

The Advertiser

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(ONE WEEKLY EDITION.)
By mail, per annum \$1.00.

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LONDON - CANADA.

**JOHN CAMERON, President and
Mng. Ed.**
London, Friday, July 24.

The United States pays \$7,000 a day,
all the year round, for imported eggs.
A considerable portion of the supply is
sent from Canada.

A student of the names of the suc-
cessful pupils in the London Collegiate
Institute entrance examinations must
reach the conclusion that even in
higher education our school system is
a pretty democratic institution. All
classes and conditions of the people of
London are represented in the list
printed in another column of today's
Advertiser. The question remains,
of course, whether our system of edu-
cation is as practical as it might be.

The adage, "A stitch in time saves
nine" was never better exemplified
than in the case of Goderich harbor.
For years it has been in a neglect-
ed condition, and dangerous to ship-
ping, and though the Dominion Gov-
ernment engineer on several occasions
reported in favor of immediate
action, no attention was paid to the
report, and the signal now says
that while \$6,000 in time would have
put the harbor in good condition, it
will probably require \$100,000 to make
it reasonably safe now.

What is irritating to the taxpayer,
who has to foot the bill for this costly
mismanagement, is the knowledge
that while this \$6,000 for absolutely
necessary public work was refused,
millions of dollars were frittered away
or stolen outright, in connection with
such boodled public works as the
Curran bridge, the Quebec and King-
ston docks, and the Langevin block,
to say nothing of the million and a
half unnecessarily spent in the opera-
tion of the Dominion Franchise Act.

The bicycle craze has developed,
something new in the way of duennas
in England—the cycle chaperon. Henry
Labouchere says he received the fol-
lowing advertisements for publication
in Truth:

"Wanted, by a dowager, too aged
to ride a cycle (84), an experienced
lady cyclist accustomed to the very
best society. Must be able to ride 20
miles an hour so as to keep in sight
youngest daughter, who is agile and
indolent. Apply to A. B. C., No.
62 Belgrave Square." "A lady, highly
connected, is prepared to chaperon (on
a cycle) the ambitious daughter of
a millionaire. Is an expert in all paces
(cycling). Can be trusted to keep along-
side of the swiftest and most determi-
ned cyclist in the rear of an eligible
elder son."

A contemporary calls our attention
to a mistake arising from a similarity
of names which occurred in the recent
article in the Advertiser with regard
to the big new oil deal for the control
of the output in Europe and America.
And, indeed, throughout the world. The
old-world Nobels are not related to the
well-known Noble family of Petrolia,
but are Russians. This is the only
point in the remarkable statement
published in these columns which our
contemporary assails. Yet it foolishly
speaks of it as a "stab" at the Petrolia
industry!

The Advertiser gave this news just
as it printed the news that negotia-
tions had been in progress to sell out
the entire oil industry of Canada to
an old-world syndicate. We have no
interest in concealing the facts about
the oil or any other industry.

The Q. Cs.
The Ottawa correspondent of the
Toronto World says:
"In connection with the proposed
cancellation of the recently-appointed
Queen's counsel it may be pointed
out that there is more involved than
the mere rescinding of the act of the
late Government. Students of Onta-
rio politics know well that Sir
Oliver Mowat has all along contended
that the power to appoint Queen's
counsel was vested in the Provincial
authorities, but no action was ever
taken to settle the point. The Fed-
eral Government has for years been
nominating Queen's counsel, and a
few years ago Sir Oliver did the
same, and there the matter rested.
One of the reasons, therefore, which
have led the Minister of Justice to
recommend the rescinding of the
order-in-council is the point for which
he has all along contended."

It is not yet certain that Sir Oliver
Mowat has recommended the cancel-
lation of the Messrs. Haggart and
Montague's wonderful list of Q. Cs.
Sir Oliver has not so expressed him-
self. If the list is cancelled it is not
likely that the ground stated by the
correspondent will be assumed. As
head of the Ontario Government, Sir
Oliver appointed Queen's counsel. He
believed that his Government had a
perfect right to do so. But we have
never heard that he disputed the
right of the late Dominion Govern-
ment to follow suit.

The origin of the system of appoint-
ing Queen's counsel is interesting. Pri-
marily, Queen's or King's counsel were
appointed by the English sovereign
from among the more eminent and
learned professors of law in the king-
dom. The King or Queen was in the
habit of summoning these men annu-
ally to Westminster, to meet the sover-
eign and the representatives of the
people, and give whatever advice was
necessary for the proper interpretation
of the laws of the realm. Though
seldom Queen's counsel are not so
summoned, they have never been re-

lieved of the duty. In Canada, the
title of Queen's counsel is one of
courtesy, and ought to be, if it is not,
placed on the same high plane as is
the title in England. The privileges of
a Queen's counsel in this country en-
title him to precedence over a baron-
et when he appears in court, to wear
a silk gown, instead of one of the or-
dinary stuff, and to carry a red brief
bag as a distinguishing mark. The
appointments to the bench of the Su-
preme Court are always made from the
ranks of the Queen's counsel.

