

London Advertiser.

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THE LEADING DAILY IN WESTERN ONTARIO

SWORN CIRCULATION.

MONTREAL AGENCY. A. McKim & Co.
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THE LONDON ADVERTISER COMPANY
(Limited),
LONDON, ONTARIO.

London, Wednesday, Dec. 19.

An Insolvency Law.

Bassano—Why dost thou whet thy knife so
earnestly?
Shylock—To cut the forfeit from that bank-
rupt there.

It is a picturesque scene in "The Merchant of Venice," where Shylock, the Jew, is whetting his knife to cut the forfeit of a pound of flesh out of the bankrupt merchant because it was so nominated in the bond. The name of Shylock is a byword, signifying an exacting, harsh, unyielding, merciless creditor. There are many types of Shylocks, and many grades of the same type, and all are more or less repulsive.

Modern business methods, and the competition of business, becoming keener all the time, is the cause, it will be generally admitted, of many an honest failure; and it may be taken for granted that there is a consensus of opinion in favor of a law by which when a debtor cannot meet his liabilities there should be a pro rata distribution among his creditors.

We have at present no insolvency law for Canada. It will be remembered that so far as this Province is concerned the Ontario Government did what it could to remedy the evils and injustice which without doubt would have existed without such a law. It passed an act providing for the equitable distribution of an estate among the creditors where the estate would not pay one hundred cents. It made provision for an assignment to the sheriff, or with the consent of creditors to other than the sheriff. They also made provisions respecting judgments, so that one creditor by obtaining judgment would not take all and leave nothing for the other creditors.

The Province has not, therefore, owing to the action of the Ontario Government, felt the need of an insolvency law nearly so much as it would had not the Provincial Government done its part. Perhaps, however, if they had done nothing, the Dominion Government would have felt called upon sooner to pass an insolvency law which would more fully have met the necessities of the case.

Representatives from most of the leading Manchester houses met recently in the city named with the view of discussing the Canadian Insolvency Laws and the injuries under which English firms suffered, and to urge their views before the Canadian Government. These views were embodied in a memorial. The points referred to in the memorial were—(1) One law for all the Provinces and Territories; (2) abolition of all preferences; (3) registration of liens on goods, book debts, or other securities; (4) liens and preferences given within a period of three months prior to an assignment to be deemed invalid; (5) to provide against fraudulent and preferential settlements; (6) to provide for the means of enforcing and assignment of an estate of a debtor who is solvent; (7) to provide proper examination of a debtor before a judge or other authorized official; (8) in the appointment of official receivers, the rights of creditors to a proper supervision, and control of the estates to be safeguarded; (9) traders to be compelled to keep proper books of account.

Without discussing these points in detail, it will be evident that they are very important and demand the early attention of Parliament. Both from the standpoint of the creditor and the debtor, an insolvency law is desirable. The creditor had better get what he can as soon as he can, and the debtor had better be free to strike out again, and perhaps do as many have done before, earn sufficient to pay the creditors in full.

"Canada's Freedom From Crime." The Chicago Tribune, one of the best newspapers of the continent, seems to be struck by Canada's freedom from crime. It is pleasant to have Canada so enter the new century. Says the Tribune:

"The annual report of criminal statistics of Canada shows that there were only 25 indictments for murder in the Dominion during 1899. Of these only two were left without final action; nine persons were acquitted, and eleven were convicted and hanged. There were no lynchings. This is a remarkable record for a country of over 6,000,000 inhabitants, where the people are so widely distributed as to make constant police surveillance impossible. One cause for this happy result is that Canada has not, like the United States, great cities whose criminal population is swelled by offenders coming from other parts of the world. Nor do emigrants from Southern Europe, who are more addicted to deeds of violence than the races of Northern Europe, settle in the Dominion. Yet even these favoring causes are not sufficient to

account entirely for the remarkable smallness of Canada's criminal record. "Beyond a doubt the Canadians are right in crediting much of their immunity from violent crime to the sharp and sure justice that is always meted out to criminals. As all criminal laws are made by the Federal Parliament, they are the same in all the provinces. More important still, there are practically no court delays. There is no appeal to a second court, nor is there any other method by which proceedings can be stayed and the case dragged through months or years, as in this country. The Minister of Justice for the Dominion alone has the power to stay proceedings, and the cases in which he finds it necessary to interfere are exceedingly rare. Conviction is unwaveringly followed by a prompt execution of the death penalty.

