from \$15 up. Second saloon from \$10 up, according to steamer and accommodation. Third class rates to Liverpool, London, Glasgow and Derry, \$3 and \$2.50.

Accommodations for all classes of passengers unexcelled.

E. DE LA HOOKE, CLOCK CORNER, Sole Agent for London.

Quebec Steamship Co., Limited

River and Gulf of St. Lawrence. Summer Cruises in Cool Latitudes.

The twin-screw iron steamship Camilla, 1,700 tons, with electric lights and bells, and all modern comforts, leaves Montreal on Mondays at 2 p.m. 11th and 20th August, and 8th and 22nd September, for Pictou, N.S., calling at Quebec, Father Point, Gaspé, P.E.I., and Charlottetown, P.E.I. The finest trips of the season for health and comfort. For full particulars apply to EDWARD DE LA HOOKE or W. FULTON, London or ARTHUR AHERN, Secretary, Quebec.

ALLAN LINE

ROYAL MAIL STEAMSHIPS.

MONTREAL TO LIVERPOOL, via Mobile, Rates of Passage: First cabin, \$30 and upwards; second cabin, from \$20, third class, \$8 and \$25.

NEW YORK TO GLASGOW and London: First Cabin, \$45 and upwards; second cabin, \$22.50; third class, \$20. London Agents: E. De La Hooke, W. Fulton, F. B. Clarke.

Railways and Navigation

CANADIAN PACIFIC

20,000 Harvesters Wanted

In Manitoba and Canadian Northwest.

FARM LABORERS' EXCURSIONS

WINNIPEG, AUGUST 22nd

for \$10

One-way tickets to Winnipeg only will be sold, but each person purchasing will be furnished with a coupon on which, after such person has been hired at Winnipeg to work as a farm laborer, but not later than Aug. 21, 1902, free transportation will be given to holder from Winnipeg to any Canadian Pacific station in Manitoba or Assiniboia, west or south-west or northwest of Winnipeg, but not beyond Moose Jaw, Estevan or Yorkton.

On complying with conditions of certificate which will be given, purchasers of one-way \$10 tickets, passengers will be returned to starting point by same route on or before Nov. 30, 1902, on payment of \$18.

TICKETS ARE SECOND CLASS, and are not good on "Imperial Limited," and will not entitle holder to purchase accommodation on Tourist Cars.

Apply for pamphlet giving full particulars to your nearest agent, W. FULTON, corner Dundas and Richmond streets, or to A. H. NOTMAN, assistant general passenger agent, 1 King street east, Toronto.

GRAND TRUNK RAILWAY SYSTEM

Farm Laborers' Excursion to Winnipeg and other points in Manitoba and Assiniboia.

Purchasers will be given certificate, conditions of which, when complied with, will entitle them to return to original starting point for \$18. Good going from stations south of line, Toronto to Barnia Tunnel, on August 22.

Toronto and Return \$2.35,

good going by Atlantic Express leaving London at 10:25 a. m., on

Saturday, Aug. 16,

and for return by all trains except the International Limited, on or before August 18, 1902. Through cars to Toronto. Dining cars attached.

Tickets and all information from agents Grand Trunk Railway System, E. DE LA HOOKE, C. F. HOOKER, "Clock Corner," Richmond and Dundas streets, London, Ont.

TAKE THE MICHIGAN CENTRAL

"The Niagara Falls Route."

TO—

New York, Boston, Providence, Philadelphia, Washington, Atlantic City.

FAST TIME—BEST CONNECTIONS—FINEST SERVICE.