# Condon Advertiser.

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LONDON, MONDAY, SEPTEMBER 6. JOHN SANDFIELD MACDONALD.

The death of Mrs. John Sandfield Macdonald, which took place on Friday at Cornwall, reminds the public of a name now almost forgotten. "Who remembers John Sandfield Macdonald? day, in making mention of the monu One of them is Sir John Carling, who not much has been heard of it since those who pointed to it as a triumph

the control of the treasury.

Sandfield Macdonald gave the coun-

ery much honest and useful service. but he was not an epoch-making Reformer, he opposed the principle of as Premier of Ontario, he was virtu- of Minister of Labor. ally the lieutenant of Sir John Mac-

### IN CANADA.

Papers of a practical character, fl-Austrating the railway development of the Canadian West, were read before the engineering section of the British Association at Winnipeg last week.

construction of the National Transcontinental Railway, dealt more parengineers, who started out in the fall of 1904, were to limit the maximum curve to six degrees, and that to be conjunctivitis of infancy. used only sparingly, while the maximum grade was the lowest in Amer- dividual of being doomed to go through ica, so far as known. Against the life without sight, there is an econbeaviest traffic, the east-bound the omic aspect to blindness which is of haughtily left the apartment. grade was placed at 0.4 per cent, or no small importance, and which is against the lighter or west-bound looking to reduction of what may be traffic it was placed at 0.6 per cent, considered preventable blindness. It or \$1.66 feet to the mile. On curves is estimated that in England the cost

transportation by the Transcontinental instruction to a child with sight.

William and lake, canal and St. Lawrence River to Quebec, is 1,771 miles, involving five transhipments of wheat. The distance by the Transcontinental culated compound locomotive is captender of 4,290 tons. Assuming the one train, the earnings would amount from Fort William to Montreal, via the lake, canal and St. Lawrence River. a distance of 1,216 miles, was 4 cents so that at \$4 40 per train mile the engines above referred to could haul on the Transcontinental, east-bound from Winnipeg to Quebec, for 0.19 cent per bushel cheaper than the existing water and 10.86 cents per bushel cheaper idea was not carried out. than the present combined rail and water rates between the two points in

Meanwhile the Canadian Pacific is not idle, but is doing much to improve two sections of the line which offered many difficult feats of engineering. It but be of benefit to other countries. was Mr. J. E. Schwitzer who dealt with this work. He told of what had been an Ontario newspaper asked the other done on the Crow's Nest Pass line between Lethbridge Junction and Mceet to the mile. The viaduct is 5,327.6 In order to reduce the old grade of 4.5 stupid before our marriage as you are per cent to 2.2 per cent, through the Both have been completed and the line is now in operation.

#### LABOR DAY.

of the highest statesmanship have had The institution of an annual public holiday to be known as Labor Day was notable as the first labor enactstatesman. There was not much that ment by the Federal Parliament. Since work, and he had no hand in the shap- regulations in Government contracts, a mass of labor legislation has been department of labor created some by a portfolio, intrusted to Mr. Mackenzie King, who now bears the title

These developments are a tribute he set his face against separate schools. but few will deny that the results His career was marked by unusual in- have been beneficial in the largest and dependence in the sense that he re- widest sense. How to reduce the garded party ties lightly and was friction between capital and labor asd fond of plowing a lonely furrow, but the resulting waste is a problem to his reputation for moderation was which thinkers in all countries are adgained by temporizing with questions dressing themselves with increasing which eventually had to be grappled earnestness, and the methods employed the little fellow. with and settled by stronger men to in Canada are engaging their attention. save the country from political an- These are based on the assumption archy. Although he stood aloof from that opposing parties in an industrial not leave his business." the confederation movement, he was dispute may often be brought together considered useful by Sir John A. Mac- and disposed to yield to reason and donald, who contrived to put him at justice when they are absolutely conthe head of affairs in Ontario, but here vinced of the good faith of a mediaagain his excessive timidity and lack tor, especially when the mediator is administration was thrifty to the point ion. The success that has attended of parsimony, and his vaunted surplus this treatment is an earnest that Canwas accumulated at the expense of ada will escape in a large measure the But weekly write in for a hundred the development of the province. He evils and abuses that have attended had to make way for more progressive the industrial development of other

Labor Day may be celebrated this above suspicion, and he was laborious year by Canadian workingmen with and conscientious in his public stew- more light-heartedness than for two or three years past, as the shadows upon the industrial horizon are clearing GREAT RAILWAY ENGINEERING away. Unless all signs fail the country is entering upon another burst of prosperity in which work will be plentiful and well rewarded.

