

London Advertiser.

FOUNDED BY JOHN CAMERON IN 1868.

The Daily Advertiser.

TWO EDITIONS.
Daily, by mail, per year 18 to 16 pages, \$4 00
Daily, by mail, per three months, \$1 00
All subscriptions payable in advance

Western Advertiser.

(OUR WEEKLY EDITION)
By mail, per annum, \$5 75

Advertising Rates made known on application
at office. Address all communications to
ADVERTISER, PRINTING CO

LONDON - CANADA.

JOHN CAMERON, President and
Managing Dir.

London, Wednesday, April 21, 1897.

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

Liberal Sweep in Nova Scotia.

The election returns from Nova Scotia show the Liberals have swept the province, and that the Conservative Opposition in the Legislature has been almost wiped out.

This result shows that in both Federal and Provincial affairs the electors are determined to give the Liberals a free hand. Despite its crushing defeat yesterday, the Conservative machine was in full working order, the party having candidates in all but two constituencies. The two Sir Charles Tupper were practically the leaders of the Opposition forces, and they had the assistance of provincial members in the Dominion House. The result is, therefore, another illustration of the waning power of Tupperism in its former stronghold.

The Nova Scotians have undoubtedly enjoyed good government at the hands of the local Liberal Administration; and they are wise in approving and continuing it.

Should Have Made It Unanimous.

It would be a graceful act on the part of the Nova Scotia Conservatives to move to make it unanimous.

Putting It on the Reporters.

Two genial, clever men, Rev. Canon Dann, of London, and Rev. Father Flannery, of St. Thomas, are twirling shillies over St. Patrick. With the controversy, we have nothing to do. Canon Dann assures his antagonist he did not say something he is said to have said, and lays it all on the reporters. Father Flannery, in reply, incidentally remarks that experience has taught him the lesson of never trusting the reporters. It is an old trick—that of laying blame on reporters. Reporters are human, therefore imperfect, and, like clergymen, liable to inaccuracy. But we are bound to say, after a lengthened experience, in cases where a reporter and speaker antagonize each other as to what was said, that in almost every instance it is the reporter whose version it will be safest to accept as accurate. How many slipshod speeches the reporter has licked into verbal decency, how many speeches of ambitious spouters have been written in newspaper offices, only the secrets of the sanctum could disclose. Canon Dann and Father Flannery, able men both, are speakers of the fervid type, and it is well known that speakers of the fervid type are very prone to say things in their flow of eloquence that they hardly remember themselves, and certainly do not remember so well as a capable reporter, whose memory is aided by pencil and shorthand notes. Gentlemen, fight your pleasant battles out, but when you get cornered, don't lay it on the reporters!

Not the Right Stairs.

Mr. Stairs was the new leader of the Conservatives in the Nova Scotia elections, but these stairs did not lead to office.

The Concert of Europe.

It has almost been declared that the object of the seven powers was to uphold Turkey in her integrity—to do nothing to hasten the break-up that all seem to regard as the ultimate fate of the Turkish Empire. We look at the famous Treaty of Paris in 1856, which bound all the seven powers. In its first article this contract is entered into: "Il y aura a dater du jour de l'échange des ratifications . . . paix et amitié . . . a perpétuité." In its seventh article it declared: "L'Europe s'engage à respecter l'indépendance et l'intégrité territoriale de l'Empire Ottoman garantissant en commun la stricte observation de cet engagement."

These are treaty obligations of a most solemn character, yet we find the

area and population of Turkey in Europe has been constantly changed. At the dates named, the Mussulman Empire stood as follows:

Area, square miles.	Population.
1817	218,900
1857—After Treaty of Paris	193,600
1878—After Treaty of Berlin	129,500
1897—Today	81,200
Excluding Bosnia and Herzegovina—under Austrian rule	57,000
	4,700,000

The present conflict arises over the demand of 250,000 Christian inhabitants of the Island of Crete that they shall be relieved from the domination of 50,000 fellow-subjects of the Moslem faith and of the misgovernment of the Turks and that they shall be allowed to choose their rulers.

The powers have replied: "No, not now; wait," and while the wait is on, the Turks and Greeks fall out.

Will history repeat itself, and the result be the further partition of the Turkish Empire be finally conceded; or will the mutual jealousy of the great powers bring on the general war, to avert which has been the avowed object of modern statesmen?

A momentous problem confronts Europe.

Nova Scotia, like Ontario, cleaves unto that which is good.

