

London Advertiser.

(Established by JOHN CAMERON, in 1853.)

THE LEADING DAILY IN WESTERN ONTARIO

8,688 Sworn Average Daily Circulation for 1900.

Advertising and subscription rates furnished on application.

Address all communications—
THE LONDON ADVERTISER COMPANY
(Limited),
LONDON, ONTARIO.

London, Tuesday, Feb. 19.

Pre-Election Hysterics Discounted

There was a good deal of pre-election hysterics in the last Dominion election campaign. Parliament was kept in session twice as long as it ought to have been kept, because Sir Charles Tupper and his associates had resolved to make the occasion one for manufacturing campaign thunder, and the House was compelled to listen to all kinds of outrageous accusations that had only to have the light of calm criticism turned on them to show how ill-founded they were. The contest was fought and won; Parliament is again in session; every leader of any standing in the Conservative party went down among the slain; a new and short-experienced man is in the seat held by Sir Charles Tupper, while Hon. Hugh John Macdonald, imported into the campaign and heralded from Dan even unto Beersheba, as the savior of the Conservative party, has announced that he has retired from politics for good, and will never again ally himself with his old party friends. In view of all these happenings, and of what may be occurring in this Province before very long, it is interesting to note that Mr. Borden, the new Opposition leader, in his criticism of the Speech from the Throne, never once referred to the late elections. He simulated forgetfulness that there ever had been an election. He had not a word of regret to utter for the defeat of such stalwart supporters of the Conservative party as Sir Charles Tupper, Hon. Dr. Montague, Sir Adolphe Caron and Hon. George E. Foster. Indeed, as Sir Wilfrid pointed out, there is a decidedly marked contrast between the speeches delivered by Opposition members this session and those uttered by the same politicians last spring and summer. During last session, as we all know, not a day passed that the Opposition in the House of Commons did not challenge the Government to bring on the elections. The Ministers were dared to dissolve Parliament, and were told that they had lost the confidence of the country, and that as soon as the elections were brought on the country would sweep the Premier and his colleagues out of existence. What actually took place is graphically described by Sir Wilfrid Laurier, who, taking the Opposition at its word, dissolved the House and appealed to the people, and the Government was sustained by at least 50 majority in a house of 235. Sir Wilfrid quoted, in illustration of this point, the words which the late Mr. Disraeli used on a somewhat similar occasion. He was speaking of the position of the Government of Lord Derby, not after a general election, but after a vote of Parliament, and this is how he characterized it:

"It was like a convulsion of nature rather than an ordinary transaction of human life. I can only liken it to one of those earthquakes which take place in Calabria or Peru. There was a rumbling murmur, a groan, a shriek, a sound of distant thunder. No one knew whether it came from the top or the bottom of the House. There was a rent, a fissure in the ground, and then a village disappeared; then a tall tower tumbled down; and the whole Opposition benches became one great dissolving view of anarchy."

This, according to the Prime Minister, is a true picture of the last general election. It might be studied with advantage by Mr. Whitney and his Opposition associates in the Ontario Legislature. Though the Government of Hon. Mr. Ross has increased its strength by its progressive policy in the last year or two, though the number of Government supporters in the Legislature have been added to, though the last election contest, for a seat up till then held by a Conservative, was won by a Liberal, there has been a tendency on the part of Mr. Whitney and his companions in the cold shades to follow the example set by Sir Charles Tupper and Mr. Foster in the late Parliament, and to boast of what they would do if Hon. George W. Ross will only arrange to have the Legislature dissolved.

Mr. Whitney should bear in mind the experience of the Opposition leaders in the Dominion Parliament, and be correspondingly modest in his prophesying. There is nothing in the history of Provincial affairs, near or remote, which could lead any reasonable man to believe that Mr. Whitney and his friends are any nearer to office today than they have been in previous contests for power. Indeed, the declared progressive programme of Premier Ross and his colleagues, and the absence of any positive policy on the part of the Opposition has won for the Government increased support in the bye-election, and bids fair to secure for it a very substantial majority in the Provincial general elections whether they come early or late.

