

London Advertiser.

TWO EDITIONS DAILY - WEEKLY.
TELEPHONE CALLS.
Job Department175
Editorial Department134
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LONDON, TUESDAY, MAY 30.

The New Champions.

In the year 1884 the Government of Sir John A. Macdonald proposed to set further eastward the limits of the Province of Manitoba, then a Conservative stronghold. The Mowat Government claimed that this territory was Ontario's. The Conservative Government set out to take possession by force, for delivery to Manitoba, and for a time armed conflict seemed possible.

The matter was taken to the courts. The late Hon. David Mills prepared Ontario's case, and Hon. Edward Blake argued it before the Judicial Committee of the Privy Council in England. Every Conservative denounced the Liberals for this, but the court said the lands belonged to Ontario. We have them now, valuable mines, forests, water-powers and plowlands. Foiled!

In the year 1883 the Conservative Government at Ottawa, conceived the idea that the liquor license administration might be made valuable politically. They thereupon had a law enacted, the McArthur Act, inaugurating a Dominion liquor license system. The provinces resisted, and everywhere were found two sets of license commissioners, both claiming the exclusive right to issue, and both issuing licenses. Dominion licensees were summoned for selling. The matter went to the Privy Council, and the Dominion Act was held ultra vires the Parliament of Canada. Foiled again!

In 1895 the question of separate schools or no separate schools, the province was passed upon at a general election in Manitoba, and by an almost unanimous vote the people resolved on public schools only. We are not concerned in this article with the question of the desirability of separate schools, but with that of provincial rights. The minority appealed under the B. N. A. Act to the Governor-General in Council, that is, to the Conservative Government, who promptly and peremptorily commanded the province to restore the old school system. The province refused, and the Conservative Government at Ottawa brought in a bill known as the remedial bill, also under the B. N. A. Act, setting forth a new school law for Manitoba, to be settled on that province willingly. Happily the Liberal leader was Wilfrid Laurier. He proposed a conciliatory attitude towards the Manitobans, and an effort to find a basis of settlement on that province willingly. The Conservatives refused to listen, and insisted on coercing the province. The parties went to the country on that issue. R. L. Borden, in Halifax, and William Gray, in London, supported and worked hard for the party which staked its fate on coercion. This time the country spoke. Liberalism won. R. L. Borden and William Gray and all the other coercionists failed.

The last years of the Conservative administration at Ottawa were filled with instances where little railways a few miles or a few score miles long and wholly within the province, and having no interests outside of it, were declared by the Conservative administration to be "for the general advantage of Canada," so as to give the Federal Government jurisdiction over them and to take them out of the control of the province.

These are the people—not merely the party, but the very persons—who are now posing as the champions of provincial rights. Will any Liberal, with the record of his own party, and that of these new pretenders before him, trust their hypocritical pretensions?

Mr. Gray and the Workmen.

Some features of Mr. Gray's campaign in November last, which were effective for the time being, are receding upon his head. He made an elaborate pose as the representative of the working classes. His portrait looked out from the pages of the Free Press every day, with the flaring inscription, "The Workingman's Friend." Unscrupulous methods were employed to prejudice Mr. Hyman in the estimation of the workers, as, for example, the untruthful story that he had sided with the railway companies against the members of the Grand Trunk Provident Society, and had backed legislation desired by railway employees. Mr. Hyman was depicted as a haughty patrician, and Mr. Gray as the tribune and plain friend of the plain people, "Codin's your friend, not Short." The Conservative candidate plied the arts of the demagogue, and appealed to class feeling. He has no one but himself to blame if the workmen are now asking him to produce his credentials. A good many of them took him at his word in November, but their eyes were soon opened by the labor organ. As a citizen of London Mr. Gray had a right to actively oppose the unions during the street car trouble. No crime is imputed to him because his sympathies were not with organized labor

on that occasion, and because he tried to break the strike. But he showed more assurance than consistency a few years later in parading himself as the heaven-sent champion of the workmen of London, and making a special bid for their suffrages. His chickens are now coming home to roost. Mr. Hyman has not endeavored to separate the community into classes, and represent himself as the friend of a particular class. He has acted in a straightforward manner, and has done justice to all classes, according to his lights. He has never been unmindful of the interests of the workmen. Two recent evidences of this are his support of the union labor bill and his defense of the Canadian railway men, in the case of the Pere Marquette. The workmen can be relied upon to distinguish their true from their false friends.

