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JOHN CAMERON, President and Mang. Dir.

London, Saturday, April 24, 1897.

God's in His heaven,
All's right with the world.
—Browning.

The ringsters are knocked out of the ring.

Free corn will bring grist to the mills.

Whisky can stand the load: it is strong.

It is calculated to make Dingley Bill-ious.

The new tariff is along the lines of British fair play.

The binder twine monopoly has come to the end of its rope

Burdens have been taken off producers and consumers alike.

Now let Sir Charles rage, and Mr. Foster imagine vain things.

For the first time in nearly twenty years the farmer gets a fair show.

Suitors who mean business are hereby notified that Canada is willin'.

One of the sweetest things about the new tariff is the reduction on sugar.

The mother country was never prouder of her fair and filial daughter.

Congress should take the new Canadian tariff into its serious consideration.

Canada's policy is to do unto other countries as she would they should do unto her.

Freer raw material to iron manufacturers. That is better than raising the taxes on their customers.

The duty on books has been lowered. That is natural: the new tariff shows much more intelligence than the old.

Nations that want to trade with Canada will now receive the glad hand. Formerly they got the marble heart.

The Kingston News sees a victory for Conservative principles in the Nova Scotia elections. Then everybody must be satisfied.

The better the day, the better the deed. Canada's new policy in Great Britain's favor went into effect on St. George's Day.

Now that the air is cleared of the fogs of uncertainty, let the business interests trim their sails to catch the rising breezes of prosperity

Mr. Foster expresses concern about taxing the poor man's whisky. Mr. Foster once argued that the poor man shouldn't have any whisky.

Within a year 1,500 liquor saloons have been closed in Chicago, and still they seem to have an abundance of drinking places in that wild Western business center.

Sir Charles Tupper was the first to protest against the preferential tariff in Great Britain's favor. He declared it would be non-effective: the wish was father to the thought.

Captain Mahan, of the United States navy, has so tickled British pride by his writings that if he would only change his allegiance he might be a ruler of the Queen's navee

Under the late Government, Cayuga village, with less than 1,000 people, was given an expensive public building, while Woodstock, with over 6,000, was told it might whistle for one. Little wonder that the Woodstockians resent the discrimination.

Disaster to one section of the human race generally adds to the prosperity of some other section. In South Africa, where bullocks were the chief agencies for carrying freight, the rinderpest recently played great havoc among the stock. Now we hear of a new market for British traction engines arising out of the shortage of bullock power. With better roads the use of the traction engine both on the Dark Continent and on this could be much extended.

Mayor Robertson, of St. John, N. B., has just been re-elected for a fourth term. Some mayors can continue in office as long as they consent to serve their fellow citizens. What the people need and appreciate is the application of business principles to civic management.

In 1894, only one Democrat was elected to the Legislature of Michigan. When he met in caucus, he was puzzled how to assign the offices of chairman, secretary, and general kicker. The Nova Scotia Conservatives, with their leader defeated, and their ranks almost blotted out, are in nearly as bad a plight. Yet they had a Tupper to boss the campaign!

The New Tariff.

The new tariff has been, on the whole, favorably received by the country.

The revision realizes, as much as possible, the desideratum, a maximum amount of relief with a minimum amount of disturbance. The tax burdens which lay on the mass of the people so heavily, have been fairly adjusted so as to fall as much on luxuries—and as little on necessities—as the business conditions of the country and the requirements of the revenue will allow. The new tariff is constructive, and not destructive; reform, and not revolution, has been the principle of its framers.

While the manufacturing industries have received the fairest consideration, and have, in fact, been put upon a more solid basis, the agricultural interests, which are the backbone of the country, have not been overlooked. The farmer can best be helped by lightening his burdens. Under the Liberal tariff he will get cheaper clothing, cheaper implements, cheaper sugar, cheaper coal oil, cheaper binder twine, cheaper barbed-wire, and cheaper necessaries of almost every kind.