As to the right of appointment in
Canada, jurisdiction can fairly be
claimed for both the Dominion and the
Provincial authorities. Queen's counsel
appointed by the Dominion Govern-
ment ought to be eminent lawyers,
capable of rendering assistance when-
ever called on to the Minister of Jus-
tice. Queen's counsel designated by
the Provincial authorities, still follow-
ing out the British idea, ought to be
men learned in the law, able and will-
ing to aid the Attorney-General, the
supreme legal authority in the Prov-
ince, in all matters coming under his
jurisdiction. Looked at in this light,
there is no clashing of authority, and
the Queen's counsel appointed at Otta-
wa may be called upon to act as
Queen's counsel for the Provinces and
vice versa.

Costly Mismanagement.
The adage, "A stitch in time saves
nine" was never better exemplified
than in the case of Goderich harbor.
For years it has been in a neglect-
ed condition, and dangerous to ship-
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that while \$6,000 in time would have
put the harbor in good condition, it
will probably require \$100,000 to make
it reasonably safe now.

Room for Speculation.

The Populists, who have been holding
their convention at St. Louis, may, as
a party, support the Democratic nom-
inees, though there has been a good
deal of kicking about it. In some
States the Populists were a power in
the last Presidential election. They
polled 1,041,028 of the total 12,110,896
votes cast. They carried Colorado by
4,964; Idaho by 1,921; Kansas by 5,874;
Nebraska by 4,465; and North Dakota
by 141, securing 22 votes in the Elec-
toral College. They beat the Demo-
cratic vote in Nebraska, Nevada, Ore-
gon and South Dakota, there being fu-
sion or an absence of Democratic tick-
ets in several other States. The States
conspicuous in the total of the Populist
vote were: Alabama, 55,131; Oklahoma,
53,584; Georgia, 42,937; Kansas, 153,111;
Missouri, 41,213; Nebraska, 13,134;
North Carolina, 44,736; Oregon, 26,965;
South Dakota, 23,447; Texas, 99,638;
and Washington, 19,165. Their vote in the
most populous States in the Union was:
New York, 16,429; Pennsylvania, 8,714;
Illinois, 22,207; Ohio, 14,850. If the
Populists had united solidly with the
Democrats in 1892 the fusionists would
have had a plurality over the
Republicans in every State in the
Union save Iowa, Maine, Massachusetts,
Michigan, New Hampshire,
Pennsylvania, Rhode Island, Vermont
and Wyoming, which States cast only
105 votes in the Electoral College.

These figures are interesting, but in
the results of the Presidential election
on Nov. 3 next, they may mean very
little. There is a steady cutting loose
from both of the great political parties
in the campaign now entered on.
Probably not since 1860, when the
slavery question caused such an up-
heaval, has there been so many
changes in allegiance as are now in
progress over the question of silver. It
is a great season for the speculator.

"Cuba's Struggle for Liberty" is
the subject of a fully illustrated ar-
ticle in Frank Leslie's Popular Month-
ly for August. It is illustrated by a
number of fine portraits. Another
feature of this number is an article
on the Christian Endeavor Society, by
Rev. Francis E. Clark, its president
and founder, with many attractive il-
lustrations. The great Lee Series is
continued. "The Making of a Presi-
dent" by Rufus R. Wilson, tells
about nominating conventions, cost of
electing a president, etc., and gives
portraits of Wm. McKinley, President
Cleveland, T. B. Reed, W. C. Whit-
ney, W. E. Russell, and W. L. Ali-
son. The fiction in this number is
particularly good.

THE SUMMER RHYMESTER.
"Tis now the poet takes his ease
And looks on life as fun;
With "leaves"
And "bees"
And "trees"
And "breeze"
His job's an easy one.
—Washington Star.

LIFE SAVED.—Mr. James Bryson
Cameron states: "I was confined to
my bed with inflammation of the
lungs, and was given up by phys-
icians. A neighbor advised me to try
Dr. Thomas' Electric Oil, stating that
his wife had used it for a throat
trouble with the best results. Acting
on this advice, I procured a bottle of
this oil, and less than a half bottle cured
me. I certainly believed it saved my
life. It was with reluctance that I
consented to a trial, as I was reduced
to such a state that I doubted the
power of any remedy to do me any
good."

