

London Advertiser.

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Managing Director John Cameron

London, Wednesday, Sept. 13.

Sir William's Imagination.

Imagination is not, as commonly supposed, the exclusive property of poets and mystics. All great men of affairs have it in a large degree, though in them it may go by another name. The constructive genius of the Napoleon of finance or commerce is as much imagination as the creative faculty of the poet. The success of the C. P. R., for example, is owing in a great degree to the possession of this rare quality by Sir William Van Horne, some of whose daring conceptions, such as the line of steamships to the Orient, would have been dismissed as impracticable by a less original mind. Sir William's latest project is also picturesque in its bold initiative. He would have a passenger at Euston station, London, buy a ticket clear through to Hong Kong via Canada. The passenger would be rushed to Liverpool on a special luxuriously-appointed train, half-English, half-American in design. At Liverpool he would board a fast steamship for Quebec or Halifax, according to the season. The Imperial Limited would whirl him across the continent to Vancouver, where the steamer for the east would be awaiting him. During every mile of the journey from London to Hong Kong Sir William would have the passenger on C. P. R. cars and C. P. R. steamers. To do this, he blandly points out, it would be necessary to have the Intercolonial Railway and the fast Atlantic steamship line in the hands of the C. P. R. Given these conditions it cannot for a moment be doubted that Sir William's conception, under his masterly executive, would be splendidly realized. It would be a great thing—for the C. P. R. But there are two or three lions in the path. We do not think the people of Canada would listen to any proposition to hand over the Intercolonial to the C. P. R. or any other private corporation. The Intercolonial is our chief protection against a railway despotism. Its independence is bound up with the commercial progress of the country. It is regarded as the nucleus of a system of public railways which will eventually ramify into every province. As such it is the key to the transportation problem of the future, and to lose it now would be a species of national suicide. It is not likely either that any government will fall in with Sir William's idea that the country should pay \$750,000 a year for a fast Atlantic steamship line to be controlled by the C. P. R. Yet it must be admitted that the C. P. R. is peculiarly fitted to manage such an enterprise as Sir William Van Horne has outlined. Why should not the C. P. R. take it in hand and work harmoniously with the Intercolonial and with the Government in realizing this magnificent scheme, instead of requiring that the public shall make such a sacrifice as Sir William suggests?

The Blacks in South Africa.

The fact that the blacks in Cape Town held a meeting to support the British attitude toward the Transvaal may be a warning that the native races will not care to remain passive in the event of hostilities. The calamity of war between the British and the Boers would be fearfully aggravated if the natives rushed into the fray. This is evident by a glance at the census returns. In the Transvaal the blacks number 748,759 and the whites 345,357. In the Orange Free State there are 77,716 whites, and 129,787 blacks. So much for the Boer states. In the British colonies the preponderance of blacks is even more marked. In Natal and Zululand there are 114,635 Kaffirs and 53,370 Indians (coolie laborers from Hindustan), while the Europeans are in the feeble minority of 61,000. In Cape Colony the whites number 378,987 and the blacks 1,150,237. To the north and west are great black belts where the whites are a negligible quantity. It would be a crime against civilization if either the British or Boers should precipitate the natives into the conflict. There is no fear of the British doing this; but the Boers are not remarkable for their humane instincts, and having always treated the blacks as slaves might seek to arm them against the enemy. Again, the natives in both British and Boer territories may be in a temper to fight, and the whites may be unable to restrain them from plunging into internecine strife that would deluge South Africa in blood. Such a possibility adds a dread and uncertain factor to the problem which the British are trying to work out.

The growing time is also apparent in the safe-cracking industry.

A Great Enterprise.