"There is every reason to believe that this swift and sure administration of punishment prevents more crimes which would be committed under a more lax and dilatory system. If Canada were to abolish the death penalty and adopt the United States' system of extended delays and repeated appeals, there would undoubtedly be a large increase in the number of murders, and the evil of lynching would probably make its appearance at the same time. Nothing so effectually prevents crime as the knowledge that punishment will be swift and sure. In this respect our own methods of criminal procedure are clearly open to improvement."

Good Roads and Rural Free Delivery.

The Burlington Hawkeye has issued an address to the newspapers of Iowa asking them to agitate the subject of good roads. The chief point made by the Hawkeye, whose editor is a postmaster, is that the success of rural free delivery depends largely upon good roads. In the address the Hawkeye says: "Iowa, one of the best States in the union, with the greatest and most varied natural resources, is floundering in the mud and losing millions of dollars annually by bad highways. The States with good roads are going to have the preference in the distribution of free delivery routes. Iowa, with the lowest rate of literacy, a State where newspapers, magazines and literature generally find the widest circulation; where the circulating library is supplementing local libraries, the State of all States where free delivery ought to flourish and be self-sustaining, is in danger of not getting its share of the latest and best boon for farmers because of its poor highways."

A Positivist on the Close of the Century.

Mr. Frederic Harrison has just contributed an article to the North American Review entitled "Christianity at the Close of the Nineteenth Century," which merits a little attention. With his direct references to the present position of Christianity we shall deal in a later article. We note now merely the tone in which this well known writer regards the closing century. He states his position in the following words: "I am a convinced believer in the gradual improvement of civilization when we judge it by areas and epochs sufficiently wide and typical. In all progress there are oscillations and partial degenerations. But I must profess my conviction, and I hear the same confession by the best men and women day by day, that our immediate generation has been sinking of late to meaner ideals, to coarser ways of life, to more vulgar types of literature and art, to more open craving after wealth, and a more insolent assertion of pride and force."

This article is, of course, cleverly written, for Mr. Harrison is a student of literature and master of style. It describes in vivid language what the author regards as the decadence of the present period. Mark that it is not the century as a whole that the writer selects for his reprobation, but the last few years of it. The century has had great men and great movements, no century has ever done better in that respect, but, he asserts, it is ending badly, and we are in the grip with a vengeance. In politics, journalism is rampant; in literature, we have the short story and the problem play taking its heroes from among women with a past, and its heroes from the slums. In prose and verse, the favorite style is the Cockney slang of the costermonger, the bedding ring and the barrow canteen. As for society, it is a common observation that the widowhood and the retirement of the Queen have been followed by a deplorable decline in the simplicity, purity and culture which marked the dominant society in the days of her married life. Fashion, as it is called, is now at the mercy of any millionaire gambler or any enterprising Monte Cuxto from across the seas.

The cause of this, he says, that the wars of the century have been selfish, waged for gain rather than for glory or liberty. "A policy avowedly of 'blood and iron,' of force and annihilation, of might without right." Hence we are in a bad way, and ought to be ashamed of ourselves in the society to which we belong, when we view ourselves in the light of eternal moral principles.

There is, we believe, much truth in Mr. Harrison's statement, but it is put forth in a somewhat exaggerated manner. It resembles a preacher's indictment of society, rather than the philosopher's calm summary. And it is after all a rather narrow proceeding

to isolate the last quarter of a century from all that has gone before. There is, we believe, with regard to our present social and political life, much room for criticism, but no need for despair.

Our Municipal Platform.

The Advertiser has now gone over each plank of its municipal platform, and recapitulation may be convenient.

1. That the city shall possess a perfect sewerage system; and whatever is necessary to obtain that should be done.
2. That the city should possess perfect waterworks, for domestic purposes and for fire protection; and whatever is necessary to obtain that should be done.
3. The city possesses a first-class hospital. Its management under the Hospital Trust should be continued.
4. The railway facilities of the city should be preserved, and, if possible, improved. The port of Port Stanley should be kept as a port for London. The London and Port Stanley Railway should be used for the best interests of the city. The belt line connecting it with the G. T. R. and C. P. R. through the East End should be obtained.
5. The railway and other facilities should be used to build up and increase the population of the city, and efforts made with that end in view by a joint committee of the City Council and Board of Trade.
6. That the city should possess a public hall, capable of holding, say two thousand. That in order to encourage the erection of such a hall, freedom from taxation or license be offered to anyone erecting such a hall or opera house, the city to have the use free for a specified number of nights.
7. The health and cleanliness of the city to be maintained and improved. A systematic scavenger system to take regularly all house refuse from central portions of the city.
8. Parks and playgrounds should be established in every part of the city.
9. Swimming baths should be established.
10. All cedar block pavements should be taken up.
11. All closets in connection with schools should be connected with sewers.
12. No industries injurious or dangerous to health should be allowed within the city limits. The collection of old bones should be prohibited.
13. All shade trees should be uniformly trimmed, and wherever desirable, new ones planted. A small board of expert tree lovers might be appointed to act with the city engineer.
14. The river banks should be secured for parks and walks, wherever practicable, and beautified.
15. Steps should be taken to establish an art gallery and museum.