England's Defenses.

M. Duboc Thinks She Is Not In-
vulnerable.

The British Isles Would Resemble
a Besieged Town

In Case of War and Blockade—More
Vulnerable Than a Century Ago.

London, July 24.—A good deal of at-
tention has been attracted to a pam-
phlet, which has just been issued, by
a French naval officer named Duboc,
on the vulnerability of Great Britain.
The English, according to his estima-
tion, possess 72 ironclads, and 202
ships of less importance, to say noth-
ing of the torpedo boats. Admitting
that the Triple Alliance remained
neutral, and that France was able to
join her navy to that of Russia, the
combined fleets do not amount to
more than 79 ironclads and 97 light
cruisers. If Germany, Austria, and
Italy were to intervene in favor of
England, which would probably be the
case, the inferiority of the Fran-
co-Russian forces would be as
five against eight, without taking into
account the important fact that Eng-
land at Gibraltar, Malta, Suez, Singa-
pore and elsewhere is mistress of the
principal strategic points of the
world. Under those conditions, if the
junction of the French and Russian
navies was not made before the de-
claration of war, it would be impos-
sible to make it after.

M. Duboc then points to the weak
place in England's defenses, and says:
"It is hardly necessary to ob-
serve that England enriches herself
by importing raw materials and trans-
forming them into manufactured ob-
jects destined for exportation. She
also imports alimentary articles. Her
soil, which sufficed to feed the nation
at the beginning of the century, no
longer provides her with enough to
live on, and that for several reasons.
First of all the population has risen
from 15,000,000 in 1800 to 28,000,000
in 1894. England, if she were blockaded,
would be like a besieged town, which
suffers all the evils of a city of a mil-
lion inhabitants. Secondly, agricul-
ture has been sacrificed to textile
industry. At the time of the Crimean
war England produced 3,500,000,000
francs worth of foodstuffs, and now
only 6,000,000,000 francs. In 1894 she
imported 6,900,000,000 francs. If ships
laden with provisions were unable to enter
her ports, England would die of star-
vation."

The object of all these statistics is
to show the French Government how
very wise it was to sign the treaty of
disregard the treaty obligation with
England, which forbids, "on humani-
ty's grounds," the employment of
privateers by either nation in case of
war.

M. Duboc insists that the main
damage done to England in the last
war between that country and France
was by privateers, and that England's
one object in making a treaty sup-
pressing privateers was by no means
for humanity's sake, but for the ob-
ject of preventing the annihilation of
British merchant ships.

He also insists that not only as
regards food products that England is
vulnerable; her situation is equally
dangerous to her industry, for which
wool and cotton are necessary. Dur-
ing the civil war in America, when
the blockade was in full force, Brit-
ain would have starved, and the por-
tion of 1.40 per cent of the food
of the factories and the death of the
maritime commerce? The pamphlet
concludes as follows—a literal transla-
tion:

"I want to show that in respect to
the production of provisions of all
kinds, England is today twenty times
more vulnerable than she was a cen-
tury ago. With regard to her industry
a curious economical fact may be
mentioned, viz. that the commerce does
not always go back to the road which
it has deserted. After the war of seces-
sion the American flag did not suc-
ceed in reconquering its property. It
enjoyed previous to 1890, though it
now over 30 years since peace was
restored, yet the effects of the deeds
of the American corsairs are still
felt in the great American republic.
England no longer possesses the mon-
opoly of manufactures, as she did 80
years ago. They are now to be found
in all parts of the world, and the day
when the English are at war the com-
merce will be confined to other man-
ufacturers. Who knows if they will
ever return to the Thames or the
Mersey? To resume, the most vul-
nerable point in England, in spite of
her great fighting navy, is her com-
merce. By attacking it, or even
only threatening it, the English
would receive a terrible blow, from
which they would perhaps never re-
cover. But to do this, small but
powerful, armed with one or two
great privateers, to be of use. Today
England, so strong by her riches,
great place in the councils of nations,
maritime empires disappear in a short
time. Carthage also reigned over the
sea. Her fall has filled history
with accounts of her naval victories,
but where are they now?"

Prominent Lawyer Says:
"I have eight children, every one in
good health, not one of whom but my
wife has boundless confidence."

Navigation and Railways

GRAND TRUNK RAILWAY SYSTEM
THE ONLY DIRECT and
DOUBLE TRACK ROUTE TO THE
Seaside Lakes and
Mountain Resorts.