The Liberal party adheres to its policy of reciprocity, and Canada makes a standing offer to all who are willing to trade with her on fair and equal terms. Whenever our neighbors to the south feel disposed to offer conditions under which business can be profitably exchanged, they will find the Dominion ready to accord them a friendly hearing.

Meantime, we look for a great increase in trade between Great Britain and Canada.

A Reminiscence of a Former New Tariff and Its Application to the New Tax List.

The Opposition politicians and newspapers show a disposition to kick about the new tariff. It is, of course, the privilege of the Opposition to grumble about anything and everything that the Government of the day may do. That the present Opposition in Ottawa sometimes over does it, however, has already been shown during the present session, when, in discussing the new election law, its members repudiated the declarations of Sir John Thompson in favor of the Provincial lists, though when the late Premier brought in his measure they tacitly indorsed them. There is good reason for the belief that Sir Charles Tupper would find fault with any legislation, financial or general, which he did not himself initiate.

In the present House of Commons there are men who were members away back in the seventies, when the Government of Hon. Alex. Mackenzie brought in a budget. At that time Sir Charles believed that it was the intention of the Government to raise the tax rate from 17½ to 20 per cent., but owing to the world wide depression, which also affected Canada, Mr. Mackenzie and his friends did not deem it to be wise to increase the taxation of the people. When the declaration was made, so contrary to the anticipations of the Conservative leader, Sir Charles was dumbfounded. The Minister of Finance completed his statement at 5:15 p. m., and though the usual hour for adjournment was 6 o'clock, and never before had the voluble Opposition leader acted in a similar manner, he rose and asked the Government to call it six o'clock. The explanation was that he had prepared a speech of denunciation of the Administration for raising the taxes of the people in a time of depression, and his usually overflowing vocabulary had to be reorganized so that the condemnation could be turned on the Government for not raising the taxes, and providing "protection!"

It was too sharp a turn for even Sir Charles to take without some preparation!

The incident illustrates the difficulties of Opposition critics when brought face to face with an unexpected situation.

We all know how easy it is to scold. But what the sensible man, whether he be a profesional politician like a Tupper or a Foster, or an ordinary taxpaying citizen, must consider, is whether the Finance Minister of the day has made the most of his opportunities, and has honestly striven to make a tariff that is in the best interests of the whole people. Let it not be forgotten that the conditions under which the Finance Minister compiled the new tariff were changed from what they were, even six months ago

The moral, indeed, is that no matter how the Finance Minister had resolved to raise the revenue rendered necessary to pay interest on the public debt, provide for needed public improvements, and economically manage public affairs, there would have been just as much grumbling by his political opponents. Individuals whose privileges have been curtailed or who have not been granted favors petitioned for, are not always easily reconciled to the wisdom of the course pursued by the Finance Minister

Common people like ourselves can see no advantage in unreasonable grumbling over the policy of the new Administration. What we are all after is improved trade, more opportunities for employing labor and capital, a speedy large increase in the population of our Northwest Territories. The Opposition poor mouth, put on often with little or no excuse, but aids to postpone the full realization of our undoubtedly splendid opportunities as a nation.

The new tariff is law; let us all make the most of the conditions.

Why Canadian Cheese Keeps Ahead.

An important report on the cheese industry in New York State has recently been issued by the United States Department of Agriculture. It is argued in this official document that if it were not for the United States duty on foreign cheese the Canadian product would surely invade the neighboring republic, and there is no doubt truth in that statement, for no better cheese is manufactured anywhere than is marketed by the dairymen of the Dominion.