That Railway Insurance Bill.

When a legislature passes an act which is beyond its right to pass, technically called ultra vires, that legislature does a serious injury to those whom it intends to benefit. How? Say a workman is injured during his employment. The statute gives him certain redress by way of damages for his injury. He brings his action at law and a jury awards him damages. The judge of first instance perhaps takes the statute as it stands and gives him judgment. The employer, wealthier, takes the case to appeal, and perhaps finally to the Supreme Court, where the statute is held ultra vires and worthless. The plaintiff, a poor man, so far from being paid for his misfortune, is ruined by law costs.

When this Railway Insurance Bill was brought in making it impossible for the railway employee to contract himself out of the benefit of damages for injury, it was recognized on all hands to be a righteous bill. It came before the Railway Committee, of which Mr. Hyman was chairman, and no one opposed it, all considering it a proper thing. Had Mr. Hyman been a demagogue he would doubtless have played to the gods by making a ringing speech in favor of the bill—occupying needlessly the time of the committee—and having marked copies of his speech sent to all his workingmen constituents. But being no demagogue, but the chairman of a great parliamentary committee, where his duty is to preside impartially, he did nothing of the kind. Everyone approved the bill, and Mr. Hyman approved, in the employees' interest, the suggestion that its validity be first settled at the Government's expense. It was referred to the Supreme Court promptly; its validity was declared in due course, and it became good law. Mr. Hyman's whole course in the matter was directly in the interest of the employees, for whose benefit the bill was framed. To state otherwise is the merest clap-net, as those who do so very well know. The respectable Conservatives no longer try to gain votes out of this incident.

The next great victory will be Hyman's.

Togo found the Russian fleet as easy as fishing snappers.

Boleshevsky can at least claim that he nearly reached his destination.

Mr. Gray is not boomed as the workmen's candidate this time.

The Toronto managers of Mr. Gray's campaign will find that London resents outside dictation.

Russia has been striving for centuries to reach the sea. Her present misfortune suggests the old adage:

"Just hang your clothes on a hickory limb, But don't go near the water."

Mr. Borden's amendment does not give the new provinces absolute control over educational matters. Some of his supporters are trying to hoodwink the electors by saying that it does.

English Roads.

[June Scribner's.]

What good roads they have in England! Look at the piles of broken stone for repairs, stored in little niches all along the way; see how promptly and carefully every hole is filled up and every break mended, and you will understand how a small beast can pull a heavy load in this country, and why the big draft-horses wear long and do good work. A country with a fine system of roads is like a man with a good circulation of the blood; the labor of life becomes easier, effort is reduced and pleasure increased.

Be Prudent.

[Success.]

There is only one place in the world where you can live a happy life, and that is, inside of your income.

Our Popular Queen.

[Bobcaygeon Independent.]

By long odds the most popular woman among royalty is the present Queen of England, Princess Alexandra, or The Princess, as she was known so long and dearly by the British public. Brought up in her childhood in a country that was richer in self-respect than in coin, her sympathies have always been with the people.

Death of Glenagarry's Daughter.

[London Truth.]

It seems wonderful to read of the death of a daughter of the Highland chief who was the original of Fergus MacIvor in "Waverley." Mrs. Forbes,

mother of Sir William Forbes, of Pitts, who has just died at the age of 84, was a daughter of Alexander Macdonell, the sixteenth chief of Glenagarry, who was an intimate friend of Scott, and there are many references to him in Lockhart's delightful biography of his father-in-law. "Glenagarry" was the last Highland chieftain who kept up the ancient feudal customs as far as possible, and he always traveled in befitting state with a "tail" of clansmen in attendance. He died in 1828, leaving his immense property heavily encumbered. His son and successor emigrated to Australia, and the estates of Glenagarry and Glenquoich were sold in 1840 for £120,000 to the late Lord Dudley (then Lord Ward), from whom they were afterwards purchased by Mr. Edward Ellice ("the Bear"), and they now belong to his daughter-in-law, Scott, described Glenagarry as "savage and picturesque."