Daily Pullman Sleeping and Draw-
ing-room cars to the principal summer
resorts. Book of tours and all infor-
mation an application to any Grand
Trunk ticket agent.

Navigation and Railways

ALLAN LINE
Royal Mail Steamships, Liverpool, Call-
ing at Montreal.
Numidian.....July 25
Parisian.....Aug. 1
Laurentian.....Aug. 8
Mongolian.....Aug. 15
Scandinavian.....Aug. 22
Sumidian.....Aug. 29
Passengers can embark at Montreal the
previous evening after 7.
The Laurentian carries first cabin only
from this side. The Mongolian, Numidian
and Laurentian will not stop at Rimouski or
Montreal.
New York to Glasgow on State of Nebraska
July 24.

RATES OF PASSAGE.
First cabin Derry and Liverpool, \$34.50 and
upwards; return \$69 and upwards. Second
cabin, Liverpool, Derry, London, \$34 and
upwards. Liverpool, Derry, Belfast, Glasgow,
London, at lowest rates, everything found.
AGENTS—E. De La Hooke, "Clock" corner
Richmond and Dundas, Thos. R. Parker,
southwest corner Richmond and Dundas
streets, and F. B. Clarke, 418 Richmond street.

L. E. and D. R. R.
(CORRECTED JULY 1, 1896.)
Going South—Trains leave London, 6:25 a.m.,
10:35 a.m., 2:50 p.m., 5:25 p.m., 7:15 p.m., 11 p.m.
Trains arrive at Port Stanley, 3:15 p.m., 6:45 p.m.,
10:35 p.m., 1:15 p.m., 4:45 p.m., 7:15 p.m., 11:05 p.m.
Going North—Trains leave Port Stanley, 7:45
a.m., 1:15 p.m., 5:25 p.m., 8:15 p.m., 11:35 p.m.
Trains arrive at London, 8:45 a.m., 2:05 p.m., 5:35 p.m.,
8:15 p.m., 10:35 p.m.
*Arrives at St. Thomas 3:35 p.m., depart 4:30
p.m.

EXCURSIONS
TO
SALT LAKE CITY, Utah,
AUGUST 5th and 6th.
and 18th. **OMAHA, Neb.,**
AUGUST 22nd
and 24th.
CLEVELAND, O., 23rd, and 24th
AT SINGLE FARE for the round
trip, via the

MICHIGAN CENTRAL
"The Niagara Falls Route."
For routes, rates and all particulars call at
the City Office, 395 Richmond St. Phone 205.

JOHN PAUL, City Agent,
O. W. RUGGLES, JOHN G. LAVEN,
Gen. Pass. Agent. Can. Pass. Agent.

ASK ABOUT THEM.
CANADIAN PACIFIC RY.
CHEAP UPPER
RATES LAKE
PORTS

ESS. "Athabasca" From OWEN SOUND
Every Thursday, 3 p.m.
ESS. "Manitoba" From OWEN SOUND
Every Thursday, 3 p.m.
Direct for Seattle, St. Louis, Port
Arthur and Fort William.

ESS. "Alberta" From WINDSOR
Every Saturday, 8 p.m.
For Sarnia, Mackinac, Sault Ste. Marie,
Port Arthur and Fort William.

Connections at Ports of Call with Railroads
direct to all points. To reserve your berth and get full information, apply
to any Agent, or C. E. McPHERSON, As-
sistant Passenger Agent, 1 King street
east, Toronto.

THOS. R. PARKER, City Passenger Agent,
1st Dundas street, corner Richmond street.
City office open 7 a.m.

MERCHANTS' LINE.
PORT STANLEY
MONTREAL.

Calling at Cleveland, Toledo, Windsor, De-
troit, Toronto, Kingston, Brockville and Pres-
cott, passing the Thousand Islands in daylight.
Fourteen days beautiful trip.
The Rates Are the Lowest On This
Continental.

AMERICAN LINE.
New York—Southampton (London—Paris).
Twin screw U. S. mail steamships.
Sailing at 10 a.m.
First cabin \$60 and upwards; second cabin
\$40 to \$60.

RED STAR LINE.
New York to Antwerp.
I. cabin \$30 and upwards; II. cabin \$38 and
upwards.
NOORDLAND, Wednesday, July 23, noon.
FRIEDLAND, Wednesday, Aug. 5, noon.
KENSINGTON, Wednesday, Aug. 12, noon.
WESTERLAND, Wednesday, Aug. 19, noon.
Interior Navigation Company.
Pier—14, North River. Office—Bowling
Green, N. Y. Agents—Thos. R. Parker, south-
west corner Richmond and Dundas streets; E.
De La Hooke, corner Richmond and Dundas
streets; F. B. Clarke, 418 Richmond St., London.

