

London Advertiser.

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Managing Director and Editor, John Cameron

London, Friday, Oct. 20.

Colonel Denison's Rebuke.

Col. Denison, of Toronto, is a distinguished military man, and so zealous an imperialist that he has even been accounted a bit of a jingo. But jingo or not, Col. Denison is wise enough to see that the unity of the Empire cannot be realized if its component parts are not united in themselves. The enemies of imperialism are not the Dutch of Cape Colony or the French-Canadians of Quebec, but an English-speaking clique in this country, happily as small in numbers as in principle, who are trying to array province against province, and race against race, and make Canadian nationality impossible. The Montreal Star, the Toronto News, the Hamilton Spectator, the Toronto Mail and the Toronto World are the leaders of this disloyal propaganda. To these Col. Denison addressed a crushing rebuke, in a speech delivered at the Upper Canada College on Wednesday. Referring to the fact of a Canadian corps enlisting for South Africa, the colonel said:

"There had been a great deal said about Canada failing in its whole duty in not paying the full expenses of the contingent. He was glad, on that account, that it had been clearly and definitely shown that it was the wish of the British Government that the men should be paid from imperial funds, and not by any of the colonial authorities. Had it not been so, Canadians would have felt that they were not doing their whole duty. Now they felt relieved to know that the Dominion Government were doing all that the Imperial Government wished them to do or would allow them to do. (Cheers.) Then, in the second place, it should be remembered that the authorities had yielded to the wishes of Canada, and permitted the men to go as a distinct contingent, so that on both points we should be satisfied. A point he wished to emphasize was that if our beloved country is ever to become a great and powerful nation, at the time is ever to come, as he hoped, when Canada shall be the most important, the most powerful and the most populous part of the greatest empire of the world, it would only be accomplished through the united effort of every individual by the people standing together as one. History showed them that on every occasion on which it was necessary the Canadian people had stood together.

"They must not forget that it was owing to the loyalty of the French-Canadian population that in 1763 this country was saved to the British Empire and for us today. (Cheers.) In the war of 1812-14 these men stood shoulder to shoulder with our fathers and fought on the same fields with them, with the result that the invader had been repelled and our freedom and nationality preserved. He cited the example of the Swiss, who had four different languages and four different religions, to show that neither language nor religion need make any difference to the patriotism of the people as a whole. In the battle of Ogdensburg it might be recalled that the loyal Canadians were partly Roman Catholics and partly Protestants, and as the battle line advanced to the attack under heavy fire on one flank marched the Roman Catholic priest (afterwards bishop) Macdonnell, carrying the crucifix, and encouraging the men, while on the other flank marched the Presbyterian minister with the Bible in his hand encouraging his flock. This was the spirit in which all classes and creeds should be united under the flag."

Canada's New Settlers.

As we have pointed out before, recent visitors to the Doukhobor settlements in Manitoba and the Northwest Territories assert that everywhere they found the new-comers well-spoken of by their English-speaking neighbors. They found both men and women ready and willing to work, and as speedily as possible to make the land assigned to them capable of yielding them sustenance. They found these Quakers from Russia anxious to learn the English language, to have their children taught it, and to conform to our laws and usages. For the first year, or maybe for the second, railway and other contractors, and farmers who need labor will no doubt find among the men efficient and much needed help. But such help, and such competition with those looking to be employed by others, is certain not to be continued. The Doukhobors are tillers of the soil. They have suffered much in Russia from persecution and from compulsory separation from those near and dear to them. It is not remarkable, therefore, to find them passionately fond of their homes and attached to their domestic surroundings. They do not hesitate to declare that though they have been willing to go from home to work this year, they do not mean to do so in the future. They assert that they will confine their attention to growing crops and rearing cattle, and leaving other laboring work for those less inclined to agricultural pursuits. This shows that the outcry against the Doukhobors on the score of their alleged competition with professional laborers is totally ill-founded, as much without warrant, in fact, as the allegation that they are filthy and loose in morals. There is not a scintilla of evidence against the new-comers in this regard.