## PREVENTABLE BLINDNESS.

Careful investigation has established per cent of the inmates of instituticularly with the section east from tions for the blind have lost their sight through what is known as

Apart from the affliction to the inthis grade was to be still further re- of educating a blind child up to the age of eighteen years, without teach-Mr. MacPherson gives some inter- ing a trade, is about - fifteen times

nipeg to Quebec, via C. P. R. to Fort | Association, having been introduced in the report of a special committee. Both the report and the finding of a committee appointed a year ago by the International Conference of the will be 1,351 miles, and a Mallet arti- Blind, agree that Government health agencies should intervene in cases of able of hauling a gross load behind the eye trouble among infants in much net paying load would be 2,860 tons, diseases by requiring notification from to \$4 40 per train mile, or 4.25 cents notification to be followed by the visit per bushel. The lowest known rate of inspectors, who should make sure vided. In Manchester, where there is per bushel in 1908, which would be diminution of forty per cent in blindequivalent to 4.44 cents for 1,351 miles. ness from preventable causes has resulted. The establishment of a standcommittee, but it was feared it might be given too authoritative construcroute could haul it the same distance, tion of the courts, and therefore the

Meanwhile, organized work for the abolishment of the evil is being carried on in England by the societies board, the latter having prepared a being put forth in England cannot

A HIT AT THE HERALD. The Hamilton newspapers pass the lie with a frequency that seems to indicate a real dislike for one another.

MORE OUTSIDE. An exchange states that the population of Scotland is now estimated at nearly five millions. There must be twice as many Scots as that out of Scotland.

MONEY TO BURN. The large increase in August bank clearings at Toronto and Montreal indicates the steady expansion in the volume of Canadian business.

THE TRUTH COMES OUT. His Wife-You didn't seem to be as

SAYS McGOWAN. [Cleveland News.] "Th' hope av many a man is t' handle a lie till ut wears smooth." A DEFINITION.

Tommy-Pop, what is retribution? Popley-Retribution, my son, is something we are sure will eventually overtake other people. IN VAIN.

[Chicago News.] Only after beauty is gone does the vain woman discover that brains are useful.

Many a man's so-called goodness is due to the fact that an interesting brand of temptation has never been handed him. BETTER POSTED.

"Do you think I can stand an operation, doctor "You know your financial condition bet

> OUT OF THE ORDINARY. [Detroit News.]

"They seem to be very nice people." They are. When they moved in the ouse next door they never said a word about the filthiness of the people who occupied the house before them

NOT ABLE TO GET AWAY. "Mamma," asked little three-year-old Freddie, "are you going to heaven some

"Yes, dear, I hope so," was the reply. "I wish papa could go, too," continued "Well, and don't you think he will?" asked his mother.

"Oh, no," replied Freddie; "he could A HOWL FROM HUBBY.

I'm glad that, my tired and overworked Is down there enjoying the time of her

And getting a rest of both body and I'm sure she is happy, with nothing to

I'm not at all fearful she'll possibly flirt. But I'd like to know where she put my clean shirt. A STEADY JOB.

Boston Transcript.]

Caller-Snip & Co. have employed me

to collect the bill you owe them. sir, on securing a permanent position. MODERN SCIENCE STILL

TRIUMPHS. [Philadelphia Public Ledger.] "Do you believe surgery can ward off

old age?" "Oh, yes. Frequently the patient dies

#### NAVAL EVOLUTION.

There may come a time when there will be an imperial fleet jointly owned by all the dominions and administered by board in which these dominions will be next stage in the developments of imperial defence. The first step is the creation of local navies by each of the dominions.

SCORNED HIS ADVICE. [Cleveland Plaindealer.]

"Madam," said the medical man, gravely, "you must practice filling your lungs with deep breaths of pure air "An' bust the smithereeens out of m new Direct'ry gown," sniffed the lady "I think I see myself." And turning on her high heels she

WOMEN WRITERS OF FRANCE. [London Telegraph.]

thousand bluestockings alarmed at his discovery. This is only a rude way of saying that that humber of French women write. Fifteen hundred of them are novelists, 300 write school books and 300 are noetesting figures as to the cost of grain greater than what it costs to give esses. The remainder are miscellaneous authors. Among them are 360 journalists, of whom, however, only the martrimonial game three times, The subject was discussed at the twenty write on other topics than "lecturing seems to be the only busiwater route. The distance from Win- recent meeting of the British Medical fashions. Fifteen hundred women be-

The New Fall Gloves

We have just received our first shipment of Kid

Gloves. For years the "Kingsmill Quality" has been known as "Perfection." We guarantee every pair.