A Question of Authoritativeness.

[M. A. P.]

Sir Donald Mackenzie Wallace once found himself at a club in Edinburgh, where he fell into conversation with a young man who put forward some views in which he could not acquiesce. "Oh," said the youthful one, "it is all very well for you to say that you do not agree with me, but I know all about it. I have just been re-reading Wallace's Russia."

"And I have just been writing it," was the natural reply.

The former speaker lived to be famous. He was R. L. Stevenson.

Two Kinds of Them.

[Chicago Tribune.]

The end-seat golf refused to move. He sat there like a log; "Why should I give it up," he said, "To another end-seat hog?"

His Best Recollection.

[Chicago Tribune.]

Instructor (at night school)—What's trigonometry? New Boy—It's a man that's been married three times.

TARTARS BUTCHER THE ARMENIANS

Dreadful Massacre in Progress in Transcaucasian City.

Nakhichevan, Government of Erivan, Transcaucasian, May 25.—This government has been almost in a state of anarchy for days. A massacre of Armenians by the Tartar population is proceeding here and in the surrounding villages. The streets are filled with dead and wounded. The Mussulmans not only attack, but pillage and burn the houses of Christians. The number of victims is not established, but exceeds 100 dead, including a priest. The butchery is reported to be still more dreadful in the villages. It is feared that the Persian King, the Russian Emperor, and the British Government are powerless to cope with the situation. Nakhichevan is a very old town, dating from the sixth century B. C. The population numbers about 7,000.

HOLDEN AT TOP

Won the Monthly Handicap Match—H. Betts Second.

The result for May of the monthly handicap golf matches of the London Hunt and Country Club places M. E. Holden at the top and H. Betts second. The result is as follows:

	Gross Handicap	Net
M. Holden	81	81
H. Betts	81	81
Col. Peters	86	86
E. P. Betts	92	92
J. J. Lawrence	92	92
G. King	99	99
G. Brown	91	91
G. C. Gibbons	103	103
H. Peters	118	118
F. Coulson	118	118
H. Middleton	123	123
L. Tilley	140	140

The London Ladies' Golf Club will play the Ladies' Golf Club of St. Thomas Wednesday afternoon. Tea will be served afterward by Mrs. Hume Cronyn and Mrs. Fred Harper.

SHUT-OUT FOR TORONTO

Ball Team Defeated in Decoration Day Game at Rochester.

Today's Decoration Day in the States, and teams in the major leagues are playing doubleheaders. In the Eastern, Montreal defeated Buffalo, and Toronto was trounced by Rochester. Jersey City and Baltimore were winners. The scores:

At Buffalo—	R. H. E.
Buffalo.....	0 0 0 0 0 0 3 4 1
Montreal.....	0 0 0 0 0 0 0 0 0
Batteries—Milligan and McManus; Lacey and Gibson. Umpire, Thayer and Connelly. Attendance, 432.	
At Rochester—	R. H. E.
Rochester.....	0 0 1 0 0 0 0 0 4
Toronto.....	0 0 0 0 0 0 0 0 0
Batteries—Shuttee and Steelman; Magee and Toft. Umpire, Moran.	
At Providence—	R. H. E.
Providence.....	0 0 0 0 1 0 1 0 2
Baltimore.....	0 0 1 0 0 1 0 1 4
Batteries—Cronin and Toles; McNeil and Heame. Umpire, Egan.	
At Jersey City—	R. H. E.
Jersey City.....	0 0 0 0 0 0 0 0 2
Newark.....	3 1 0 0 1 0 0 0 0
Batteries—Pflummiller and Vandergrift; Washer and Shen. Umpire, Zimmer.	

CONTINUOUS SKIRMISHING

Manchuria a Sea of Mud—Chinese Flee Before Russians.