The writer next says that the United States duty on cheese causes the Canadians to seek their markets in Great Britain and elsewhere. It is true that the Dominion now supplies the motherland with a very large proportion of her foreign cheese supply, and the United States expert from whose report we quote is quite right when he says that in order to make and hold their market most successfully, our cheesemakers have their product hedged about with every restriction that will prove a guarantee of its genuineness. Our laws are framed with express reference to this guarantee, and the buyer is thus positively assured not only that Canadian cheese contains all the essential parts of the milk, but that it does not contain any foreign substance whatever. This United States authority concedes that this legal requirement gives confidence in the cheese abroad, and causes it to be sought in preference to stock from the neighboring country, of which so much has been adulterated that it is all looked upon with suspicion. One State, it is pointed out, has one law on the subject, and another State has another law, while still another has none at all. The report recommends the passage of a national law on the subject of cheese manufacture which will affect the product of the whole country alike, so that it may be on the same footing as the cheese industry of Canada, which is conceded to be in a most enviable position.

It is reassuring to have it confessed by so high an authority as the United States Department of Agriculture that the Canadian cheese industry is being carried on under conditions so thoroughly beneficial to the dairymen of the country. Our cheese producers have forged ahead of other countries because they have striven to deserve success, and have been backed by the legislators in their efforts to keep all marketers of their product thoroughly honest and reliable. Success so far has been achieved by a united effort to make the best possible cheese. The future prosperity of the industry depends on turning to account every possible agency to keep in the vanguard of the world's dairymen.

And as our cheesemakers have succeeded, so, under the new cold storage system, can our butter makers. Cooperation, speedy marketing, cold storage on land and sea, ought to insure an enormous addition to our butter export in the next few years.

UNCLE SAM'S NAVY.

[Chicago Chronicle.]

The conviction is growing in the public mind that one must either build some kind of vessels of war other than those built of late years or get some new kind of officers to command them.

The Capital Day by Day,

As Seen From the Press Gallery and Corridors.

[Special Editorial Correspondence of The Advertiser.]

Press Gallery, Ottawa,
April 24, 1897.

A Quebec M. P. informs me that the late J. J. Foote, proprietor of the Quebec Chronicle, who died the other day, came from Devonshire, England, to Canada in the early sixties, choosing London as his first place of abode.

The Woodstock civic delegation were told by the Government that the claims of their town to have a building in which to conduct the business of the Dominion, would be considered in due course. When the returns recently moved for are brought down, it will be proved that, under the late Government, a most unfair method of providing Dominion public buildings was pursued. In many small places, which contributed but a limited revenue to the country, and which did not require specially constructed premises, expensive public buildings were erected, solely because they were situated in a constituency which returned a Conservative, or which might, in some degree, be influenced to return a Conservative by the expenditure. In other towns, where a large revenue was obtained, and the need of a public building was clearly established, it was refused because the people adhered to Liberal principles. Woodstock is one of the towns that come under the last-designated category. The new Government ought to do full justice to Woodstock and to every other town in the Dominion, no matter what its political affiliations. Public buildings should be provided because of the imperative needs of the public service, and on no other ground.

Civil servants here are somewhat excited, because it is proposed by various municipalities to test the right of men in the Government service to exemption from payment of income tax. The logic of the objectors is limping. Civil servants are citizens like the rest of us. They share the same municipal advantages as we do. They use our streets. They have the protection of our police and firemen. Why should they alone be exempted from paying a small proportion of their income (when greater than $700) towards alleviating the civic burdens? I have never seen these queries met by the advocates of exemption of Government officials. It may be claimed by some that their pay is not always commensurate with the services they render. That may be so. But for that other taxpayers cannot be held responsible. The citizen, whether he be a civil servant or any other class of servant—for we all serve, in one capacity or another—should pay his fair share of the cost of government, whether national or civic.

A CONSERVATIVE OPINION.

[Cornwall Freeholder.]

Rev. Dr. Potts, who is one of the leading ministers of the Methodist Church, very sensibly approves of the recent amendments to the Ontario license law, and has been hauled over the coals by some of his brethren in consequence. A man like Dr. Potts, who is accustomed to weigh matters carefully and look below the surface, is likely to come to a just conclusion.

RIGHT YOU ARE.

[Boston Herald.]

