

## London Advertiser.

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LONDON, ONTARIO.

London, Tuesday, Feb. 18.

The Montreal Star, referring to the opening of Parliament and several of the Legislatures, exclaims, "Look out for squalls!" How so? Who is going to play the baby act in these piping days of Canadian peace, progress and prosperity?

Apples that sold here for 12½ cents a peck last fall now bring 46c. This is a striking illustration of the profit that might be reaped by the careful cold storage of this fruit, the scarcity of which this winter has caused an enormous increase in its price.

W. F. Maclean, M.P., member for East York in a speech in the House of Commons strongly urged the nationalization of railways. This was his method of keeping them out of the hands of great American capitalists. Mr. Maclean surely cannot find fault with the position taken by Premier Ross and his colleagues, who have promoted the construction of the Temiscamie and North Shore Railroad to be under Government ownership and control.

Unusual interest in Southwestern Ontario centers around the fact that Mr. Archibald Campbell again occupies his seat in the House of Commons. During his terms of membership for Kent he proved himself a capable representative. His speech, in moving the adoption of the address from the throne, showed a keen grasp of the facts in connection with Canada's progress during the past five years. His remarks were received with such enthusiasm and good cheer from his fellow members, as to prove him a valued member. During the election campaign of West York Mr. Campbell was assisted by Mr. W. S. Calvert, M. P. of West Middlesex, who is the Liberal whip.

## Principal Grant on Prohibition.

One Conservative journal stated that Principal Grant simply supported the Government on this burning question, and hinted that the motives were interested. That kind of argument does not merit careful consideration. So far as we understand the matter, the principal of Queen's University merely stated what is pretty generally accepted, viz., that the Government, having promised to deal with this matter if it could be shown to be in the power of the Province, they were bound to fulfill that promise; and second, as it is important to have the voice of the people on the question in the actual form in which it can be dealt with now, it should be referred to the people. So far there is very large agreement. But Principal Grant goes further; though he has not yet given his plan for dealing with the liquor traffic, he sets forth an argument which certainly has many facts to support it, namely, that the larger the area embraced by prohibition the more difficult it is to carry it out. A man can prohibit the use of liquor by himself, and that when done for right motives is a noble form of prohibition. Prohibition is strictly observed in a great many families. There are many healthy happy homes where intoxicants are never used. In a town, also, where there is a large majority it can be pretty well observed. When it comes to a country, or large city, the matter is more difficult; and in the one case where it has been applied to a province it has been a dead failure. This, as we understand it, is in briefest form the Principal's argument. It does not admit that prohibition is successful except over a very small area. This is worth considering, though we suppose that prohibitionists look at it in exactly the opposite manner, and wish to have it tried over the largest possible area, viz., over the whole Dominion. That, however, is plainly impossible; so as the matter is thrust upon our own province, it should be carefully considered on all sides.

## Railways vs. Canals.

Those who believe that with the increase of railways would come the end of canals, do not find warrant for their views in the action of the French Chamber of Deputies. That body has just adopted a plan for a series of public works, involving the expenditure of 600,000,000 francs, of which no less a sum than 445,500,000 is for new canals. Probably the most important of these enterprises is the canal for Marseilles. That great and rich city is menaced by Genoa, and after the completion of the Simplon tunnel there seems little doubt that much trade will be diverted from France to Italian ports. To meet this rivalry, a canal from Marseilles to Arles, the Cete Canal, and the improvement of the Rhone Canal will be at once proceeded with. And none too soon, for the Simplon tunnel will be opened within eighteen months. The energy with which the French public men are entering into these enterprises proves that they are fully seized of the value of inland waterways as a check in keeping freight rates on railways down to that which is reasonable. Our own Dominion Government, in energetically

proceeding with the deepening and rendering more safe and efficient our magnificent system of inland rivers and lakes, are proceeding on the same assumption. The benefits to be derived from these judicious expenditures are therefore not to be counted from the increase of traffic on the waters alone, but from the great influence which the existence of alternative routes for the carriage of freight to and from the mighty West has in moderating the duties of the common carriers.

## Glimpses From Ottawa Gallery.

[Special Correspondence.]

Ottawa, Feb. 17. Apropos of the acceptance of a seat on the Supreme Court Bench, by the Hon. David Mills, old habits of the House recall with interest the occasion on which Mr. Mills gave one of his first important public addresses, and one which indicated the distinction he was afterwards to achieve. The scene was the riding and town of Bothwell; the year 1867. Our former townsman, Mr. David Glass, of London, was the Conservative candidate, or rather the candidate of the then Coalition Government. Hon. William Macdougall had come up from Ottawa to support Mr. Glass. Mr. Macdougall had joined the Coalition Government as a Liberal; but to the coalition George Brown, Alexander Mackenzie, Archibald McKellar, and other Reformers of the day, were strongly opposed.