A Cruel Job.

[Windsor Record, Liberal.]
The Liberals of Toronto are more successful in getting up banquets than in getting votes.

McClure's Magazine for January will contain the first installment in the Memoirs of Clara Morris, entitled "Recollections of the Stage and Its People." This chapter describes the famous actress' first appearance before a New York audience and tells vividly of all the trials and triumphs of the crucial period. Apart from its sentimental value as the autobiographical work of our greatest actress, the dramatic intensity of the writing gives to the article a literary charm worthy of its high historic interest.

The closing essay in the December number of the International Monthly is by Prof. Frothingham, of Princeton, and is on "Archaeological Progress and the School at Athens." Classical and Oriental archaeology is the field of Prof. Frothingham's activities and he writes most interestingly on the subject. The establishment of the American schools in Rome and Athens has already

WOMAN'S WEIGH

Does not always keep pace with woman's will. There are energetic, home-loving women who by sheer force of will keep themselves going, and fancy that strength of will can take the place of strength of body. But it can't. Every day will see a loss of strength, and that loss will be indicated by a loss of weight. When the weight begins to fall below the normal it is time to ask, Why?

In general, ill health in women may be traced to those womanly diseases which sap the strength and undermine the vitality. Dr. Pierce's Favorite Prescription dries enfeebling drains, heals inflammation and ulceration, and cures female weakness. Where the disease is marked by loss of flesh, there is a steady regaining of weight coincident with the cure which proves the general health to be thorough and permanent.

"Three years ago," writes Mrs. John Graham, of 2015 Plum Street (Frankford), Philadelphia, Penna., "I had a bad attack of dropsy which left me with heart trouble, and also a very weak back. At times I was so bad that I did not know what to do with myself. I came to Philadelphia two years ago and picked up one of your little books one day began to read what your Favorite Prescription had to say. I determined to try it myself. I took seven bottles and to-day I am a strong, well woman, weighing 130 pounds. Have gained 20 pounds since I started to use your Favorite Prescription."

Dr. Pierce's Pleasant Pellets cleanse the bowels and stimulate the sluggish liver.

yielded valuable results to science. The results of the work by the schools established by France, Germany and Italy are compared with that done by the American schools, and an interesting resume of some of the greater finds and explorations is given.

WRECK OF THE STEAMER ALPHA

The Captain, Officers and Five of the Crew Perish.

Two Old People Burned to Death—A Marvelous Escape.

Vancouver, B. C., Dec. 18.—The steamer Alpha, which left the Cape Howe pier to Alaska this year, went to the bottom of Union Bay, Vancouver island, on Saturday night. The news was brought to this city by the steamer Czar, which came direct from Union Bay, the large coal-burning station of Vancouver island.

The captain, officers and five men of the crew of the thousand-ton steamer Alpha were drowned, including her managing owner, Sam Barber. The Alpha was trying to make Union Bay, where the coal was to be loaded, when she was forced by the ice to go in the wrong side of the Yellow Island light-house. She could not free herself, and five minutes later ran high against the rocks that smashed her to atoms in a few hours.

SWIMMER SAVED 25 LIVES.
One member of the crew displayed great heroism by swimming ashore with a life-line, and over this 25 of the 34 members of the crew found safety. It was 200 feet through the breakers.

Captain York, an old mariner, was swept overboard. The barber was also swept away. Engineer Matterson, Second Engineer Dunn, and Third Engineer Murray were all drowned, through slipping to the engine room to the last. Sullivan, an able seaman, and another man, whose names were not known, were drowned.

All day Sunday the shipwrecked people stayed on the island. Early next morning they were landed by a small steamer. Other than the crew, who possibly die from exposure, the Alpha left Vancouver two weeks ago with a cargo of salt salmon. She had 100 tons aboard, and was three days at sea when she began leaking. She put back to Victoria, and there her chief engineer and her crew deserted. They alleged that she was unseaworthy, but it was proven that the engineers opened the sea-cocks to make a scare.

The steamer got a new crew, was pronounced safe by the provincial inspector, and left Victoria on Saturday to resume her voyage to Japan. The steamer was 30 years old and worth \$50,000 and her cargo was valued at \$50,000. Her insurance was \$50,000.