The criminal statistics report for the Dominion shows the average number of convictions for offenses of all kinds in Canada during the period 1885-99 to have been 37,250. The proportion of women criminals is about 6 in 100. The criminals in the Dominion, who were born outside, are more numerous than the Canadian born. The purely foreign element constitutes 13 1/2 per cent of our whole population, and

furnishes 40 per cent of the criminals. Cities and towns furnish 76 per cent of the criminal class of Canada, and the urban population is about 30 per cent of the whole.

The Railways and the People.

It is apparent that the railway question will be much in evidence this year in the Dominion Parliament. Indeed, an effort has already been made by Mr. Maclean M.P. for East York, to stampede the members in favor of spending many millions of dollars to get control of the Canadian Pacific Railway. It was Mr. Maclean's political friends, let it be remembered, who formulated the original legislation which took the railway, even to the extent of the control of its rates, unless it earned 10 per cent on its capital, out of the hands of the Dominion Parliament. If the representatives of the people are today less free to deal with the railway in the interests of the public than many persons think proper, the restriction must be regarded as a legacy from those politicians now in Opposition who made the original bargain with the syndicate.

There are those who think that all irregularities and disadvantages that they may suffer, or believe they suffer, under present transportation conditions, are the result of lack of railway lines to compete for traffic with those already in existence. It by no means follows. Competition is not a universal panacea. Many of our readers have had it proved in their own experience that competition may improve the service by providing two sets of traffic solicitors where one before operated; but it does not necessarily follow that an additional railway line brings down the rates charged for carriage. On the other hand, we have had the railway manager taking this view of the matter: One line could handle all the traffic offering in a given territory. It collected fair rates, and it managed to pay a small dividend to its owners on their investment. But there came a demand for competition. Another line was built paralleling the one already in existence. The service was duplicated. For a short time, there was the keenest of competition. Goods were carried below cost. Each company tried to get traffic from the other by carrying at a loss, in the hope that some day a change would come that would give it the field. Both lost money. Then the managers came together, and, not being fools, they reached the conclusion to make common rates, to charge enough to pay cost of running expenses on each line, and a small percentage on cost of construction. Most people will agree that the public lost in this case, which is the typical one in more than one district of Canada, by the construction of an entirely new line in a district already well supplied with railways.

The moral of it all is that railway companies, no more than individuals, can be expected to engage in perpetual competition of a losing character, if an opportunity exists to make the traffic afford them due compensation. The needless duplication of lines, therefore, should be avoided, not because managers of railways now existing may be opposed to it, but because the general public, if not the railway stockholders, will be the principal losers, in the event of such lines being unprofitable, and rendering competing systems unprofitable.

There is a tendency, indeed, towards the massing of capital on grounds of economy, in all works for the public that can be consolidated. This is no new thing in railways. There was a time when we thought the Great Western Railway, with its eastern and western connections, was about as independent a system as could exist, and that it would always remain a rival of the Grand Trunk Railway. But one fine day the Great Western stockholders were made to believe that they could make more money by allowing their lines to be gobbled up by the Grand Trunk, and lo! the amalgamation was accomplished. There is nothing to prevent the C. P. R. and the G. T. R. from, in some shape or other, getting together in a similar way in the future, or either may find itself, by the buying of its stock, owned by those who control one or other of the great railway systems in the United States. It cannot be disguised that these corporations do not make their calculations from the national or sentimental point of view, but from that of the financier—the man looking for the best means to earn dividends.

Our rulers cannot prevent such amalgamations, and they cannot, and ought not to, prevent any railway company from earning a fair income on its invested capital. We are sorry that in the past, from one reason or another, this has not always been possible on Canadian railways, because the failure to give reasonable return for the many millions invested has done not a little to move the British public against freely investing in other enterprises in this Dominion.

For ourselves, we believe the man who invests his money in railways in the Dominion is as much entitled to a fair return for his investment as any other investor, and we would be last to raise a clamor against the railways so long as they afford efficient service at reasonable rates, and without discriminating, all things being equal, in favor of one class of customers. We have been trying all these years to settle matters in dispute between the railway managers and the public by means of the railway committee of the Privy Council. It never has been an ideal tribunal. The statesmen who generally compose it are men of eminence and of probity, with a desire to see that the interests of the public are not sacrificed, and that injustice is done to no one. But they have many other duties to attend to, and they cannot always act

with promptitude when trouble arises between a road and the public. The possession of this knowledge reconciles us to the idea of the establishment of a railway commission, whose duty would be to settle all disputes, and see that justice was done. If Hon. Mr. Blair sees to the appointment of capable and independent men to act as such a commission, he will greatly improve the present conditions, if he does not entirely remove all grievances.