The Bering Sea question promises to be settled soon by the extinction of the seals.

Mr. Stairs seems to have been kicked down stairs by the electorate of Nova Scotia.

The report of a Cabinet split shows that the Ottawa liar did not adjourn for the Easter holidays.

President Kruger has bought a coffin, but whether he intends it for himself or Cecil Rhodes, dependent saith none.

It is only fair to say that the Nova Scotia Liberals had a great advantage. Young Charles Tupper fought against them.

There'll be moaning at Constantinople when the Greeks put out to sea. They have a navy that will soon wipe out Turkey's if they meet.

The dispatches say the Turks "fought like devils." How devils fight is a matter of conjecture here, but if any people know, the Turks do.

America has a strong sentimental interest in the Graeco-Turkish fight, but its effect on the price of wheat will not be overlooked in the meantime.

The Queen's jubilee will be celebrated in Nupe by freeing the slaves. Canada hopes to celebrate it by striking off at least a few trade shackles.

The Advertiser's enlargement to eight pages of seven columns daily, in addition to the extra size on Saturday, has been very favorably received by the public.

The withdrawal of Spanish troops from Cuba proves that either the rebels are giving in or that Spain's cash is giving out. The latter is the more probable.

Both parties in Nova Scotia had new leaders yesterday. So they will have in the next Ontario election. The Nova Scotia returns are not, therefore, very comforting to Mr. Whitney.

The United States iron and steel producers are competing successfully in the open market of Great Britain, but they want the duty at home kept as high as ever, in order to fleece their customers there.

Now they are going to build a railway up the Alps. How honest John Ruskin will storm! Readers of "Sesame and Lilies" will remember how his aesthetic soul revolted because the English landscape was disfigured by factories and cotton mills.

The whale of the Arctic is now nearly as scarce as the buffalo of the Western plains. Twenty-five years ago, a great whaling fleet was wont to set out every spring from Dundee and Peterhead, giving employment to hundreds of hardy sailors on the east coast of Scotland, hundreds more of Shetland fishermen being added to the crews as the big steamships passed north. Now the fleet has dwindled down to two or three ships, and their owners have little hope of ever again making a dividend. The destructive weapons of modern whale fishers were too much for the great fish, who has either been killed out, or has gone into hiding amid the inaccessible icebergs of the far north. Thus a great industry is almost wiped out by the haste to make rich of those who engaged in it. It looks as if the seal fishery would go next.

The Capital Day by Day,

As Seen From the Press Gallery and Corridors.

[Special Editorial Correspondence of The Advertiser.]
Press Gallery, Ottawa,
April 21, 1897.

A bill is before the House of Commons intended to confirm the agreement between the C. P. R. Company and the Hull Electric Railway Company. By this agreement, the C. P. R. Company gave over its short line from Hull to Aylmer, Que., to the electric company for a period of 35 years, at a rent of \$5,000 a year. The electric company covenants to carry C. P. R. freight cars for that company to and from Aylmer at a pro rata charge, but local freight is to be carried in cars provided by the electric company. The electric company has had possession of the line, which is about nine miles in length, for some time, and the ratification of the bargain is regarded as a matter of form. Under the new arrangement, the line between this city and Aylmer is a model electric system. The finest cars that I have ever seen—not even excluding London's splendid vehicles—have been placed on the road. Each car has seats running lengthways on either side, and those who have been used to London cars do not take kindly to this arrangement. But there is an aisle running up the center over five feet broad. Then in the rear there is a small smoking car apartment. The doors open in the center, and are very wide, giving passengers an easy exit. From early morning till late at night a car starts from either end of the system, running at intervals of half an hour. The trip along the Ottawa River is a delightful one. It can be accomplished for 10 cents one way, and twelve tickets are sold for \$1. The electric system has proved a thorough success. It demonstrates what can be accomplished where water power can be easily obtained.