Previously to the meeting, Mr. Macdougall privately asked Mr. Mills where he stood in the contest. He said Mr. Glass was running in the interests of the then Government; but if Mr. Mills would promise to give an independent support to the Administration, he would not interfere; if not, Macdougall was there to support Mr. Glass. Mr. Mills said in reply that he was a Liberal, and was in favor of the policy of the Liberal party; that so far as the Government was concerned, there were many members to whom Mr. Macdougall himself had been previously opposed, and in whom he did not place confidence. Mr. Mills said that if the measures of the Government were satisfactory, he would, of course, not oppose such measures, but that he was certain the Conservative element would be dominant, and that the political undercurrents would run much as before.

At the public meeting, Mr. Macdougall attacked Mr. Mills for having been a student and graduate of a Michigan university, and must therefore be "American" in his proclivities. Mr. Mills pointed out in his reply that Mr. Macdougall had been himself very much more Americanized. Mr. Mills claimed to be an English Liberal, of the school of Gladstone and Bright; and that, Canada having adopted the British system, it was important that study should be given to the federal system of the United States, and that Mr. Mills had endeavored to do. Mr. Macdougall, on the other hand, had attended a convention that had derided British parliamentary institutions and praised the superiority of the system of the State of New York.

Up to that time, in the town of Bothwell, feeling rather inclined to subordinate party discussion to the need of the town, the oil excitement had begun to wane, and there was a feeling in the town itself in favor of bringing out Mr. Octavius Prince as a candidate; but the old party divisions were awakened by the meeting, and all the old Liberals fell into line; so that the meeting was decidedly in Mr. Mills' favor, and the references made to articles which had appeared in the North American newspaper, a former Toronto journal, in favor of American institutions, as against English, and which had also appeared in another Toronto journal during the time Mr. Macdougall was chief writer, made a strong impression against him, and all the Reformers in that section of the country became henceforward active and sympathetic supporters of Mr. Mills.

The riding of Bothwell, in that particular election, consisted of portions of Kent and Lambton. Mr. Glass was defeated by Mr. Mills by a majority of 109. From 1867 till the summer of 1896, a period of some thirty years, Mr. Mills continued to represent the constituency. For one session and a few weeks of another, however, the seat was illegally occupied by Mr. J. J. Hawkins. In 1882 the Bothwell riding was gerrymandered. The townships of Orford and Howard, and the town of Ridgeway, being the section of country in which Mr. Mills resided, were added to the riding of West Elgin; and the township of Chatham and the town of Wallaceburg were added to the riding of Bothwell. On a strict party vote this change was designed to give his opponent a majority of 300; but a very considerable number of Conservatives, after 1882, always voted for Mr. Mills; so that his opponents did not profit to the extent they anticipated. Patronism, which was wholly American, and anti-British as to its political conceptions, was introduced from the United States, and became a disturbing factor. The P. P. A. organization also obtained a considerable hold on a part of the constituency; but notwithstanding these disturbing influences, Mr. Clancey, in the election of 1896, had only a majority of 58. In reality he had not a majority at all, as there

is little room to doubt in some of the polling subdivisions a system of substituting ballots marked for Clancey was practiced. There is as little room to doubt that in the elections of 1886 and of 1890 the practice of changing the ballots came into vogue; and beyond question many sat in Parliament whom the electors did not return.

West York was given the place of honor in the debate on the address, the mover being Mr. Archibald Campbell, who captured the seat formerly held by the late Mr. Clarke Wallace. In speaking of the growth of the foreign trade of Canada, within a few years, under the Laurier Government, he was able to quote the following astonishing figures: In the five years, under the Conservative regime, from 1891 to 1896, the foreign trade of Canada had grown from \$218,384,934 to \$239,250,900—or nine per cent increase. In the following five Laurier years, from 1896 to 1901, Canada's foreign trade had grown from \$239,250,900 to \$386,900,000—or 61 per cent increase! The Laurier Administration is a Government worth keeping in power.

The address was seconded, in French, by Mr. Beaudouin, of Beauce, in the Province of Quebec. These young Frenchmen are natural orators, with phrases, gestures and a native grace, the despair of the average speaker in the English tongue.