The story of the great mining enterprise in Cape Breton Island, as told by a special correspondent of the Toronto Globe, reads almost like a fairy tale. The promoter of this undertaking is H. M. Whitney, the American capitalist, who has been for some time interested in Cape Breton coal mines, and among those associated with him are Sir Wm. Van Horne, Mr. Elias Rogers, of Toronto, Mr. R. B. Angus, of Montreal, and Mr. R. G. Reid, the Newfoundland magnate. They have formed the Dominion Iron and Steel Company, with a capital of \$20,000,000, and have purchased for \$1,000,000 the hematite iron areas at Bell Island in Conception Bay, Newfoundland. This island contains one of the richest iron deposits in the world. The mine is unique, consisting of an open bed of iron ore, three miles long and 300 feet wide, containing 5,000,000 tons. All the labor required is to blast this ore with dynamite and shovel it into the cars, which run down to the wharf. Some 550 men are now employed in this work, and it is expected to exhaust the open bed in two years. Then the underground ore, the extent of which is too great to be measured, will be mined in the regular way. When the work is fully under way, the Whitney syndicate calculate on an annual output of 1,200,000 tons. The cost of mining it is 25 cents a ton, and the freight to Sydney, N. B., where the iron is to be smelted, is another 25 cents. It is said the company make \$1 profit on every ton of ore they ship. At Sydney an area of 450 acres has been acquired upon which coke ovens, blast furnaces, rolling mills and steel works are to be erected. Two blast furnaces will be in operation early in 1901, and two others a few months later. For these and for other processes 400 coke ovens will be required. The steel-producing plant, which will be completed later, will consist of ten open-hearth furnaces, with a capacity of 800 tons per day. Next to the steel furnaces will be located the rolling mills, where the steel will be worked into styles and shapes required by manufacturers. In addition there will be forges, workshops, repair shops, and other accessories. The contract for the furnaces and ovens has been already let to a Pittsburgh firm for \$3,000,000. The entire plant, fully equipped, will cost between seven and nine millions of dollars. Sydney has been chosen as the site of this great iron industry, because of the proximity of coal in illimitable quantities. The company own seven coal mines, which have an estimated yield of 3,500,000 tons per year for 1,000 years. It takes nearly two tons of iron ore and two and one-half tons of coal to make a ton of pig-iron. Limestone, which is extensively used, is also abundant in and around Sydney. The company propose to supply the British market with pig-iron, rolled plates and ingots to the fullest capacity of the works, but their ultimate ambition is the building of great steamers and the supply of steel for large structural operations. Their capital stock was increased to \$20,000,000 to admit the formation of a dockyard and the laying down of ships. With such cheap and ample raw material the Dominion Company would have a great advantage over American rivals in this line. Altogether the industry promises to make Sydney one of the largest iron and steel manufacturing centers in America. This new productive activity, giving large employment to labor and putting millions of money in circulation, must prove an immediate stimulus to all branches of business in the Maritime Provinces, and will contribute permanently to their material wealth and progress, with benefit, of course, to the whole Dominion. It is stated that the company, when their plant is in full operation expect to earn bonuses of \$1,200,000 a year from the Dominion Government, which gives a bonus of \$2 a ton on iron smelted in Canada and \$2 a ton on steel. This would be too high a price for the public to pay permanently to a single corporation, but the Government have wisely provided that after 1902 these bonuses shall be gradually reduced until 1907, when they cease altogether. While the bounty system has stimulated iron production in Canada it is satisfactory to know that the industry is not dependent upon artificial support but is founded solidly on the natural resources of the country. This is proved by the confidence of its promoters, who are making large investments and extending operations. In face of the fact that Government aid will be withdrawn in a few years.

The proposal to boycott the Paris Exposition is based on belief that an appeal to French pockets will be more successful than an appeal to French honor. Which is probably true, though not very flattering to France.

This is London's busy day.

The schooner Era of New Bedford, Mass., has just been released after being frozen in for two years in Hudson Bay. Talk about cold storage!

Lord Rosebery remarks that "Americans do not like the aristocracy, but did not mind plutocrats." His lordship is wrong in saying that the aristocracy is not liked by the Americans. They love a lord with true republican fervor.

In the Canadian postoffice department the revenue received

In 1895 was\$2,792,739
In 18963,527,309
The cost of administration of the postoffice department:

In 1895 was\$3,593,647
In 18963,575,412
Loose marriage laws are terribly demoralizing. While the population of Michigan has doubled, the divorce rate has trebled, and yet the State of Michigan is away ahead in point of morals of many of the other states.

Some idea of the way in which Manitoba has progressed in the last three years is obtained from a comparison of the names on the voters' list in 1895 and 1899. In 1895, there were 47,898 voters registered; this year there are 63,150.

The Chatham Planet fears that Canada will become a dumping-ground for American corn, because of the heavy corn crop. It is to be hoped the Planet's fears will be realized. Cheap food for their cattle is something the Canadian farmers are not much afraid of.

The people of Dyea wish to remove to Skaguay and take their buildings with them. Dyea has been killed because Skaguay has become a railway terminus and has captured the trade. Unless our American neighbors concede us justice in the boundary question, Canada will build a railway of her own, with the terminus in Canadian territory. Then Skaguay may wish to remove to Canada.

Bryan takes considerable risk if he stumps Kentucky in the ensuing state campaign, making the silver plank the leading issue. Should his candidate be defeated, it will be a great rebuff to him in his candidacy for the Democratic nomination for the presidency next year. On the other hand, if he succeeds, it will form just so much more capital for him. The situation is interesting.