THE RUNIANS, GRAY CO.

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

White Goods Sale

If you doubt the statement made in Saturday's issue regarding the niceness of our Whitewear, examine our window display, note the artistic arrangement, and let the thought suggest itself that it is in keeping with the enterprise always shown by this growing store. But pay even more attention to the daintiness and elegance of the various articles displayed. Your examination inside is heartily welcomed, when you will wonder at the small prices asked for such nice goods. Whitewear Department is on the ground floor—turn to the left as you enter the store door.

High-Class Goods

Ladies' Drawers, in fine English cambric, very wide, deep frill of muslin, three rows hemstitched tucks and edge of lace.

\$1.00

Ladies' Drawers, in fine English Cambric, trimmed with 11 rows of hemstitching and Hamburg insertion and frill, special, at

\$2.00

Ladies' Night Gowns, fine English cambric, yoke and revers of insertion and tucking, muslin frills, edged with lace, special,

\$2.00

Ladies' Night Gowns, in fine Nainsook, lapels and yoke of tucking and insertion, frills of fine Nainsook, Hamburg edging, special,

\$3.00

Two Lace Specials

Special line Valenciennes, neat patterns, good strong edges, exceptionally good value, per yard,

1C

Special line Valenciennes, in neat designs, strong thread, good widths, at, per yard,

3C

Hosiery

175 pairs Ladies' Heavy Wool Hose, a special 25c line, to clear, two pairs for35c
10 pairs Children's Heavy Wool Hose, two pairs for35c
50 pairs Boys' Very Heavy Worsted Hose, worth 50c and 60c, to clear at37 1/2c
40 pairs Ladies' and Children's Overstockings, to clear at35c

Tights

50 pairs Ladies' Black Tights; to clear at39c

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Carrie Nation.

Perhaps the only thing demonstrated by Carrie Nation's peculiar methods of temperance warfare is that the prohibition laws of Kansas are not enforced, and that a considerable and influential section of that state do not consider it wrong to utterly disregard the law prohibiting the sale of liquor as a beverage. This woman, in order to have that law enforced, breaks other laws, and hatchet in hand, apparently defies the law, too. Neither, it is clear, subscribe to the doctrine that "it is the duty of every good citizen to obey the bad laws of his country."

The condition of affairs is deplorable. Those entrusted with the enforcement of the laws are passive, and Mrs. Nation undertakes to enforce them with an axe. Is it any wonder that in the United States the murders are 10,000 annually among 70,000,000 of a population, compared with 25 annually among 6,000,000 of a population in Canada? We cannot imagine such scenes possible in Canada. If the laws are disregarded and private individuals undertake to administer the law as to each one seems right, and by such methods as to each one seems most effective, the condition of affairs would soon become intolerable.

The growth of temperance sentiment and temperance legislation has perhaps been retarded in the past in this province more by intemperate demands on its behalf than from any other cause. The best day the temperance cause ever saw in Canada was when the Rev. D. J. Macdonnell, of Toronto, counseled moderation, and urged that those who were no total abstainers might be associated with those who were in urging temperance reforms as rapidly as the people were prepared to receive them and obey them. From that time until the present steady progress has been made, and this province occupies among the nations of the world an enviable position. The deputations that waited the other

TABLE LINENS.

During White Goods Sale we direct your attention to the following specials:

\$1.00 Table Linen for 75c

Special line 72-inch Bleached Table Linen, extra heavy; regular price \$1, for, per yard . . . 75c

\$1.50 Table Linen for \$1

Special line 72-inch Bleached Table Linen, four designs, extra heavy double damask, regular price \$1.00 \$1 50, for, per yard

Extra Fine Bleached Damask Table Covers, 2 1/2 yards long. Special . . . \$2.75

Extra Fine Bleached Damask Table Covers, 3 yards long. Special . . . \$4.50

Extra Fine Bleached Damask Table Covers, 4 yards long. Special . . . \$5.00

Startling Blouse Reductions

\$1 Blouse for 68c
Ladies' Flannelette Blouses, fancy designs, assorted colors, regular price was \$1 00, special to clear . . . 68c