TWO-CLASP WALDORF GLOVES-Pique-sewn, + 1945 gussetted fingers, Paris points; suitable for wearing with tailored suits; in all the new shades of brown, navy, grey, tan, green, ox-blood, white and 

TWO-CLASP MAJESTIC. PERFECT-FITTING GLOVES-Pique sewn, Paris points; retain the shape and wear well; in champagne, navy, tan, brown, white and black ......\$1.65 TWO-CLASP CARLTON, FINE KID GLOVES-Long fingers, gussetted, overseam, Paris points: in tan, brown, grey, white and black ..... \$1.50

ONE-CLASP ENGLISH CAPE GLOVES, in tan; outseam, spear points; stand hard wear ..... \$1.25

TWO-CLASP ASCOT — Gussetted fingers, Paris points; a nice fitting glove, with overseams in tan, champagne, grey, brown, white and black....\$1.25

DRYGOODS AND CARPETS

# KINGSMILL'S FOR GLOVES

NEARLY 50 YEARS AND STILL IN THE LEAD

long to the French Society of Authors. OUR SHIPBUILDERS The statistician's discovery does not seem a very alarming one. Three hundred poetesses, it is true, is rather a high figure, but only 1,500 lady novelists for a population of over forty So Says a United States Naval a high figure, but only 1,500 lady nov-

millions seems quite n.oderate. MY CHOICE. [Detroit Free Press.] I'd rather sing some simple lay And have the world know it means

KIPLING'S HORRIBLE FINISH

Than sing in such bewildering way

As those who write for magazines [Bobcaygeon Independent.] W. T. Stead does not hesitate to say tired officer of the United States navy, hat Kipling has written himself out, and is afflicted with political delirium remens. The man who would brand

HORRIBLE PROSPECT. [Buffalo News.]

A New York writer wants typewritists to call themselves "dactylographs." To call themselves "dacylographs" will be all good enough, but may they i ver write it!

> EXPERIENCE. [Illustrated Bits.]

She (with a pout)-A man always treats his second wife better. He (blandly)-After a . man nce got rid of a balky horse he uses more intelligence in picking out an-

HARD TO SWA! ... OW.

[Life.] "Are you willing to join us and beome a vegetarian?" "Yes," said the philosopher, you're willing to concede that all flesh is grass."

A SAGE MOVE. [Washington Herald.] "I summered in a small place where everybody played checkers, and I got a eputation as a champion, I can tell you." "I didn't know you could play check

"I can't. So I only played one game. "Then how did you get the reputation of being a champion?" "I took twenty minutes for my first move."

HOW ABOUT IT? [Houston Chronicle.] "These summer engagements sel-

dom result in matrimony." "Perhaps it is just as well. Disilusions would be bound to come. Every girl on vacation manages to look pretty, whether she is or not, and every fellow certainly acts rich."

FRIENDLY VERDICT. [Philadelphia Bulletin.]

"Say," queried the indignant artist, after he had gone over the entire art exhibition, "why didn't the committee hang my canvas?"

"I believe," replied the

was too good for it." CLOSE ENOUGH

[Success.1 An Englishman and an Irishman were overheard discussing Miss An-

nette Kellerman and her "Diving Venus" act at the Fifth Avenue theatre (Scotch) boilers for their mercantile recently. Said the former: "She came nearer swimming the

English Channel than anybody ever "How close did she some?" inquired in hand for the British Government. the Irishman.

"Eleven miles." "Which coast?" "The English, I think." "Then, begorra, that was close nough."

WHEN THE BOAT UPSET.

Helen-Of course he clasped you in his arms when the boat upset? Hazel-No: just the opposite Helen-Just the opposite? What do you mean? Hazel-Why, the boat upset when he

clasped me in his arms.

don't show.