At the Governor-General's drawing-room, held on Saturday night in the Senate Chamber, among those who attended in full canonical swallow-tail coat, expansive shirt-bosom, white tie, gold studs and white kid gloves, was Mr. Jabel Robinson, M.P. for West Elgin. He certainly looked well. But some critics are after him on the ground that, as a Granger of high degree, and one who has attained his position partly by denouncing all the humbug and fuss of society and such vanities, and especially, to use one of his phrases, "the kid-gloved gentry," he has acted inconsistently in listening to the syren blandishments of fashion. Jabel Robinson's defenders reply, it was meet and proper the Grangers of Ontario should pay their respects to the Governor-General; that swallow-tails and white kid gloves were part of the prescribed costume; and that if a sword dangling between his legs had been also necessary, it would have been Mr. Robinson's bounden duty to rig up equal to the best of them. It is a pretty controversy as it stands. Those who are partly democratic, partly aristocratic, in their leanings, take a middle view. To denounce swallow-tail, and yet to wear one, might, they say, be condoned; but the sight of a horny-handed Granger making obeisance in white kid gloves is calculated, they aver, to cause many a worthy Granger in the back townships to sit up and wonder where he is at, and what the world is coming to.

London and the Middlesexes are well to the fore in the House of Commons. Mr. Hyman has always had many friends at Ottawa, owing partly, no doubt, to his personal acceptability, but also to the fact that London has ever been a place of interest, politically, to the rest of Canada. The Member for London is usually on important committees, and it would create no surprise if the rumor proves correct that he may be made chairman of the Committee on Railways—in some respects the blue ribbon of committee distinction.

Then West Middlesex has the prestige of being represented by the Chief Whip on the Government side, in the person of Mr. W. S. Calvert, M. P. The position of Chief Whip brings a public man into intimate relations with Ministers on the one hand and members on the other; and he has much to do with the smooth working of the legislative machinery. West Middlesex made no mistake when it gave its confidence to Mr. Calvert.

As to the representation of South Middlesex, I make bold to say no man in Parliament is more respected than Malcolm McCugan, M. P. He belongs to that rank and file of the House who give important aid in the work of committees, who are listened to with attention whenever they speak, all too seldom, and who give a party solidity and strength.

East Middlesex sends a good Conservative in the person of James Gilmour—a kindly, shrewd man, esteemed by all.

The last census figures formed the text for many observations in the debate on the address. The growth of

Canada's population in the last ten years seems to have been chiefly in Manitoba, the Northwest and the Yukon. Ontario is the breeding-ground of the West; the institutions and ideas of Ontario are carried into the West; the surplus of Ontario's agricultural population goes into the West. This surplus agricultural population would have had to go somewhere, owing to the general use of agricultural machinery on the farm, making it possible now to do the work of the fields with fewer hands than in former times. These people bred in Old Ontario carry with them into the West friendliness to Ontario manufacturers and Ontario wholesalers, and form sentimental and business ties between Old Canada and the newer sections in the West.

Quebec grows by natural increase; by looking well after colonization; by large families. The increase of French population is noticeable in Ontario as well as Quebec.

Old Country racial stock has for some years come but sparingly to Canada. Just now ought to be a good time to make a big push for more—Canada being at the moment much in the eye of the heart of the Empire. The new foreign element is from the European continent, and also from the United States. From European countries recently have come mainly Galicians and Doukhobors. The former have already turned out well, becoming rapidly Canadianized. The latter have been here too short a time for a complete opinion to be formed, but it is believed time only is needed to turn them into useful and dependable citizens.

Citizens of the United States are coming over into Far Western Canada in surprisingly large numbers. They come for various reasons. The best lands of the United States have been taken up. The big wheat crops in Manitoba and the Northwest have been both advertisement and magnet. Some wonder what the result of this particular influx may be, nationally. It will be for good, if we give them good government, they will be content; and United States farmer and capitalist equally will be interested in promoting good will and peace between the two countries.

The figures of the census are full of interest. There are substantial reasons for believing the next decennial census, and the next, and the next, will show great expansions of population. Twenty-five years from this date Canada will have 20,000,000 of people.

J. C.

## THE ANCIENT ORDER OF UNITED WORKMEN

Grand Lodge Executive in Session at Toronto—Proposed Increase in Rates.

Toronto, Feb. 18.—The executive of the grand lodge, A. O. U. W., commenced its annual session yesterday afternoon, preparatory to the general meeting, which opens on Wednesday morning.