A British Blue Book, of a decidedly Robinson Crusoe makeup, has just been received by the authorities here. It relates to recent events in the British Island of Tristan da Cunha. This romantic speck on the map lies almost midway between South America and Cape Town, in the Atlantic, and its only neighbor is the well-named Inaccessible Island, where a couple of adventurous Germans tried to establish civilized life a year or two since, but died in the effort, or at least disappeared. The population of Tristan is 84. Its foundation dates from 1817, and its first occupation was as a necessary aid to a time when it was deemed advisable to have far off as well as near agencies to watch Napoleon, then prisoner in St. Helena. In 1821, after the death of the baffled dictator, the soldiers were withdrawn, with the exception of a Corporal Glass and two companions. These men, joined by some whalers soon after, founded the present settlement. The colony prospered, and in 1887 had within three of 100 souls. Lately, however, through various removals, its population decreased to the 80 odd people. The Blue Book now received is the official record of life on this solitary spot. In 1893 the islanders were in luck, receiving a grant of £100 from the British Board of Trade for their services to a shipwrecked crew. The board asked the Admiralty how the money might best be laid out for the benefit of the recipients. It was suggested in reply that the islanders be given clothing materials, sewing machines and agricultural implements. These articles were duly delivered, but the islanders, while expressing their thanks, wrote that they would like in future to have their clothing ready-made. Then they requested that their mail service be improved. The Admiralty argued that they could best be served by sending their letters and papers by a whaling vessel, so that the annual visit of a man-of-war to deliver and take away letters might be dispensed with. A compromise was arranged whereby a man-of-war should visit the island once every four years, but the islanders continued to kick and the annual mail will be continued. Then the islanders urged that they would like to have some of their children educated at the Cape, and the Government informed them that it could be accomplished at £12 per pupil yearly. When the Blue Book closes its record, in December, 1896, the Governor, Mr. Peter Green, acknowledged, in most loyal terms, the present of her portrait sent by Queen Victoria. There will, of course, be a Diamond Jubilee celebration in Tristan da Cunha. Political economists will be interested to know that on this sugar loaf island, the 64 inhabitants hold their goods in common. They have no strong drink and no crime; they are healthy and long-lived, and the oldest of them acts as governor.

Lieut.-Governor Mackintosh, of the Northern Territories, who was here the other day, asserts that since last harvest the farmers of Manitoba and the Northwest have paid off \$3,500,000 of indebtedness, and start out on the summer with the strongest of hopes for the near future. The boom in mining and the contemplated early construction of the Crow's Nest Pass Railway will add much to the prosperity of the Northwest settlers.

There is no excuse for any man to appear in society with a grizzly beard since the introduction of Buckingham's Eye, which colors natural brown or black.

Port Burwell's Prospects.

Harbor to be Improved by the Government and Railway Company.

Otherwise the Railway Is of No Use—The Latter to Connect With the Trunk Lines.

[Special to The Advertiser.]
Tilsonburg, April 21.—The directors of the Tilsonburg, Lake Erie and Pacific Railway met yesterday to consider the advisability of harbor improvements at Port Burwell, the southern terminus of the road. The Dominion Government has granted \$25,000 to this end, provided the company will invest \$50,000, but the lowest estimate the engineers have given as to the cost of placing the harbor in serviceable shape is \$100,000. With the harbor in its present condition, the road is a white elephant on the hands of the company, as it is an impossibility for any vessel drawing more than seven feet of water or of moderate tonnage to make the harbor, and thus their source of freight supply is cut off.

The company decided to proceed with the improvements under the conditions offered them by the Government. The west pier will be extended about 200 feet. The east pier is in such a decayed condition that it will have to be replaced. The channel will have to be dredged and deepened about fifteen feet, while the wharves and anchorage capacity of the harbor will be greatly enlarged. The harbor is situated at the mouth of the Otter River, and is undoubtedly one of the best natural harbors on the north shore of the lake. When the lumber trade was at its height in Ontario it was continually filled with large lumber barges, but with the years of disuse it has fallen into a state of decay. Now nothing but wave-washed piling marks the place. In the course of a few weeks the little lake port will be instilled anew with life, and scores of wharves will be busily engaged in repairing the havoc that the elements have wrought.

At the other end of the line the company are in almost as bad a fix, for the road comes to a stop at a bluff overlooking Tilsonburg's big dam. On the promise of \$10,000 from the town of Tilsonburg, the company have decided to bridge the dam and make connection with the M. C. R. and G. T. R. in the center of the town. The bridge will be fully a quarter of a mile long, and at its highest point will be 30 feet above the water. The scheme of the company is to run a road through Woodstock, and there make connections with the C. P. R., and when this is completed the road will no doubt be a financial success, and Port Burwell will have the lake trade that now goes to Port Dover and Port Colborne, as it is eighteen miles nearer to Conneaut, Ohio. This means a great many more trips in a season for the large transfer boats laden with twenty cars of coal. Col. Dick, the great coal king of Conneaut, says that had he known of the prospect of railway connection with Port Burwell, he would never have invested his \$100,000 in Port Dover. The railway company have also tendered for the carrying of the mail between Tilsonburg and the Port.