OH! [Sketch.] Sister Ann-Did yer get any marks at school terday, Bill? Bill-Yus, but they're where they

ASKED AND ANSWERED

[Exchange.] bachelor, as he laid aside his paper, land follow, but are small in compari-'that nearly all the unhappy wives go son. into the lecture field." "Because," explained the scantyhaired man who had been up against

AHEAD OF AMERICANS

Officer—Result of Wise Legislation.

esting information concerning the we got the profits. A potent bondshipbuilders of England, their views holder in the west has said: 'It makes on American shipbuilding, the effects no difference under what flag our of the tariff and the general condition grain is shipped to Europe, so long as Alvinston of shipping is contained in a letter re- | we get the gold for the grain.' But it Aylmer ceived by a Washingtonian from a re- does make a difference. a resident of this city. The naval of Great Britain which makes her gold officer writes as follows:

think the Americans who have pur-Canada as Our Lady of the Snows was chased steam yachts abroad had good grains of gold as is contained reasons; that they got better boats \$4.44, but we are obliged to pay \$4.866 and for less money; that their experi- for it, and in the broker shops in Wall ence is so much greater than that of street we pay \$4.92. If we enjoyed as the Americans. They regard the remuch 'carrying trade' as do the Britcent tariff laws as anything but just, ish, this difference of 10 per cent as it requires the American owner to against us would not exist, and the pay 35 per cent on the value of the rich Americans who buy yachts abroad vessel, or else be charged a tonnage or whose families come to London for tax of 30 shillings per ton per annum every season, would be able to recover if the boat visits American waters, the advantage of that 10 per cent. They say it may be doubted whether this effort to keep business at home of the United States will consume all, will prove successful, as those Ameri- or even more wheat than the states

> costs. "I visited the great shippard of Har-16.000 men are employed in its operhine engine is to receive the exhaust More than half of the great Pennsylfrom the other engines. It is expected vania Railroad is owned in Great Brivessels will make 21 knots an tain and France. Our inland navigahour. These ships will be long enough tion (American enterprise) is being to cover four seas and should not forced out of business by the railroads. pitch at all in any weather less than The fleet of boats on the Hudson River will be six or seven days of comfort that great stream. instead of five days of discomfort in

the very fast ships, which means less steamer has done the rest. cost of management, as well as giving more cargo space. Wonderful Lifting Crane. "The most interesting thing in the yard of Harlan & Wolff is a which will lift 120 tons from the wharf ships for the transport service. and place it into a ship's hold at one wharf and with one operation hoist

to catch up with it. "There is some fretting, if not chagrin, in Belfast that they had to go to Germany to set the 120-ton crane. "I was greatly interested in the Eastern (600 feet long) he launched her sideways, fearing she would break ried. or swamp if launched endways; but Harlan & Wolff are preparing to launch these 850-foot ships endways,

just as we do our 400-foot ships—stern foremost. "They are using all cylindrical

"There were 24 Yarrow (tubular) boilers on the floor, being built for another firm, for torpedo-boats. This, they said, was all the work they had "A visit to the shipyards at Glasgow was equally encouraging for the British shipyards and just as discouraging for American yards. There was hull in frame on every set blocks, and the wharves were lined with new ships receiving machinery. "It is said that there is a smaller than there was a year ago, but owing to the larger size of many of these ships the aggregate tonnage is greater. The Lloyds' register shows this year's aggregate tonnage to be 41,449,000, against 40,922,000 for last year. About

colonies.' Far Ahead in Tonnage. "It is claimed that the shipping of

Great Britain is four and a half times greater than that of Germany. as the figures from the United States include the boats on the Great Lakes, no comparison as to ocean-going tonnage can be made, but that our tonnage must be multiplied by three and a half to equal that of Great Britain. Norway's fleet is one-tenth that of the "I wonder willy it is," queried the old British; Italy, Japan, Russia and Hol-

> "Nor is the superiority of shipbuilding the only thing which marks the prosperity and importance of these wise and thrifty people, but the management of their snips and the encouragement to manufacturers. The large transatlantic ships are commanded by

are on the reserve list. In event war any or all of these ships may be Howlett, \$9, assisting engineer on No. 2 pressed into the service of the army drain and branch or navy. Though part ownership of Council adjourned to meet at 1 o'clock some of these lines is vested in citizens of the United States, it must not be forgotten that the vessels are reg-

istered in England, commanded British naval officers and available f British war service only. A short time ago a gentleman of words and influence said it made no difference to Dates Arranged For Fairs in Western Washington, D. C., Sept. 5.—Inter-built, that so long as we were owners the Americans where the ships were