Scorfula in the blood shows itself as it is in swellings, and eruptions. But Hood's Sarsaparilla completely cures it.

There is a great demand for hands by the planters in Hawaii. No less than 20,000 men are needed there in the cultivation of sugar, and efforts are making to secure them in this country.

To cure a cold in a night—use Vapo-Cresolene. It has been used extensively during more than twenty-four years. All Druggists.

Railways and Navigation

GRAND TRUNK RAILWAY SYSTEM

Christmas and New Year Holidays, 1900-1901

Between all stations in Canada. From all stations to and from Port Huron, Mich., Port Covington, Bombay Jet, Heler, Massena Springs, Russell Point, Y. and Grand Point, Mich. All stations in Canada, but not from Buffalo, Black Rock, Suspension Point, Niagara Falls, N. Y., and ERIE PUBLIC GOING dates and limits—At Lowest One-Way First-Class Fare, Dec. 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, and Jan. 1. Tickets good returning from destination not later than Jan. 2, 1901. At Lowest One-Way First-Class Fare and ONE-THIRD, Dec. 21, 22, 23, 24 and 25, good returning from destination not later than Dec. 27, 1900; and also on Dec. 28, 29, 30 and 31, and Jan. 1, good returning from destination not later than Jan. 2, 1901. SCHOOL VACATIONS—To teachers and pupils of schools and colleges, on surrender of Standard Form of School Vacations Certificate signed by principal, going dates and limit—At Lowest One-Way First-Class Fare and ONE-THIRD, from Dec. 21 to 25, inclusive. Tickets good returning from destination not later than Jan. 2, 1901. TICKETS FOR CHILDREN—Children under 10 years of age, and all information from K. DE LA HOOKE, C. P. and T. A. M. C. DICKSON, D. F. A.

CHRISTMAS AND NEW YEAR HOLIDAYS.

MICHIGAN CENTRAL

"The Niagara Falls Route."

Will issue EXCURSION TICKETS to all stations on Detroit, Buffalo and Niagara Falls, at SINGLE FARE, leaving Dec. 22, 23, 24 and 25, returning 26th; and leaving Dec. 26, 27, 28, 29, 30 and Jan. 1, returning Jan. 2, 1901. FARE AND ONE-THIRD, leaving Dec. 21, 22, 23, 24 and 25, returning Dec. 27, and leaving Dec. 28, 29, 30, 31 and Jan. 1, returning Jan. 2, 1901. TEACHERS' AND STUDENTS' tickets will be issued Dec. 31 to 31, good to return Jan. 2, 1901, at one fare and one-third, on presentation of certificate from principal of school. COMMERCIAL TRAVELERS will be issued tickets at single one-way regular fare, Dec. 31 to 31, inclusive, good for return until Jan. 1, 1901. Call at the City Ticket Office, 35 Richmond Street, Phone 385, JOHN P. KELLY, City Passenger Agent, O. W. RUGGLES, General Passenger and Ticket Agent.

WHITE STAR LINE

New York to Liverpool via Queenstown

IMPORTANT NOTICE.

Winter Rates Now in Force.

"S. S. MAJESTIC".....Dec 19, noon
"S. S. TEUTONIA".....Jan. 2, noon
"S. S. CYMRIO".....Jan. 9, 8:30 a.m.
"S. S. GERMANIC".....Jan. 16, 12 noon
"S. S. MAJESTIC".....Jan. 23, 12 noon
"Excellent Second Cabin accommodations on these steamers."

E. De La Hooke,

Sole Agent for London "Clock," "Germ"

New Idea Patterns, 10c. The Runians, Gray, Carrie Co. Groceries in the Basement

CHRISTMAS SHOPPING.

To accommodate our many customers who find themselves too busy to shop during the daytime, we shall keep our store open every evening until Xmas, beginning Wednesday. No better place for honest values and new merchandise in large variety, than right here with us. The earlier purchases are made the better; assortments are larger; attention better; the hurry of the near days to Xmas avoided.

THE DOLL FAMILY

No reason why one little dear should be left out. There's a vast multitude at prices to fit all kinds of purses.
Unbreakable Dolls, made out of wool, handsome colors, from...7c up to 75c
Jointed Dolls, all sizes, from...2c up to \$1.75
Jointed Dolls with natural hair, sleeping or waking, regular price \$1.75. Special for Christmas...\$1.25
Special large handsomely dressed Dolls, regular price 75c. Special for Christmas...50c

Handkerchiefs for Christmas

See our Ladies' Fine Handkerchiefs, with lace edges and corners, for...5c
See our Ladies' Fine Handkerchiefs, hemstitched edges and lace corners, for...7c
See our Ladies' Fine Handkerchiefs, embroidered and hemstitched, for...10c
See our Ladies' Fine Handkerchiefs, hemstitched and tucked edges, for...12 1/2c
See our Ladies' Fine Handkerchiefs, lace edges, embroidery corners, for...15c
See our Ladies' Fine Handkerchiefs, silk embroidery and deep lace edge, for...25c

Blouse Flannels for Christmas Gifts.