Senorita Cenda.

A Patriotic Cuban Midget With a History.

Little Senorita Espiridiona Cenda, One of the Human Mites Now in Chicago.

Among the numerous midgets that happen to be sojourning in Chicago at the present time is Senorita Espiridiona Cenda. This little woman, who is 27 years old, is scarcely knee high, measuring 28 inches in her stocking feet. Senorita Cenda, or Chiquita, as she is known in professional life, is a Cuban by birth, her father, Senor Isidore Heiva Cenda, having been a wealthy planter in Yumuri Valley, near the city of Matanzas. When born she was 2½ inches in height, and there is nothing in the history of her family to account for her diminutive size. Under the care of her father, she lived in peace until the breaking out of the present insurrection. She saw her home pillaged and burned, one of her brothers shot before her eyes, while another was captured and afterward shot in the fortress of Moro Castle. Nothing but the attack of the peasantry prevented her from being captured and probably murdered by the Spaniards.

After ten days of concealment her brother, Rosendo Cenda, carried her stealthily across the country, and after four days of suspense found an American steamer, and Chiquita was taken to Tampa, Fla. She went direct to New York, and in a short time became a prime favorite in society circles. She is well educated, is an accomplished musician, possesses a good voice, and has written several patriotic poems on Cuban liberty. During her sojourn in Boston, Senorita Cenda became a great favorite of Mrs. Jackson Gardner, and before leaving was presented with a handsome gown, which she wears at private receptions.



DR. CHASE'S OINTMENT CURES

That Red Blotchy Face

Skin Eruptions
Rough Skin
Black Heads
Pimples
Eczema
Salt Rheum
Tetter

And All Itchy Skin Diseases

CHASE'S OINTMENT
Is a Guaranteed Cure
PRICE 50 CENTS PER BOX

MUNYON'S COLD CURE

Colds lead to coughs, coughs to Pneumonia and Consumption; therefore, it is all important to check a cold before it reaches the lungs. Munyon's Cold Cure will positively break a cold inside of twenty-four hours if taken as soon as the cold manifests itself. When the cold reaches the lungs or bronchial tubes the Cough Cure should be used alternately every half-hour with the Cold Cure. The Cold Cure is guaranteed to prevent Pneumonia if used in the beginning of a cold. Pneumonia, or inflammation of the lungs, can be controlled by the use of these two cures.

A separate cure for each disease. At all druggists, mostly 25 cents a vial.

Personal letters to Prof. Munyon, 11 and 13 Albert street, Toronto, answered with free medical advice for any disease.

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	Arrive London
6:25 a.m.	10:05 p.m.
8:45 a.m.	12:25 p.m.
11:25 a.m.	3:05 p.m.
1:45 p.m.	5:25 p.m.
4:05 p.m.	7:45 p.m.
6:25 p.m.	10:05 p.m.

Note.—Trains leaving London at 10:05 and 7:40 run to St. Thomas only.

CANADIAN PACIFIC RY.

Going East.

DEPART	ARRIVE
London	4:15 a.m.
Woodstock	5:00 a.m.
Georgetown	6:00 a.m.
Tilsonburg	7:15 a.m.
Peterborough	8:30 a.m.
Kingston	9:45 a.m.
Ottawa	11:00 a.m.
Montreal	12:15 p.m.
Quebec	1:30 p.m.
Portland, Me.	2:45 p.m.
Boston	4:00 p.m.
Halifax	5:15 p.m.

Trains arrive from the east at 11:15 a.m., 8:00 p.m., 11:20 p.m.

Going West.

DEPART	ARRIVE
London	4:15 a.m.
Woodstock	5:00 a.m.
Georgetown	6:00 a.m.
Tilsonburg	7:15 a.m.
Peterborough	8:30 a.m.
Kingston	9:45 a.m.
Ottawa	11:00 a.m.
Montreal	12:15 p.m.
Quebec	1:30 p.m.
Portland, Me.	2:45 p.m.
Boston	4:00 p.m.
Halifax	5:15 p.m.

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

GRAND TRUNK RAILWAY.

Southern Division.

MAIN LINE—Going East.