We have said that they are well spoken of by every person. An exception must be made. One rancher has written against them, but on investigation it was found that he is a prejudiced authority. He resents the settlement of the Doukhobors on vacant lands next to his place because their taking up of the property, and cultivating it, will deprive him of the free use of lands hitherto held by the Government, and over which he had free pasture for his cattle. The fact is, as pointed out by the Minister of Justice

in his recent speech at Winnipeg, the average rancher of today in Manitoba and the Northwest is no more anxious for a farmer settlement of the prairies than were the Hudson's Bay Company in the early days, when they described the fertile plains as barren and incapable of cultivation, in order that they might hold them as a preserve for their fur-bearing animals in which they dealt. It is these ranchers, who derive free pasture, and, therefore, are opposed to speedy settlement of the vacant lands, who set the unfounded stories going against the Doukhobors. But, as Hon. Mr. Mills pointed out, they are as much opposed to settlement by people from Great Britain as by hardy farmers from the European continent. And it is not in the interests of the great mass of the people that their desires should be respected. There is room for many millions of agriculturists on the vacant lands of the Dominion. The settled portions represent but an infinitesimal part of the great expanse of territory which is the national heritage. For many years to come, we can annually receive double the number of new settlers now coming to the country, and still have many millions of acres uncultivated. So long, therefore, as the new-comers are of the right stamp, ready and willing to become good Canadians, and by their industry aiding in the support of the Dominion, they will be welcomed.

The Boers are already finding out that modern artillery is not adapted to their favorite bushwhacking style of warfare.

After all the Shamrock seems to do better in light winds. A strong wind breaks her topmast, but a light wind prevents her rival from winning within the time limit.

What has the Countess of Aberdeen done to merit the hideous pictures of her in Canadian newspapers? Lady Aberdeen is a good-looking woman, and it is a shame to caricature her.

There are fifteen members of the Dominion Government and only three are French-speaking—Sir Wilfrid Laurier, Hon. J. I. Tarte and Sir Henry Joly, the latter being a Protestant. And yet they talk of French domination.

The Government put Thanksgiving Day a month earlier this year so that it might occur in fine weather. Which is much easier than making fine weather occur on Thanksgiving Day, as yesterday's bleakness and moisture proved.

A dispatch says British subjects in the Southern States are being paid \$500 to enlist for service in South Africa. This is hardly likely when Great Britain can have more troops than she asks for from the colonies, without paying them a bonus either. Britain is buying mules, not men, from the States.

The modus vivendi on the Alaskan boundary question is doubtless the very best the Washington Government will do for us before the Presidential election next year. To arbitrate or compromise the matter might lose votes for the Republican party on the Pacific coast. That fact, and that fact alone, has guided the party of the McKinley Administration on this affair.

The London Free Press apparently regards the movement in favor of compulsory arbitration, in cases where public franchises are involved, as what it terms compulsory nonsense. The Advertiser holds a distinctly opposite view. With compulsory arbitration, it would be impossible to have a strike lasting well on to six months, virtually depriving the mass of the public of the free, conscientious use of their own streets. When our contemporary says that compulsory arbitration is impossible in a free country; it says what a free country, New Zealand, has disproved. The legislation that works so well in New Zealand should work equally well here. As the Hon. W. P. Reeves, author of the New Zealand law, truly says: "Railroads and railroad employees should not be allowed to carry on a civil war, while the public stands by helpless."