The subject which will occupy most time at the meeting will be the proposed increase in rates. The convention, meeting in committee last year to consider the question, if their recommendation is adopted by the convention, members of the A. O. U. W. 40 years of age and over will have to pay over 25 per cent more than they are at present paying, the increase below that age being less than 25 per cent, members from 20 to 25 years old escaping with very little above existing rates.

The A. O. U. W. has now been 35 years

## WHAT ARE PILES?

Ask Scores of People Who Endure the Wretched Itching, Burning Sensations of Piles and Do Not Know the Nature of Their Disease or the Remedy to Apply.

Piles, or hemorrhoids, as they are sometimes called, are small tumors, which form in and about the orifice of the rectum. They are caused by an enlarged and inflamed condition of the veins, which are very numerous in this part of the body. Internal piles are situated along the veins which carry blood from the intestines to the external piles, on the veins which surround the rectum.

Piles are of frequent occurrence among people who have a predisposition to rheumatism or gout. Such persons are subject to constipation and to obstruction in the passage of blood from the intestines, the most common cause of piles. Congestion of the rectum, bladder and uterine organs, ovarian tumors and nearly all diseases of the liver are followed by piles, and they are very liable to appear during pregnancy and immediately after child birth.

In bleeding piles the hemorrhage is sometimes so profuse as to cause death, but protruding piles are probably more dreaded, because it is believed that nothing short of a surgical operation will cure them. As a rule every form of piles becomes at times acutely inflamed, and extremely painful. The itching and burning usually increases at night, and the misery which many people endure is beyond description.

The magical power which Dr. Chase's Ointment has over each and every kind of piles gives it mastery over this disease, even in its chronic form, and it is not at all unusual to hear of it curing where cruel, expensive and dangerous operations have failed.

There is no guesswork about Dr. Chase's Ointment as a cure for piles. It has been tried in the crucible of time, and its efficacy has been proved by the medical profession, as well as with the public in general. It has a wonderful soothing and healing effect, and wherever applied to burning, itching, inflamed skin, it affords almost instant relief, cooling the fires of disease and healing the raw, ulcerous skin.

Ask your friends and neighbors about Dr. Chase's Ointment. It is recognized by a surprisingly large number of people as the only actual cure for piles. It will not fail you. Sixty cents a box, at all dealers, or by mail, post paid, on receipt of price, by Edmanston, Bates & Co., Toronto.

In existence, and has therefore, reached that stage when deaths of members from

208, 210,  
210½ and 212  
Dundas St.

The Runions  
Carson McKee & Co.

208, 210,  
210½ and 212  
Dundas St.

## ..Store News..

People look to these columns for reliable statements, and they're not disappointed. Careful reading of these lines, followed by a critical scrutiny of the offerings, are earnestly recommended. They are very exceptional, hence the prominence accorded them.



### Clearance Sale of Comforters.

All of our \$1 00 Comforters for..... 84c  
All of our \$1 25 Comforters for..... 95c  
All of our \$1 35 Comforters for..... \$1 00  
All of our \$2 25 Comforters for..... 1 50  
All of our \$2 50 Comforters for..... 1 85  
All of our \$5 75 Bider Comforters for..... 4 25

### Special Sale Rugs, Squares

28 only Fancy Floor Rugs, size 27x63, handsome designs, regular price \$1 69. Sale price only..... 97c  
2½x3 yards Union Art Squares, slightly soiled, \$3 75, for..... \$2 65  
3x3 yards Union Art Squares, slightly soiled, \$4 50, for..... 3 25  
3x4 yards Union Art Squares, slightly soiled, \$6 00, for..... 4 35

### Carpet Specials.

Special Line Heavy Union Carpet, newest designs and colorings, per yard..... 25c  
Special Line, Extra Heavy Union Carpet, new designs and colorings, at per yard..... 40c  
Special Fine 2-Ply All-Wool Carpet, extra pattern and good colorings, regular price 75c, for per yard..... 57c

## Kensington Art Squares.

We have just passed into stock for spring trade a special line of Kensington Art Squares in Wool and Union, new colorings and exceptionally fine designs.

|                                    |        |                                   |        |
|------------------------------------|--------|-----------------------------------|--------|
| Size 2½x3 yards Union Squares..... | \$3.75 | Size 3x2½ yards Wool Squares..... | \$5.85 |
| Size 3x3 yards Union Squares.....  | \$4.50 | Size 3x3 yards Wool Squares.....  | \$6.75 |
| Size 3x3½ yards Union Squares..... | \$5.25 | Size 3x3½ yards Wool Squares..... | \$7.90 |
| Size 3x4 yards Union Squares.....  | \$6.00 | Size 3x4 yards Wool Squares.....  | \$9.00 |

## Now Is Your Chance.

On March 3 we close out our Boot and Shoe Department. Until then every article of footwear is offered at 50c on the dollar. Ten per cent discount sales, bankrupt sales, clearance sales, all eclipsed by our Half-Price Sale. Watch Our Windows.