What Others Say.

Cheerful Ignorance.
[Buffalo Courier.]
If the Canadians knew how little the average citizen of the United States cares about the Alaskan boundary, they would not get so excited over the matter.

Not Incompetent.
[From the Philadelphia Times.]
Lots of philologists think English is to be the world language of the future. Hence that country, in seizing upon territory, may have to furnish additional ground for the belief.

A Problem Center.
[Stratford Beacon.]
Seeing that the Ontario Municipal Association is to hold another meeting, London is a very suitable place for it. There are enough civic problems in this city to keep the delegates studying for a year.

Stealing No Crime.
[Montreal Herald.]
Within a few months we have seen dishonest employees of at least three local banks escape punishment of their crimes. If this sort of thing continues much longer, our city banks should hang above their doors the legend: "Stealing No Crime."

Big Things Out West.
[Nelson, B. C. Tribune.]
Nelson has the tallest smokestack and the largest copper blast furnace in Canada. Rossland is to have the deepest vertical mine shaft in Canada; and the largest building in Canada is now being erected by a Nelson-Rossland firm doing business at Calgary, Alberta. The building is being erected by B. Burns & Co., and will be 700 feet long.

The Army of Labor.
[Toronto Saturday Night.]
Passing from topics of war to those of peace, we saw the parade of workmen on Labor Day in the city of Toronto without feeling interest and pride in the marvelous exhibition which our wage-earners made last Monday?

It is well that once a year at least those who are devoted to the arts of peace should march as an army with bands and banners and all that goes to make a parade. The story of the workers' march out and we feel so proud of them, we are apt to forget that in the factories and workshops men equally stalwart, brave, and much as long suffering, find neither glory nor great profit in the toil which makes this city as prosperous as it is. Anything and everything which glorifies the worker makes him proud of his vocation and ready to display himself as a part of the commonwealth, should be encouraged. The world much do not need to be patronized or congratulated, but they must not forget that they will be forgotten if they do not occasionally parade. The story of the workers' march out and we feel so proud of them, we are apt to forget that in the factories and workshops men equally stalwart, brave, and much as long suffering, find neither glory nor great profit in the toil which makes this city as prosperous as it is. Anything and everything which glorifies the worker makes him proud of his vocation and ready to display himself as a part of the commonwealth, should be encouraged. The world much do not need to be patronized or congratulated, but they must not forget that they will be forgotten if they do not occasionally parade. The story of the workers' march out and we feel so proud of them, we are apt to forget that in the factories and workshops men equally stalwart, brave, and much as long suffering, find neither glory nor great profit in the toil which makes this city as prosperous as it is. Anything and everything which glorifies the worker makes him proud of his vocation and ready to display himself as a part of the commonwealth, should be encouraged. The world much do not need to be patronized or congratulated, but they must not forget that they will be forgotten if they do not occasionally parade.

The Austrian minister of commerce is contemplating the introduction of motor cars for conveying mail bags to and from railway stations, and also for the collection of letters from the mail posts.

Some people's idea of a necessary evil is one they don't want to abolish.

Must Face the Music.
[Chicago Tribune.]
The first result of the preferential tariff action of Canada as respects Great Britain is shown in the great growth of shipping facilities between the Dominion and British ports and the increased competition of Canadian and American products in the English markets. During 1898 there were twenty-three steamships under contract or by subsidy plying between Canadian and English ports. By the cold storage service in carrying butter, cheese, eggs and fruits and great care on the part of exporters, Canadian articles of the kind mentioned have achieved great popularity in England, partly as a result of imperial loyalty, but chiefly on account of the articles themselves. If American exporters expect to hold the great trade they have built up in these products in England it will be necessary for them to recognize the new conditions and send the best obtainable.

Light and Shade.
"I don't see why you have substituted William's name for mine in your will, Uncle George," said Augustus. "I have not been all that I should be, but who has?"

"My dear boy, no one. But I thought that, considering my health, a change of her would do me good. You are a trifle too sultry for me."

Newell Little—Dulham isn't very brilliant.
Newsome Moore—Brilliant! Why, he's considered a fool even in the smart set.

The man who talked and the man who toiled
Began two tasks one day;
And the man who toiled when the darkness fell
Had his work all cleared away.

And he gloated o'er the man who talked.
But alas for the man who worked!
The other man had shirked
The task that he had shouldered.