"It is the 'balance of trade' in favor coins worth 10 per cent more than "They (the British shipbuilders) ours, grain for grain of gold. A British sovereign contains only as many "In a very few years the population

insist on having the best, whatever it port wheat. What then? Americans Losing Skilled Labor. "The closing of our shipyards has Exeter lan & Wolff, at Belfast, the largest driven skilled labor out. Every nation has been strong, great, powerful, rich, driven skilled labor out. Every nation plant covers 98 acres of ground and just in proportion to its producing classes; and with the diminution of ation. They had half a dozen vessels that producing class comes the wane on the ways, including two ships for of the nation. Bancroft has said that the White Star Line, the largest ever the destruction of a nation comes with built. These vessels are to be 850 feet the elimination of its middle class. long on the load water line, 80 feet While the shipyard mechanics are bewide, and to displace 44,000 tons each. ing forced out, an equal number of un-They are to have triple screws, the skilled laborers are being imported to centre engine being a turbine and the dig the grades for railroads, and these wing engines reciprocating. The tur- railroads are largely owned in Europe.

a gale. A voyage in one of these ships has a rail competitor on each bank of "Our splendid fleet of sailing ships one of the fastest ships. Besides that has disappeared; it was first greatly they will carry coal for the round voy- diminished by the Confederate cruiser age, and will burn much less fuel than Alabama, and the British 'tramp'

"The British people say, 'Who rules the waves, rules the world.' "Eleven years ago, when we got into a difference with Spain, our war crane department was obliged to buy British tunately the British were friendly to operation. They 'fit' and assemble an us. Today we have no American mer engine in the shop, skid it to the cantile marine to draw upon, and few

## shipyards to build." it and lower it to its foundation on its keelsons. This yard is so far ahead of anything of the kind in the United

Delaware council met Aug. 23, all the members present. Moved by A. E. Monmethod of launching so long a ship, teith, and seconded by John Switzer, that Sp charge, "they decided that hanging When Scott Russel built the Great no action be taken upon the petition just read re assessments on buildings. Car-

> portion of Palace street in the village of Delaware. port at the next meeting.

John Wilkins, \$5 75 gravel; H. Elviage, \$3, one-twelfth of this is done in 'the drawing gravel; John Holbourne. overseeing gravel; H. C. Scott, \$2, drawing gravel and mending bridge; S. F. Nichols. \$6 50 for gravel: F. Ryckmar \$19 04, drawing gravel; Tom Glassgow, \$2, looking after tile and fixing sidewalk William Fowler \$3 50 drawing cement tile; Wm. Robinson, \$1, repairing washouts; Ed Longfield \$3, for gravel; J. A Scott, 50 cents for cement and grave Ryckman Bros., \$40, drawing grave! Ryckman Bros., \$15, drawing gravel; A. Scott, 75 cents, for cement gravel Free Press, \$4, advertising; The tiser, \$3 80, advertising: W. M. Manigault, \$50 50, survey, plans, and attending court of revision on No. 2 drain; J. E. Day \$3, work on Delaware hill; Alton Ryckman, \$3 50, overseeing gravel; reeve and councillors \$10 for attending court of revision on No. 2 drain; J. H. Matthews, \$38 50, drafting bylaw, lishing and delivering same, attending

of ders, copying profile re No. 2 drain; E.

Ontario and Other Sections. .Sept.

dgetown

Sarnia .

Rev. Mr. Nichol requested the council to pass a bylaw to close up the eastern

It was voted that he clerk look into the matter of peddlers' licenses and re-Moved by John Switzer and seconded y A. E. Monteith, that the tax rate be fixed at 9 mills on total assessment. Car-

John Switzer, that the reeve interview the township solicitor in regard to outlet for Robert Herron. Carried. Moved by A. E. Monteith and seconded by J. H. Johnstone, that John Switzer look after the repairing of the Kennedy Bridge on 3rd con., with power. Carried. The contract for the repairing of No. 21 government drain and branch was awardnumber of ships being constructed ed to J. E. Elviage for \$688, Mr. Elviage to give a bond for \$1,376 for the faithful performance of the contract: The following accounts were ordered paid: Ernest Oldham, \$17 20, tile; Alex. Herron, \$7, cleaning culvert and grading Wm. Howlett, \$3, drawing gravel;

Wallacetowr DROPPED DEAD Toronto, Sept. 4.—Edward Littlefair, of Blyth, Ont., dropped dead this morning while out for a walk. Dr. Armstrong, who was called, stated that the cause was heart failure. Deceased was visiting his son John on St. Clair avenue.