WHITE STAR LINE
New York to Liverpool via Queenstown

S.S. ADRIATIC, July 29
S.S. GERMANIC, Aug. 5
S.S. TEUTONIC, Aug. 12
S.S. BRITANNIC, Aug. 19
S.S. MAJESTIC, Aug. 26
Rates as low as by any first-class
line. Berths secured by wire.

E. De La Hooke,
Sole Agent for London,
"Clock" Corner.

NIAGARA FALLS
Park and River Railway

The best Electric Railway in the world
Queenston to Chippewa along the Niagara
Gorge, through Victoria Park and past the
Niagara Falls, returning at one end with
steamers for Toronto and at the other with
steamers for Buffalo. The only way to
thoroughly enjoy a day at the Falls.

Saturday Night Fair

From 7 to 10 O'Clock.

CHAPMAN'S.

ON GROUND FLOOR.

HOSE—Ladies' Fine Fast Black Italian Silk
Hose, double heel and toes, worth 60c.
Saturday Night 39c
HOSE—Ladies' Hermasford Black Lisle
Thread Hose, double soles, heels and toes,
worth 40c.
Saturday Night 29c
HOSE—Ladies' All-Wool Ribbed Cashmere
Hose, summer weight, worth 50c.
Saturday Night 35c
HAIR PINS—Ladies' Steel Hair Pins, five
boxes for 5c
Saturday Night
GLOVES—Colored Silk Taffeta Gloves,
worth 20c.
Saturday Night 10c
LACES—Fine Net Laces, worth 3c a yard,
20 yards for 10c
Saturday Night
BELTS—Ladies' Fancy Gilt and Silver
Belts, worth \$1.
Saturday Night 50c
BLOUSES—White Muslin Blouses, Em-
broidery Trimmed, worth \$1 35.
Saturday Night \$1
COVERS—Corset Covers, all sizes, lace
trimmed, worth 30c.
Saturday Night 21c
SKIRTS—Ladies' White Cambric Skirts,
worth 65c.
Saturday Night 45c
RIBBONS—One table of Colored Silk and
Satin Ribbons, worth 10c.
Saturday Night 5c
SHIRTS AND DRAWERS—Men's Fine
Merino Shirts and Drawers, worth 50c.
Saturday Night 35c
SHIRTS AND DRAWERS—Men's Strong
Merino Shirts and Drawers, worth 35c.
Saturday Night 20c
SHIRTS—Men's Fine Cambric Shirts,
worth \$1.
Saturday Night 59c
SHIRTS—Men's Cambric Shirts, fast dye,
worth 65c.
Saturday Night 42c
SWEATERS—Boys' Sweaters, all colors,
worth 50c.
Saturday Night 39c
SHIRTS—Men's Black Sateen Shirts, worth
50c.
Saturday Night 39c
BRACES—Men's Braces, worth 15c,
Saturday Night 3 pairs for 25c
HANDKERCHIEFS—Men's Fine Linen-
Finish Hemstitched Handkerchiefs,
worth 15c.
Saturday Night 3 for 25c

ON FIRST FLOOR.

SUITS—Men's Light Summer Tweed Suits,
worth \$6.
Saturday Night \$3 95
SUITS—Men's Fine Colored Worsted
Suits, worth \$10.
Saturday Night \$7 95
SUITS—Men's Fine, All-Wool, Black
Worsted Suits, fine striped pants, worth
\$12.
Saturday Night \$9
COATS AND VESTS—Men's Fine Black
Worsted Coats and Vests, worth \$9.
Saturday Night \$6
COATS—Men's Gray Lustre Coats, worth
\$1 50.
Saturday Night \$1
COATS AND VESTS—Men's Fine Un-
lined Silk Coats and Vests, worth \$5.
Saturday Night \$2 95
PANTS—Men's good-to-wear Tweed Pants,
worth \$1 25.
Saturday Night 90c
COATS—Young Men's All-Wool Unlined
Flannel, worth \$1 75.
Saturday Night \$1 25
SUITS—Boys' 3-piece Fine Summer Knick-
er Suits, worth \$4.
Saturday Night \$2 95
SUITS—Boys' 2-piece Fine English Wor-
sted Suits, worth \$3 25.
Saturday Night \$2 50
SUITS—Boys' Fancy Double-Breasted
Fawn Tweed Sailor Suits, worth \$2 75.
Saturday Night \$2 25

TERMS CASH.

CHAPMAN'S

126-128 Dundas Street.