The presence of Sir Charles Tupper and Mr. W. F. Maclean, M.P., on the same platform is one of the little ironies of politics. The two men are diametrically opposed in everything but the desire for office. Mr. Maclean, through his newspaper, the Toronto World, daily denounces the railway corporations and calls for the appointment of a railway commission. Sir Charles Tupper is the friend of the corporations, and expresses the hope that he will never live to see a railway commission. Mr. Maclean is, or was, a strong advocate of Canadian independence. Sir Charles Tupper is an ardent Imperial Federationist, on the condition that Great Britain will some day tax herself to give the colonies a preference in her market. Mr. Maclean, through the World, calls for the nationalization of the railways, telephones, telegraphs and cables. Sir Charles would condemn this as rank socialism. Mr. Maclean has been one of the cross-currents in his party, and has openly chafed and fumed at Sir Charles Tupper's leadership. Now he says Conservatives are united behind the veteran. It looks as if Mr. Maclean had swallowed himself.

J. P. Fitzpatrick, son of an Irish judge, who has lived many years in the Transvaal, gives an interesting picture of the condition of mind of President Kruger, in his book, "The Transvaal from Within." On one occasion, he says, a deputation of United States residents went to interview the president. The deputation represented to

him that there was no danger at hand unless the president by his own act precipitated matters, and caused the trouble himself; that matters were completely in his hands; and that if he would deal with the people in a liberal and statesmanlike way, and grant the reforms universally acknowledged to be necessary, there would not be anywhere in the world a more law-abiding and loyal community than that of Johannesburg. The president answered merely by the question: "If a crisis should occur, on which side shall I find the Americans?" The answer was: "On the side of liberty and good government." The president replied: "You are all alike, tarred with the same brush; you are British in your hearts." No more effective recognition of the justice of the cause of the English-speaking population could be wished than this declaration of Oom Paul. It does citizens of the United States, resident in the Transvaal, credit that they have always worked shoulder to shoulder with their cousins from the British Empire in the promotion of liberty and good government.

A NOVEL ENGLISH CITY

Every Municipal Monopoly Is Under City Control in Huddersfield.

Even the Baths and the Bands Are Public—The Housing of the Poor.

In his pursuit of big things, the American is apt to neglect the cities of medium size in Great Britain, and to concentrate his attention to London, Glasgow, Birmingham, or Liverpool. This is a mistake, for among the cities of 100,000 or 200,000 population there are instances of municipal enterprise not excelled by any metropolis. Such a one is Huddersfield, a Yorkshire town of 100,000 situated in the midst of the British textile industries.

Every municipal monopoly is under city management. The waterworks have been satisfactorily maintained for years. The gas works were taken over, the object being to reduce the price of gas and increase its use by the poorer classes. To this end the department introduced penny-in-the-slot meters, which have been so well received that about one-fifth the population is now supplied in this way. When the meter is used a stove is supplied and "fixed" at a price of 10 pence. Stoves alone may be returned at 10 per cent of cost price per year, and the department has its own stores containing styles to suit the poorest of the most frugal. The price of gas has been steadily reduced, until not it is 3s 9d (66 cents) for lighting and 2s (40 cents) for heating and trade purposes. Indeed, the city has been so considerate of public welfare in every way that practically the whole population consumes municipal gas. How does this compare with some of our cities? St. Paul, for example, where not more than one-fourth of the population use gas?

The workingman and the taxpayer have come to rejoice as well. The hours of labor have been reduced to eight hours a day, the first step to adopt the eight-hour programme. About \$20,000 is annually used to decrease taxes, and yet adequate amounts have been set aside for depreciation, renewals and amortization of debt. The object, however, is not to make a profit, but to lower the price as rapidly as possible. It is cheaper in some other cities, but the density of population is very low, and the city is not an unusually large number of miles of pipe. The interest and maintenance charges are correspondingly high.

The city did not allow electric lighting to fall into the hands of a private company, but constructed its own plant in 1893. From the first electricity has been very popular, and consumption has been enormous. The city has a low rate of 4.5 cents per unit—as for lighting and apparatus are rented on very reasonable terms; showrooms are maintained; and the price for cooking, heating, motors and trade purposes is fixed at low rates. For lighting the price is 12 cents per unit.