Gansu Pass (108 miles north of the Pass) Manchuria, Saturday May 27.—The rains which began three days ago have ceased.

General skirmishing has been continuous for the past fortnight. Arriving troops on leaving the trains find themselves in a sea of mud. The country in the immediate rear of the Russian army wears the same aspect as did the rear of the Cui position, which the Russians occupied in the south, being denuded of forage.

Many of the Chinese fled from their houses, and wherever the troops camped these houses were torn down for firewood.

Interest in the attitude of the Mongols continues. It is asserted that a state of rebellion exists against the local prince ruling the eastern tribes. A few native traders with goods, arriving at the interior cities from Simlinit, but the only remaining trade route for Northern Manchuria, since the loss of Simlinit to the Russians, is by way of Kichia, over which traders are already active.

The defense of the railway is so complete that it practically amounts to a blockade system.

The foreign naval attaches have been excluded from Vladivostok by order of the Government.

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Limited.
188 DUNDAS STREET,
LONDON.

FEAR RESULT OF JAP VICTORY

Holland Is Therefore Anxious for an Alliance With Great Britain.

Brussels, May 26.—The resignation of Baron Van Lynden, having directed attention to the question of Dutch foreign policy, the following semi-official statement upon that subject will be of interest:

"At the present moment Holland is traversing a peculiarly interesting phase from a political standpoint, which one or another of the great powers might study with advantage, and with the object of drawing this valiant little country within its own sphere of action, and especially its sphere of sympathy. What the Dutch fear most as the result of Japanese victories is the ultimate annexation, either by warlike means, or as the outcome of diplomatic action, of their eastern possessions. They are endeavoring to obtain the protection of the great powers, and they naturally turn, either towards England or towards Germany. The ill-fated deed of the Boer war is rapidly disappearing from the memory of the Dutch people, and they are at the present moment a current of sympathy with England, so much so that the English National Anthem is often played after the Dutch in the theaters. A detail of this kind is not of superficial importance; and it is certain that four or five years ago public opinion would have protested in such a case. It, therefore, seems to me that England, whose people are akin in race and character, might well take advantage of the present situation to draw closer to this country of a great past which lies at her door.

"There are fifteen fast trains daily between Buffalo and New York by the six-track New York Central. Splendid service from London, affording trip through the beautiful Mohawk Valley and down the scenic Hudson River. Landing passengers in Grand Central Station, in the heart of the city, corner Fourth Avenue and Forty-second Street.

A woman never objects to her husband kissing the cook—if she is the cook.

MOTHER GRAVES' Worm Exterminator has the largest sale of any of its kind in the world. It always gives satisfaction by restoring health to the sick folk.

Bermuda --

Summer excursions, to Bermuda, 500 miles. Sailings from New York fortnightly, from 20th June to 11th October. Cooled by sea breezes, temperature seldom rises above 80°. Princess Hotel open the year round. The finest trips of the season for health and comfort.

Bishop Macdonnell Dead.

Alexandria, May 29.—Bishop Macdonnell, of Alexandria, who was being treated for an illness, died this morning at 8 o'clock.

Assaulted by Husband.

Kingston, May 29.—Mrs. Elgin Hoyle is dying in the Hotel Dieu, as a result of an assault committed on her on May 19 by her husband, after a dispute over money, which the husband had taken and which she wanted.

That is why Putnam's Corn Extract—or take such an enormous sale of good—sure cure—and better than any substitute. Insist on having Putnam's only.

A woman's ideal photograph is one that represents her as looking at least ten years younger than she really is.

The 1896, 1898, 1900, 1902, 1904

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The 1896, 1898, 1900, 1902, 1904

Kingsmill's

Carpet House:
128 and 130
Carling Street,
London.

Largest Carpet House in Canada.

\$1.35 BRUSSELS FOR \$1.15

MADE AND LAID.