Instead of reciprocity, we are to have retaliation, and it is easily possible in this way that markets that we have hitherto enjoyed, and which have afforded us opportunity to dispose of our goods to the value of many millions a year, will be suddenly closed against us.

A MONSTROUS ABSURDITY.

[Portland Oregonian.]

A duty on coal is a monstrous absurdity. Coal can be marketed profitably only near the mines, as transportation to a distance eats up the profit. The natural coal supply of New England is Nova Scotia, of Oregon and California is British Columbia, of all middle Canada is the Ohio valley. To interfere with this natural course of trade is incredible folly. We export much more coal than we import anyway.

PENALTY OF VACILLATION.

Boston Herald.

The whole Cretan business from first to last merely illustrates the absolute incapacity of the rulers of the chief nations of Europe to arrive at any common understanding about how to deal with that historic anachronism known as Turkey. The inability is of old standing, but seems to become more abject with the lapse of time. When one nation has come around to the policy formerly professed by another, it finds that the other has gone over to the policy which the latter bitterly opposed. Thus, the division seems as irreconcilable as ever in regard to the dismemberment of the Turkish Empire, and the one point on which all are agreed is the necessity of staving off the inevitable day when some decided action must be taken. Even on that point, however, the diversity of opinion as to the means to be employed to adjourn the day of reckoning is as fatal as the latent disagreement as to what shall be done when it arrives. The diplomacy of mere expediency, tergiversation and delay was never more conclusively demonstrated that it has been in this Cretan business, and it seems highly probable that the weak and halting efforts to postpone any serious conflict may be the most powerful means of bringing it to pass.

RAILWAY Time Tables

CORRECTED FEB. 10, 1897.

It is requested that local railway officials keep the ADVERTISER posted as to changes whenever made.

L. E. & D. R. R.

Leave London	a.m. 6:25	a.m. 10:05	p.m. 2:30	p.m. 7:00
Arrive London	8:45	p.m. 2:05	.....	10:35

Note—Trains leaving London at 10:05 and 7:00 run to St. Thomas only.

CANADIAN PACIFIC RY.

Going East.

DEPART—	a.m.	a.m.	p.m.
London	4:15	8:00	4:35
Woodstock	5:03	8:54	5:29
Galt	6:00	9:58	6:32
Guelph	....	....	7:45
Toronto	8:15	12 m	8:35
Peterboro	11:22	....	11:35
	p.m.		a.m.
Kingston	4:30	....	....
Ottawa	4:55	....	5:50
Montreal	7:20	....	7:40
	a.m.		p.m.
Quebec	6:30	....	3:00
Portland, Me.	8:25	....	8:10
Boston	8:02	....	8:30
Halifax	10:10	....	....

Trains arrive from the east at 11:18 a.m., 8:00 p.m., 11:20 p.m.

Going West.

	a.m.	a.m.	p.m.
DEPART— London	8:15	11:25	8:10
ARRIVE—	m.	p.m.	
Chatham	12:30	1:02	10:15
Detroit	....	1:50	11:15
Chicago	....	9:45	7:55
		a.m.	
St. Louis	....	7:32	7:52
		p.m.	a.m.
Kansas City	....	6:20	7:00

Trains arrive from the west at 4:10 a.m., 2:40 p.m., 4:25 p.m.

THOS. R. PARKER, City Ticket and Passenger Agent, 161 Dundas street, southwest corner Richmond and Dundas.

GRAND TRUNK RAILWAY.

Southern Division.

MAIN LINE—Going East.

	ARRIVE.	DEPART.
*Lehigh Express (B)	3:30 a.m.	3:35 a.m.
Wabash Express	4:15 a.m.	4:20 a.m.
Accommodation	......	8:20 a.m
Atlantic Express (A)	12:25 p.m.	12:40 p.m.
Day Express	10:25 a.m.	2:25 p.m.
*Wabash Express (A)	4:20 p.m.	4:25 p.m.
Mixed (C)	7:10 p.m.	7:55 p.m.
Detroit Express	11:20 p.m.	......