The management of the tramways shows the municipal spirit. The city is the best. Huddersfield was the first city in Great Britain to operate a street railway, and it was forced to do so, because no company would lease its lines. The city government, by its action, has shown that the public interest is the best. The tramways have been worth to the city all they cost. Further, the failure to make a profit is not due to lack of good management, but principally to the nature of the city. The city is very widely scattered; there are many hills; wages are above the normal; hours are short (eight per day); fares are low, all public which go to increase the expense of operation. That the system is greatly used, and meets a want is shown by the fact that over 4,000,000 passengers are carried annually—equal to the population of London. Every man, woman and child rides, upon an average 43 times per year—a wonderful record for a city of 100,000 population.

A unique feature is a letter box attached to each car, into which one can deposit his mail without extra charge, except when the car is stopped for that purpose; then 2 cents must be paid. This is a great convenience to all, especially those living in outlying districts, for letter boxes are not so plentiful as with us.

The housing of the poor has always received marked attention. The first model lodging-house built by a city was constructed by Huddersfield as far back as 1853—about 20 years before Glasgow built a similar one. Before the city department are provided for men and women at 6 cents each per night, and another portion of the house is allotted to married couples. A mechanics' home, intended for a better class of the workingmen, is provided with supplies accommodations for 10 cents per night. A grade higher are the art-

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Ladies' Kid Gloves, newest embroidery, in navy, gray, modes and black, at..... \$1 00
Ladies' Kid Gloves, modes, gray, blue gray and navy and black, black and white points, at..... \$1 25
Ladies' Swede Gloves, special shades in grays and modes, also black, at..... \$1 50
Perrin's, Fownes' and Penney's makes.
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About Hosiery.

Our Hosiery stock is the finest. Large variety, superior quality and good value make this the correct place to buy Hosiery for man, woman or child. Here's a few lines priced:

Boys' Extra Heavy Double Knitted Hose, large sizes, were 75c, for..... 50c pair
Ladies' and Boys' Ribbed Cashmere Hose, double heels and soles, 3 pairs for..... \$1 00
Ribbed and Plain Cashmere Hose at..... 25c pair
Children's Ribbed Cashmere Hose, double knees and soles, sizes from 5 to 8, for..... 20c, 22c and 25c pair

Millinery.

It is generally admitted that this store is an authority in anything in the Millinery line. Constantly receiving new ideas from Paris and New York makes our display particularly attractive. Besides foreign productions we display many worthy styles that are being contributed by our own experts, forming the finest collection of pretty Hats and Bonnets to be seen anywhere.

Jackets and Capes.

A large stock of Ladies', Misses' and Children's Jackets, in elegant styles and useful materials, fill this section, and are admired by everybody. In style our garments point to an exclusiveness that surpasses the keenest imagination. They are the world's latest models and priced moderately withal. It's worth your while to know that our stock of stylish Jackets is the finest and best value in the city.

New York Jackets, in black, blue, fawn and ecru, silk lined, \$9.75 to \$22.00
A large assortment of German Jackets, in all the latest shades, silk lined, \$4.95 to \$17.00
A fine range of Black Curl Jackets, silk lined, \$4.95, \$6.75, \$7.90, \$15.00
A large assortment of Children's Ulsters and Short Jackets, \$2.00 to \$10.50
Ladies' Skirts, in plaids, serges and crepons, in the latest styles, \$4.50 up
Ladies' Fur Jackets, in Astrachan electric seal, coon, Persian lamb and Greenland seal, \$22.50 to \$125.00
A large assortment of Capelines, Gaunlets and small Furs.

Underwear Section.

This is one of the most important departments in the house. From a small beginning it has been continually increasing, till now it assumes immense proportions. We have no fault to find with this department, but we're after all the trade there is, and give a few special prices to show we're in earnest.