—Chicago Times-Herald.
"Harry tells me that his father died of digestion," said the bride of a month. "I'm awfully glad I found it out."

MASONIC OFFICERS
Grand Master E. T. Malone Makes His Appearances.

Grand Master E. T. Malone, of the Masonic Grand Lodge of Canada, Ontario section, has just pointed the following grand lodge officers:
E. F. Clarke, M.P., Toronto, grand senior deacon; E. T. Essery, London, grand junior deacon; C. H. Wilton, Hepworth, grand superintendent of work; John Nicolle, Kingston, grand director of ceremonies; Alfred Jones, W. Flamboro, assistant grand secretary; Frederick Millman, Woodstock, assistant grand director of ceremonies; W. Cleary, Renfrew, grand sword bearer; J. W. Hart, M.P., Hamilton, grand organist; J. J. Farley, Belleville, assistant grand organist; James P. Bowles, Ingersoll, grand purveyor; E. E. Bidelle, Port Rowan; D. H. Currie, Rat Portage; E. J. Munro, Lakefield; H. H. News, Prescott; W. Shaffey, Wilmont; James McFarlane, Toronto; W. J. Hallett, Barrie; F. Holachie, Baden; John Anderson, Cambrichton; E. A. Schison, Wardsville; Thomas Shaw, Hespeeler; E. M. Carleton, Toronto, grand stewards; John G. Hall, Norway, grand standard bearer; W. G. Fitzgerald, London, grand standard bearer.

PAID HIS CLAIM.
Robert Bond Cured by Dodd's Kidney Pills After Being Given Up by Insurance Co.

Mount Drydges, Sept. 11.—Robert Bond, of this place, is famous as the man who was allowed Total Disability by the Provincial Provident, of St. Thomas, and who subsequently recovered owing to his use of Dodd's Kidney Pills. He suffered from Bright's Disease and was given up by the doctors. The Insurance Company paid him the full amount of his claim, \$500. Mr. Bond then learned of the cure and in-fallible cure for Bright's Disease, Dodd's Kidney Pills, used them to the extent of twenty boxes and is well today.

A recent letter to an inquirer reads: Mount Drydges, June 12, 1899. Dear Sir, In answer to yours of the 22nd ult. I would say my cure by Dodd's Kidney Pills was entirely satisfactory, and I recommend them most heartily.
Yours truly, ROBERT BOND.

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Some people's idea of a necessary evil is one they don't want to abolish.

Phone 1046 THE RUNIANS' GRAY, CARRIE CO. Phone 1046

Grand Exhibition of New Goods for Fall

Fair week finds the Big Store crowded with Dress Goods from top to bottom, direct from the best manufacturers and the fashion centers of the world. Our Dress Goods Section is particularly pleasing and well worth a visit, if you want to get correct ideas of the Newest and Most Fashionable Fabrics prescribed for fall. These are a few of the many new things to be seen in the Dress Goods Department:

Scotch Homespun Tweeds, 54-inch, already shrunk, per yard.....\$1 00	Heavy Cloth Plaids, all wool, for skirts, very stylish.....\$1 00
Plain Gray Homespun, 56-inch.....\$1 25	Heavy Plaids, camel's hair effects, very new,75c and 90c
Broadcloth Suitings, all the new shades, 48-in... 85c	Cheviot Serge Suitings, all wool.....85c and \$1 25
Broadcloth Suitings, 54-inch.....\$1 00	Priestley's Poplins, new goods, selling at50c, 75c, 90c and \$1 25
Broadcloth Suitings, 54-inch.....\$1 25	Black Blister Crepons, a splendid range.....75c, \$1, \$1 25, \$1 50 and \$2 00
These goods are shrunk and will not spot.	
Ladies' Cloth Suitings, all wool, 44-inch..... 50c	
Poplin Cords, 44-inch, all colors, very special, per yard..... 50c	

A Special Line

of Colored Silk Velvets, all the leading shades, worth to sell 75c a yard, for 50c while they last.

Very Special.

100 pieces Silk Ribbon, in plaids, stripes and dots; regular 50c a yard, for .25c

Very Special

showing of Blouse Silks, in stripes and polka dots, selling at 50c, 75c, \$1 and \$1 25 a yard.

Millinery and Mantle Formal Opening Today and Tomorrow.

Trimmed Felts, in all the new colors, the correct thing for fall.	SPECIALS IN MANTLES. 125 Sample Jackets will be sold at one-quarter off regular price. This is a snap.
Rough Riders, two special lines, brown and gray, each.....85c and 95c	So only, Silk-Lined Jackets, 22 inches long, in blue, fawn, black and green, large pearl buttons, at each.....\$4 95

JUST ARRIVED—A large consignment of Ladies' New York Coats, in all the latest styles. Notice of regular openings in a few days.