Blouses at Half Price

Special line of Silk, Velvet, Luster and Flannel Shirt Waists, at half-price.
A \$2 00 Waist for \$1 00
A \$2 50 Waist for \$1 25
A \$3 00 Waist for \$1 50
A \$3 50 Waist for \$1 75
A \$3 90 Waist for \$1 95
A \$5 00 Waist for \$2 50

day upon the Hon. G. W. Ross, to ascertain if a prohibitory law would be passed, received the only reply that could reasonably be expected. Mr. Ross' attitude will be indorsed by all who consider the matter. There is no doubt that all, not excepting those engaged in the liquor traffic, would like to see the evils of intemperance abolished, but it would be a mistake to jeopardize the good position, comparatively speaking, which this province now occupies, in order to try and obtain something better which might result in illegality and confusion. The people still remember the evils resulting from the attempted enforcement of the Scott Act, evils soon recognized to be worse than those suffered under a well-enforced license act.

THE LUCERNE.

St. Johns, Nfld., Feb. 19.—Nothing new has been learned regarding the mystery of the wreck near Bacallieu. A large number of persons believe that the British steamer Lucerne is adrift at sea with a broken shaft, and that the wreckage which has been picked up may have been washed from her decks in some of the recent storms. She is now 25 days out.

No Excuse
For People Who Wear
Rusty or Faded
Clothes.

Diamond Dyes

Will Make the Old Things
Look as Good as New.

If the majority of people cannot afford to buy new dresses, jackets, capes, waists or suits of clothes every three or six months, the use of Diamond Dyes will enable them to renew at trifling cost their faded or rusty garments, making them as handsome as new ones. Mrs. W. L. Woodward, of Cresswell, Ont., says: "I have always used Diamond Dyes with the best results, but my last trial of them has exceeded all previous efforts. I have just dyed a dress of the very finest brown Henrietta Cloth with Diamond Dye Fast Black for Wool, making it look as well as new goods from the store. There is no excuse for anyone wearing old clothes while Diamond Dyes are sold."

For the first time in its history the British Church Missionary Society has passed the £400,000 point in its annual receipts.

Bargains in Furs

1 Lady's Astrachan Jacket, \$25 00, for\$22 00
2 Ladies' Electric Seal Jackets, \$35 00, for\$30 00
1 Lady's 'Coon Jacket, \$25 00, for \$19 50
2 Ladies' Long Astrachan Coats, to clear at\$14 50
5 Very Fine Sable Muffs, \$10 00 and \$11 00, for\$8 00
1 Sable Capeline, \$30 00, for\$25 00
1 Sable and Electric Seal Capeline, \$30 00, for\$23 00

A COSTLY STEAMER IN FLAMES

Disaster Befalls the Graf Waldersee at Cuxhaven.

French Alarmed Over the Outbreak of Bubonic Plague in Cape Colony.

Cuxhaven, Feb. 18.—The Hamburg-American liner Graf Waldersee is afire. The Graf Waldersee sailed from New York on Saturday, Feb. 2, with a cabin list of about 100 passengers for Plymouth, Cherbourg and Hamburg. The vessel arrived at Cuxhaven on Saturday, Feb. 16. Capt. E. Klotz is the commander of the vessel.

DOWAGER EMPRESS OF GERMANY
Cronberg, Prussia, Feb. 18.—Emperor William and the Empress arrived here today and spent an hour with the Dowager Empress Frederick this afternoon. Her majesty's condition is unchanged. Their majesties afterwards returned to Hamburg. The reports as to the condition of Dowager Empress Frederick, who is ill at Cronberg, are quite contradictory. The Berlin Lokal Anzeiger prints a dispatch from Hamburg asserting that her condition is satisfactory; that Dr. Renvers, a Berlin specialist, who was called to attend her some time ago, has been to Hamburg for three weeks, and that her private physician attended a ball Saturday evening.

SPREAD OF THE PLAGUE.

Paris, Feb. 18.—The spread of the bubonic plague is beginning to cause alarm here. The minister for foreign affairs is about to be interpellated on the subject in the Chamber of Deputies by M. Charles Berry, who intends to declare that, although M. Delcasse was informed by the French consul at Cape Town on Jan. 21, that the epidemic had broken out there, he has done absolutely nothing to protect French seaports.