MAIN LINE—Going West.

	ARRIVE	DEPART.
†Chicago Express (A)	3:03 a.m.	......
Accommodation	......	7:00 a.m.
†Lehigh Express	11:07 a.m.	......
Wabash Express (A)	11:20 a.m.	11:30 a.m.
Accommodation	12:40 p.m.	2:20 p.m.
†Pacific Express (A)	6:25 p.m.	6:45 p.m.
Mail	9:50 p.m.	......

Sarnia Branch.

	ARRIVE.	DEPART
Lehigh Express (B)	3:30 a.m.	......
Accommodation	8:05 a.m.	......
Atlantic Express (B)	11:30 a.m.	......
Accommodation	2:20 p.m.	......
Mixed	5:35 p.m.	......
Accommodation	7:50 p.m.	......

London, Huron and Bruce.

	ARRIVE.	DEPART
Express	10:00 a.m.	8:15 a.m.
Mail	6:30 p.m.	4:45 p.m.

St. Marys and Stratford Branch.

	ARRIVE.	DEPART
Express	9:45 a.m.	7:15 a.m.
(D) Passenger	......	1:10 a.m.
Express	1:10 p.m.	......
Express	5:40 p.m.	2:40 p.m.
Express	10:35 p.m.	5:55 p.m.
(D) Mixed	......	8:30 a.m.

Sarnia Branch.

	ARRIVE.	DEPART.
Chicago Express (B)	......	3:10 a.m.
Accommodation	......	7:40 a.m.
Lehigh Express (B)	......	11:12 a.m.
Accommodation	......	2:30 p.m.
Pacific Express (B)	......	6:35 p.m

Toronto Branch.

Hamilton—Depart—

a.m.	a.m.	a.m.	p.m.	p.m.	....	p.m.	p.m.
*7:00	9:10	11:20	12:30	3:40	....	B*7.00	8:95

Hamilton—Arrive—

....	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
....	†8:40	9:05	10:10	B 3:20	5:35	6:30	8:15	†11:50

* These trains for Montreal.
† These trains from Montreal.
(A) Runs daily, Sundays included.
(B) Runs daily, Sundays included, but makes no intermediate stops on Sundays.
(C) Carries passengers between London and Paris only.
(D) Runs to St. Marys only, connecting for points on main line west.

E. DE LA HOOKE, City Passenger and Ticket Agent, the "Clock" corner, Richmond and Dundas streets.

MICHIGAN CENTRAL RY.

LONDON TIME.

Canada Southern Division—Going East

	Leave London.	Leave St. Thomas.
American Express (daily except Monday	9:30 a.m	11:05 a.m.
Atlantic Express (daily)	9:30 a.m.	2:30 p.m.
Mail and Accommodation (daily except Sunday)	2:50 p.m.	3:45 p.m
New York and Boston Special (daily)	7:40 p.m.	10:05 p.m.
Fast Eastern Express (daily)	7:10 p.m.	3:30 a.m

Canada Southern Division—Going West

North Shore Limited (daily)	......	6:25 a.m.
Fast Western Express (daily)	9:30 a.m	10:35 a.m.
Detroit Accommodation, except Sunday	....	7:35 a.m.
American Express (daily except Monday)	9:30 a.m.	11:00 a.m.
Mail and Accommodation (daily except Sunday)	2:50 p.m.	3:40 p.m.
Pacific Express (daily)	7:40 p.m.	8:35 p.m.
Boston, New York and Chicago special (daily)	7:40 p.m.	4:10 a.m.

Trains arrive at London 7:55 a.m., 1:10 and 6:05 p.m.; depart 9:30 a.m., 2:55 and 7:40 p.m.

[NOTE.—No trains to or from London on Sundays.]

JOHN PAUL City Passenger Agent, 395 Richmond street.