Our Great Determination Sale of unlimited quantities of the most beautiful designs and colorings of high-grade English Body Brussels Carpets continues with the utmost enthusiasm. These positive price reductions is what is making the great many economic buyers come to Kingsmill's Carpet House—the largest in Canada. This is positively the nicest lot of Brussels Carpets we've had the pleasure of showing, and they were bought before the increase in cost of carpets, together with this special reduction makes this the greatest carpet offering ever put forth by any carpet house in Canada.

Special

NEW ENGLISH BODY BRUSSELS CARPETS—27 inches wide, full five frame; a carpet which for artistic appearance and great durability has no equal at the price. We show in this grade 42 different designs, with 22½-inch borders to match. Embodied in these English Brussels Carpets are the best and most striking effects, being beautiful examples of the weaver's art; designs specially adapted for the drawing-room, dining-room, bedroom, library, den, hall, with ¾-yard stair carpet to match. This is the greatest bargain offering of High-grade Brussels Carpets, and values such as these cannot be duplicated in any other carpet house in Canada. Regular price of these Brussels Carpets is \$1.35; come tomorrow and be sure to ask to see these handsome Brussels Carpets; made and laid, for, per yard **\$1.15**

NEW ENGLISH BODY BRUSSELS CARPET—27 inches wide; in this grade we show the splendid range of 17 designs; the finest it has ever been our good fortune to gather together, the designs being exceptionally artistic, in all the leading styles, with beautiful two-toned Chintzed and Oriental color combinations; suitable for any kind of room or hall; wonderful value for the economic carpet buyers; come tomorrow; per yard, made and laid..... **81c**

Are You Going to New York?

There are fifteen fast trains daily between Buffalo and New York by the six-track New York Central. Splendid service from London, affording trip through the beautiful Mohawk Valley and down the scenic Hudson River. Landing passengers in Grand Central Station, in the heart of the city, corner Fourth Avenue and Forty-second Street.

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QUEBEC STEAMSHIP CO., Ltd

River and Gulf of St. Lawrence.

SUMMER CRUISES IN COOL LATITUDES.

The well and favorably known S. S. Campana, 1,700 tons, lighted with electricity and having all comforts, leaves Montreal on Mondays at 1 p.m., 4th and 10th June, 3rd, 17th and 21st July, 14th and 28th August, 11th and 25th September, for Pictou, N. S., calling at Quebec, Gaspé, Mal Bay, Percé, Cape Cove, Grand River, Summerside and Charlottetown.

Summer excursions, to Bermuda, 500 miles. Sailings from New York fortnightly, from 20th June to 11th October. Cooled by sea breezes, temperature seldom rises above 80°. Princess Hotel open the year round. The finest trips of the season for health and comfort.

ARTHUR AHERN, Secretary, Quebec. For tickets and staterooms apply to E. DE LA HOOKE or W. FULTON, ticket agents, London, Ontario.

Michigan Central

The Niagara Falls Route. NEW FAST TRAIN.

"The Wolverine"

Arrives Forty-second Street, New York, 8:00 a.m.

Close connection, leaving London 5:35 p.m. Tickets and all information at city ticket office, 205 Richmond Street, Toronto. O. W. RUGGLES, G. T. & P. A., Chicago.

Many a man is given a soft answer because he is known to be a hard hitter.

ALLAN LINE ROYAL MAIL STEAMERS

From Montreal and Quebec, every Friday, to Liverpool, via Mowle. Second cabin, \$10 and upwards. Second class, \$15 and upwards. Glasgow service—First cabin, \$10; second cabin, \$15. Third class, \$20. Or from Liverpool, Derry, Belfast and Glasgow, at lowest fares. E. De La Hooke, W. Fulton, P. B. Clarke, agents.

GRAND TRUNK RAILWAY SYSTEM

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Home-Seekers' Excursions

To points in Manitoba, Assiniboia, Saskatchewan and Alberta.

Rates \$30.00 to \$39.50

Good going June 13, 27 and July 12; valid returning within 90 days.

For tickets and full information call on E. DE LA HOOKE, city passenger and ticket agent; E. RUSE, depot ticket agent.

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Carling's plant is equipped with every modern facility for producing pure, wholesome ale.

Sold everywhere by all enterprising dealers.

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