LEAVE	ARRIVE	DEPART
London	12:00 a.m.	3:30 a.m.
Wabash Express	1:15 a.m.	4:45 a.m.
Accommodation	1:30 a.m.	5:00 a.m.
Atlantic Express	1:45 a.m.	5:15 a.m.
Day Express	2:00 a.m.	5:30 a.m.
Wabash Express	2:15 a.m.	5:45 a.m.
Mixed (C)	2:30 a.m.	6:00 a.m.
Detroit Express	2:45 a.m.	6:15 a.m.

MAIN LINE—Going West.

LEAVE	ARRIVE	DEPART
Chicago Express	3:30 a.m.	7:00 a.m.
Accommodation	3:45 a.m.	7:15 a.m.
Lehigh Express	4:00 a.m.	7:30 a.m.
Wabash Express	4:15 a.m.	7:45 a.m.
Accommodation	4:30 a.m.	8:00 a.m.
Pacific Express	4:45 a.m.	8:15 a.m.
Mail	5:00 a.m.	8:30 a.m.

Sarnia Branch.

LEAVE	ARRIVE	DEPART
Lehigh Express	8:30 a.m.	12:00 p.m.
Accommodation	8:45 a.m.	12:15 p.m.
Atlantic Express	9:00 a.m.	12:30 p.m.
Mixed	9:15 a.m.	12:45 p.m.
Accommodation	9:30 a.m.	1:00 p.m.

London, Huron and Bruce.

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

St. Marys and Stratford Branch.

LEAVE	ARRIVE	DEPART
Express	9:45 a.m.	7:15 a.m.
to Passengers	10:00 a.m.	7:30 a.m.
Express	1:10 p.m.	2:40 p.m.
Express	1:30 p.m.	3:00 p.m.
(C) Mixed	1:45 p.m.	3:15 p.m.

Toronto Branch.

LEAVE	ARRIVE	DEPART
Hamilton—Depart	8:30 a.m.	11:55 a.m.
to Passengers	9:10 a.m.	12:30 p.m.
Hamilton—Arrive	10:00 a.m.	1:10 p.m.
Express	10:10 a.m.	1:20 p.m.
Express	10:30 a.m.	1:40 p.m.
(C) Mixed	10:45 a.m.	1:55 p.m.

* These trains for Montreal.
(a) Runs daily, Sundays included, but makes no intermediate stops on Sundays.
(b) Carries passengers between London and Paris only.
(c) 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	ARRIVE	DEPART
American Express (daily except Monday)	8:30 a.m.	11:05 a.m.
Atlantic Express (daily)	9:30 a.m.	12:30 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)	7:40 p.m.	3:30 a.m.

Canada Southern Division—Going West.

LEAVE	ARRIVE	DEPART
North Shore Limited (daily)	6:25 a.m.	6:25 a.m.
Fast Western Express (daily)	9:30 a.m.	10:35 a.m.
Detroit Accommodation, except Sunday	11:00 a.m.	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 7:35 a.m., 1:10 and 6:55 p.m.; depart 9:30 a.m., 2:50 and 7:40 p.m.
(NOTE.—No trains to or from London on Sun days.)
JOHN PATT, City Passenger Agent, 305 Richmond street.

Ladies' Spring Wraps...

In our Mantle Department will be found the correct styles, materials, and above all the correct prices. When you want something just slightly different from what we have made up we follow your own ideas and make the desired difference in construction. This applies to

Capes, Jackets, Skirts, Costumes for Street Wear, Bicycle Costumes, Dressy Silk and Lace Wraps, etc., etc.

Cloth Capes from 75c up.
Tweed Capes in very pretty styles and patterns; some satin lined, others unlined; velvet trimmed and otherwise; from \$2 up.

Fawn Linen Skirts, very full width, striped, plain or figured; a pretty and useful summer skirt to wear with a blouse waist or blazer—

Velveteen Cape; lined with fine farmers' satin, trimmed with jet, lace and satin ribbon; velvet-edged net ruching round neck—

Cambric Suits, in black and white, navy and white and light blue and white; wide skirts, blouse waist—

Brown Holland Suits, box plait down front of blouse waist, edged with white—

Heavy Ottoman Silk Cape; lined with fine farmers' satin, trimmed with jet and lace, ruching at neck of lace and satin ribbon; very dressy—

An entirely new design in capes, is made up in fawn tweed, finished with straps and buttons, tailor made, lined throughout with cream satin and trimmed with golden brown ribbon. We can make in any shade to suit your costume—

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