The Runians, Gray, Carrie Co.

208, 210, 210½ and 212 DUNDAS STREET.

RAILROAD AUTOMOBILES

Used by the Illinois Central as Inspection Cars—Convention of Trackmen.

The new Washab locomotive built at the company's shops are doing good work.

Railroad automobiles run by gasoline are the Illinois Central's latest for inspection cars.

Grand Trunk earning from Sept. 1 to 7, 1899 were \$597,835; 1898, \$535,755; increase, \$62,080.

The Baltimore and Ohio has ordered thirty locomotives of the three-cylinder compound consolidated variety.

The passenger agents of western roads have joined in a circular withdrawing their recent offer of increased commissions on westbound tourist business.

The New York Central recently received twenty-eight locomotives capable of hauling eighty loaded 30-ton cars and has just ordered twenty more.

The Detroit and Lima Northern Railroad is blockaded between Lima and St. Johns, O., by the Ohio Southern refusing to allow the use of their tracks, owing to a lease difficulty.

Within the past two weeks about 30 men have severed their connection with the Grand Trunk locomotive shops in Port Huron. The majority of them have resigned and others received indemnity that their services could be dispensed with.

The stations of the Michigan Central and Lake Shore at Kalamazoo have been consolidated, avoiding a half mile transfer to passengers and reducing expenses for the railroads. The through rate on tickets, via Kalamazoo, has been reduced 20c.

The Pennsylvania has ordered 1,000 self-clearing hopper cars of 100,000 pounds capacity from the Pressed Steel Car Company. This is the fourth thousand of the cars ordered by the Pennsylvania in the past two years. The Great Northern has ordered 400 of these cars.

A big consolidation has been practically effected of important railroads reaching to New York, Philadelphia, Washington, Baltimore, Pittsburgh, Buffalo, Cincinnati, Cleveland, Chicago, St. Louis, and some Atlantic coast points, embracing the Baltimore and Ohio, the Pittsburgh and Western, the Buffalo, Rochester and Pittsburgh, the Philadelphia and Reading, the West Virginia and Pittsburgh and several smaller railroads in several states.

The announcement is made by Vice-President Shelby, of the G. R. and I. Railway, that if an electric line is built from Grand Rapids to Kalamazoo to compete with the steam road, the old company will at once purchase the electric line and drive it out of business.

USE EDDY'S BRUSHES.

The Most Durable on the Market. For Sale Everywhere.

WE ARE HEADQUARTERS FOR

Roofing Pitch, Roofing Felt, TARRED

Tarred Strawboard, FOR SHEATHING,

Plain (UNTARRED) Strawboard, FOR SHEATHING.

COALTAR.

HOBBS HARDWARE COMPANY

LONDON, ONT.

There were 150 delegates present. An address of welcome was presented to the delegates by the mayor, after which the different points of interest in the city were shown to the visitors.

In the evening a banquet was tendered at the Hotel Cecil, which was a very successful affair. Ottawa is the birthplace of this order, as it was here in 1892 that the first lodge, with a membership of 60, was formed. Now the membership is 7,000 and rapidly increasing. This is one of the youngest railway organizations, but already it has done much in the cause of united labor.

Story of a Slave.
To be bound hand and foot for years by the chains of disease is the worst form of slavery. George D. Williams, of Manchester, Mich., tells how such a slave has been freed. He says: "My wife has been so helpless for five years that she could not turn over in bed alone. After using two bottles of Electric Bitters she is wonderfully improved and able to do her own work. This supreme remedy for female diseases quickly cures nervousness, sleeplessness, melancholy, headache, backache, fainting and dizzy spells. This miracle-working medicine is a godsend to weak, sickly, run down people. Every bottle guaranteed. Only 50 cents. Sold by W. T. Strong & Co.

A New York man claims to have shot a crane up in the Adirondacks that had 46 trout in its stomach, none of which weighed less than a pound.

In Germany a clock has been made that is warranted to go for 9,000 years. A DINNER PILL—Many persons suffer excruciating agony after partaking of a heavy dinner. The food partaken of is like a ball of lead upon the stomach, and instead of being a healing nutriment, it becomes a poison to the system. Dr. Parmelee's Vegetable Pills are wonderful correctives of such troubles. They correct acidity, open the secretions and convey the food partaken of into healthy nutriment. They are just the medicine to take if troubled with indigestion.