AN ALARMIST REPORT.

M. Berthelot, member of the senate, the famous chemist, known for his studies in hygiene, says: "According to information received from all sides, it seems to be well established that the plague prevails in different parts of England, South Africa and Mauritius, very probably in Constantinople and perhaps in Egypt, all these cases being brought from Bombay, where an epidemic has existed for several years, by English ships carrying merchandise and ships which have neglected the prescribed international hygienic rules. Up to the present time the European continent

High-Class Goods

Ladies' White Skirts, in fine English cambric, deep muslin frill, with three rows of lace insertion and edge of wide lace, special,

\$2.50

Ladies' White Skirts, in fine English cambric, deep muslin frill, with four rows of lace insertion and edge of wide lace, special,

\$3.50

Ladies' Corset Covers, in fine English cambric, trimmed with lace edging, insertion, ribbon and feather stitching, special,

\$1.00

Ladies' Corset Covers, in Nainsook, trimmed with fine Valenciennes lace and ribbon, special,

\$1.50

2 Embroidery Specials.

50 pieces Embroideries, in widths from 1 to 3 inches, strong and pretty edges; also insertions; worth 7c to 10c. Our special price, per yard,

5C

35 pieces Embroideries and Insertions, in wide widths, excellent designs; worth largely 12 1/2c, 15c and 18c, from 3 to 6 inches wide, special price, per yard,

10C

Gloves

Ladies' and Children's Ringwood Gloves, in white and colored, regular 15c and 20c, to clear at10c

Ladies' and Children's Ringwood Gloves, in white and colored, regular price 20c and 25c, to clear at 15c

Ladies' and Children's Kid Mitts, in tan and black, regular price 75c and \$1 00, to clear at50c

Ladies' Knitted Black Silk Mitts, wool lined, regular price \$1 50 to \$2 00, to clear at\$1 00

ent has escaped. I do not know whether this is the case with the United States, but I do know that both Europe and America are seriously threatened.

ERRATIC IN ITS COURSE.

Dr. Colin, a member of the hygienic section and a professor of army epidemics in the Paris military hospitals, says:

"Never, except in a case of the black plague, has an epidemic spread so far from its starting point as this, or reached such widely separated localities, appearing at the same time in both hemispheres. On the other hand, it may be affirmed as an offset to this remarkable expansion that the number of persons stricken is far smaller if India be excepted, than during any previous visitation of the plague. Also contrary to former experience with this dread affliction, it has not advanced from east to west, but has been most curiously irregular in its course, and thus it is difficult to predict what its future route may be."

ENGLISH BLAMED.

The well-known surgeon, Pozzi, the senator, says: "There is no doubt that the Cape is affected, and there are also isolated cases at Hull and Cardiff, in England. It is to be regretted that the English in general show such a repugnance to minute and rigorous sanitary measures necessary to prevent the contamination of seaports. It is certainly to be hoped that they will now take serious precautions. It is quite true that the propagation of the pest in Europe under modern hygienic conditions is difficult and improbable, as was shown some time ago, when minor epidemics were easily stamped out in Brittany and Marseilles. But this is not true of the Cape, where Kaffirs and Hottentots form the dregs of the laboring population, and offer favorable material for the development of all kinds of epidemics. If the plague once gets a real foothold in South Africa it may have the gravest consequences for the British troops, weakened and after their long campaigns."

CABLE NOTES.

In Serbia a cabinet crisis is said to be on.

King Immanuel of Italy is to visit London in May.

The Russo-Chinese Bank has arranged with the Chinese Government to build a railroad from Lake Baikal, in Siberia, to Port Arthur.

The Grand Duke of Saxe-Weimar has signalled his accession to the throne, by proclaiming a comprehensive amnesty, including political offenses.

Strength and Endurance
Are factors of the greatest success.
No person can do full justice to himself without them.

In no season of the year are they more easily exhausted than in the spring. We need not discuss the reason for this here. It's enough to say there is one, and that Hood's Sarsaparilla gives strength and endurance, as thousands annually testify.

In the future there are to be no women notaries public in Arkansas.