## SKIRT MAKING, 50c.

Skirts, to your order, perfectly made and fitted, for..... 50c

old age must be provided for. "This increase is an inevitable stage of all cheap insurance," was the statement made by one of the members, Dr. Cornett, of Oshawa, is the present grand master of the order, and with him on the executive are the various deputy grand masters.

## STATISTICS IN RE RAILWAYS

The Federal Expenditure Upon Various Roads

Under Government Control—Interest Figures as to Mileage, Expenses, Etc., of Canadian Roads.

On June 30 last, according to official returns compiled by the department of railways, there were 163 steam railways in actual operation in Canada, including the two government roads, the Intercolonial and the Prince Edward Island Railway. At the close of the fiscal year the number of miles of completed railway was 18,294, an increase of 638 miles, besides 2,710 miles of sidings. The number of miles laid with steel rails was 18,184, of which 84 miles was double track. The number of miles in operation was 18,140. The paid-up capital amounted to \$1,042,785,539, an increase of \$51,588,393. The gross earnings amounted to \$72,895,743, an increase of \$2,694,396, and the working expenses aggregated \$50,368,726, an increase of \$2,387,037, compared with those of the previous year, leaving net earnings \$22,526,023, a decrease of \$292,642. The number of passengers carried was 38,855,722, an increase of 1,281,379, and the freight traffic amounted to 36,999,371 tons, an increase of 1,286,149 tons. The total number of miles run by trains was 53,343,394, an increase of 727,870. The accident returns show 16 passengers killed.

THE ELECTRIC RAILWAYS. From statistics furnished by 40 companies it appears that at the close of the fiscal year ended June 30, 1901, there were 675 miles of electric railway completed, of which 670 miles were laid with steel rails, 158 being double track. The paid-up capital amounted to \$39,076,019, of which the municipal aid amounted to \$173,000. The number of miles in operation was 672. The gross earnings aggregated \$5,765,283, and the working expenses \$3,436,163, leaving the net earnings \$2,329,120. The number of passengers carried was 120,344,066, and the freight carried amounted to 257,925 tons. The car mileage was 31,750,754 miles. Ontario has 386 miles; Quebec, 197; New Brunswick, 12; Nova Scotia, 10; Manitoba, 15; and British Columbia, 81 miles. The city street railways carried passengers as follows: Montreal, 45,832,552; Toronto, 37,639,583; Ottawa, 7,469,304; Quebec, 3,715,675; Hamilton, 2,893,877; Winnipeg, 2,196,489; Halifax, 2,968,811; St. John, 1,710,223; and Vancouver, Victoria and New Westminster together, 5,309,310.

THE GOVERNMENT RAILWAYS. The federal expenditure upon government railways since July 1, 1897, on capital account amounts to \$181,559,977. This includes \$25,000,000 granted to the Canadian Pacific Railway, and, together with \$26,054,763 charged to consolidated fund and \$37,130,623 paid



### The Old Way

The science of curing has advanced so slowly that many of us can remember the time when a heavy chest cold was treated in this way. Just think of it—opening the pores of the skin and making it easy to have a worse attack.

"Last May I had an attack of typhoid fever. My doctor checked it but I had the malaria left in my system, which gave me great distress. I tried four bottles of Maltine, with cod liver oil and creosote, but received no benefit from those preparations. I was advised several times by Mr. Martin, 74 Beaton St., to try Ozone. I did so. By the time I had finished the second bottle I felt like a new man. I also had a bad cough and the Ozone cured this. You undoubtedly have the best remedy in the market to-day for people's ill."

(Signed) Alex. Clark, 200 College St., Toronto.

Now a-days most people use POWLEY'S LIQUIFIED OZONE and strengthen the body, instead of making it weak and enervated. You would use it, too, if you once experienced its healing power. Try it on a bad cold; just take it two or three times in hot water before going to bed and wrap up warmly. Your blood and system get the oxygen and it makes you well.

Ozone is oxygen in condensed form—blood food. It contains no alcohol, is not a combination of drugs—is not a medicine.

50 Cents and \$1.00 at all Druggists.

The Ozone Co. of Toronto, Limited, Toronto and Chicago.