Ladies' Flannellette Gowns, in pink or blue stripes, made plain, special, each..... 50c
Ladies' Flannellette Gowns, with frills of self, double yoke, back and front, and a good width, price each..... 75c
Ladies' Short French Corset, in gray or white, with solid steel filling, for the correct figure, price per pair..... \$1 25
Ladies' Long Waist Black Corset, trimmed with marcel steel filling and made with a girle round waist, a heavy corset for winter, regular \$1.25, special per pair..... \$1 00
Ladies' Short Waist Corsets, with gussets on hip, steel filling, were \$1, special per pair..... 75c
Ladies' Abdominal Corsets, with elastic lacing on side and double fronts, suitable for stout figure, per pair..... \$1 50

Blouses.

Ladies' Flannellette Blouses, in assorted colors and patterns, special each..... 60c
Ladies' Black Luster Blouses, tucked fronts and sleeves, good quality, special at..... \$2 00 and \$2 50 each
Ladies' Woolen Blouses, in plain or fancy colors, made with or without lining, a large assortment, each \$1.50 to \$3.00

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Will be found in the Mattawa and Nepigon Districts. Good game is not more plentiful anywhere. Round trip tickets will be sold October 25th to November 1st, inclusive.
SINGLE FIRST-CLASS FARE
To all points Mattawa to Nepigon and Spanish, Kippewa and Temiskaming, Haystack to Shabot Lake, to Penetang, all points Severn to North Bay and on Muskoka Lakes from North Bay.

STATIONS IN CANADA

Brookville, Smith's Falls and West. When business passes through Toronto, no transfer fare will be charged than regular return to Toronto with 35c added.
All tickets good to return December 13, 1899.
A. H. NOTMAN, Asst. Gen. Pass. Agent, 1 King Street East, Toronto.
THOS. R. PARKER, City Pass. Agent, 161 Dundas street, corner of Richmond.

Railways and Navigation

INTERCOLONIAL RAILWAY

On and after Sunday, Oct. 16, 1899, the trains leaving Union Station, Toronto (via Grand Trunk Railway) at 9 a.m. and 9:30 p.m., make close connection with Maritime Express and Local Express at Bonaventure Depot, Montreal, as follows:

The Maritime Express will leave Montreal daily except on Saturday, at 7:30 p.m., for Halifax, N. S., St. John, N. B., and points in the Maritime Provinces.

The Maritime Express from Halifax, St. John 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 7:40 a.m., due to arrive at Riviere du Loup at 6:00 p.m.

The Local Express will leave Riviere du Loup daily, except Sunday, at 12 noon, and Levis at 4:35 p.m., due to arrive at Montreal at 10:10 p.m.

Through sleeping and dining cars on the Maritime Express. Buffet cars on Local 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 LAND OF BIG GAME.
The Intercolonial Railway is the direct route to the great game regions of Eastern Quebec, New Brunswick and Nova Scotia. In this area are the finest hunting grounds for moose, deer, caribou and other big game, as well as unlimited opportunities for shooting wild geese, duck, brant and other fowl common to this part of the continent. For information as to game in New Brunswick, send for a copy of "Hunt and Gun."

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, 92 York street, Rossie House Block, Toronto. H. A. Price, District Passenger Agent, 143 St. James street, Montreal.

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Return tickets at first-class single fare, except on business passing through Toronto, will be issued Oct. 25 to Nov. 1, inclusive, valid for return to destination not later than Dec. 13, 1899 or earlier from points on Muskoka Lakes or Lake of Bays, if navigation closes before Dec. 13, 1899, from all stations in following districts: Brockville and west in Canada. Stop over will be allowed at all points Severn and north. Sportsman's gun and 200 pounds of camping outfit carried free.

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M. C. DICKSON, District Passenger Agent, Toronto.

The turkey was first discovered in America, and was taken to England in the early part of the sixteenth century. Since then it has been acclimated in nearly all parts of the world.

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S.S. TEUTONIC, Nov. 1..... Noon
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