Special line Fancy French Flannels, in every wanted shades, stripes, dots, Persian effects and checks. Special value at...50c

The RUNIANS, GRAY, CARRIE CO

208, 210, 210 1/2, 212 DUNDAS STREET, LONDON, ONT.

Railways and Navigation.

ALLAN LINE—For Liverpool, calling at Moville, From Portland.

Nunatian.....Jan. 2, noon
Corinthian.....Jan. 5, noon
Tunisian.....Jan. 19, noon
New York to Glasgow—State of Nebraska, Dec. 22, 10 a.m., Laurentian, Dec. 29.

RATES OF PASSAGE.
First cabin, \$20 and upwards. Second cabin, \$15 and upwards. Steerage, \$5 and \$10. New York to Glasgow, First cabin, \$40 and upwards. Second cabin, \$25 and upwards. \$25; \$32 return, including Belfast and Liverpool. Reduction on first and second cabin tickets.
London agents—E. De la Hooke, W. Fulton and F. B. Clarke.

Intercolonial Railway.

On and after Monday, Nov. 26, 1900, the train leaving Union Station Toronto (via Grand Trunk Railway) at 10:10 p.m., connects with the Maritime Express and Local Express at Bonaventure depot, Montreal, as follows:
The Maritime Express will leave Montreal daily, except on Saturday, at 12 noon for Halifax, N. S., St. John, N. B., the Sydneys, and points in the Maritime provinces.
The Maritime Express from Halifax, St. John, the Sydneys and other points east will arrive at Montreal daily, except on Monday, at 5:30 p.m.
The Local Express will leave Montreal daily, except Sunday, at 7:45 a.m., due to arrive at Levis at 1:05 p.m.

The Local Express will leave Levis at 5:20 p.m., daily, except Sunday, due to arrive at Montreal at 11:00 p.m.
Through sleeping and dining cars on the Maritime Express.
The vestibule trains are equipped with every convenience for the comfort of the traveler.
The elegant, sleeping, dining and first-class cars make travel a luxury.
The Intercolonial Railway connects the west with the finest fishing streams, seaside resorts and tourist routes in Canada.
Tickets for sale at all offices of the Grand Trunk System, at Union Station, Toronto, and at the office of the general traveling agent.
WILLIAM ROBINSON, General Traveling Agent, 10 King Street West, Toronto.
H. A. PRICE, Assistant General Passenger Agent, 148 St. James Street, Montreal.

CANADIAN PACIFIC

CHRISTMAS RATES

Return tickets will be sold as follows:
ON GRAND TRUNK RAILWAY at lowest one-way first-class fare, Dec. 22, 23, 24 and 25, good returning until Dec. 26, 1900. At lowest one-way first-class fare and one-third, going Dec. 21, 22, 23, 24 and 25, and returning until Dec. 27, 1900.

TEACHERS' AND STUDENTS' tickets at lowest one-way first-class fare and one-third from Dec. 8 to 31, 1900, inclusive, good returning until Jan. 2, 1901. Between all stations in Canada. Port Arthur, Sault Ste. Marie, Windsor and East, and from S. S. Marie, Mich., and Detroit, Mich., and to and from Suspension Bridge and Buffalo, N. Y.
COMMERCIAL TRAVELERS (on presentation of commercial travelers railway certificate) at lowest one-way first-class fare, going Dec. 21 to 31, 1900, inclusive, good returning until Jan. 7, 1901. Between all stations in Canada. Port Arthur, Sault Ste. Marie, Windsor and East.
W. FULTON, city passenger agent, 101 Dundas Street, corner Richmond, London, Ont.
H. H. NOTMAN, assistant general passenger agent, 1 King Street East, Toronto.

A. Westman,

111 Dundas St. Branch, 654 Dundas.

Special Bargains Silverware

ALL NEW GOODS, LOWEST PRICES

Confections For Christmas

Cowan's

Chocolate Wafers.

Chocolate Ginger.

Cryolized Ginger.

Chocolate Cream Bars.

Queen's Dessert Chocolate.

Ask your grocer for these delicious goods. 39 ct