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God's in his heaven,

All's right with the world.

—[BROWNING.]

If you trust in God and yourself
you can surmount every obstacle. Do
not yield to restless anxiety. One
must not always be asking what may
happen to one in life, but one must
advance fearlessly and bravely.

—[FRANCE BISMARCK.]

London, Friday Nov. 10.

—Only those communications to which the
writers are willing to have their names ap-
peared in print will be published in these
columns.

THE LONDON AND PORT STANLEY FUTURE.

Wednesday night's mass meeting of citi-
zens to consider the London and Port Stanley
lease emphasized two facts more especially:

(1) That there are undoubtedly two sides
to the question as to the best course to pur-
sue to maintain the interests of the city;

(2) The great advantage of publicity.

Many facts were brought out on both
sides that were before secret to the public,
but there are good reasons for believing
that they were not unknown to the rail-
ways interested in the deal, and therefore

Mayor Essey's somewhat infantile plea
that secrecy is a necessity to the proper
conduct of public business is easily ap-
prehended. A voluminous correspondence
was presented to the meeting. It was
altogether conducted by the president and
secretary of the London and Port Stanley
Board and the railway companies
interested, with the exception of the letter
by General Manager Seargent in reply to
a letter from Mr. F. A. Fitzgerald, of the
Imperial Oil Company, written by the last-
named after the tenders were opened. Mr.
Fitzgerald's letter, to which this communi-
cation was a reply, however, was not sub-
mitted to the meeting. At the close the
show of hands was declared by the chair-
man to be in favor of the motion submitted
by Mr. T. H. Purdon, Q.C., and seconded
by Dr. Gardiner, which held that the line
should be leased to the G. T. R.

The majority of the London and Port
Stanley Board being favorable to the terms
proposed by the Walkerville company, as
expounded and supported at the meeting
by Mayor Essey and others, the ratifica-
tion or rejection of the agree-
ment is in the hands of the
City Council, which will hold a meeting
for that purpose shortly. We have
said all along that the representatives
of the people must have a free hand to deal
with this question, and with the object of
helping them to a right conclusion we pur-
pose to present the two sides of the ques-
tion, as brought out at the mass meeting,
in as brief shape as possible.

Taking the Walkerville offer, which the
mayor and his coadjutors deem to be the
best sent to them, the contention for it is
that by granting the lease to that company
the city not only gets a rental of \$10,000 a
year, but on all expenditures for repairs of
bridges, etc., it will be paid an interest of
44 per cent. a year by the company. Then,
it is contended that the port
will be kept open, and that mer-
chants and manufacturers here will be
able to maintain and to extend their
business in competition with cities like
Toronto and Hamilton that are built on
the water, and thus be able to enlarge the
manufacturing and industrial establish-
ments in the city, and maintain the rate of
wages. It is further maintained that in the
event of there being freer trade relations
between the United States and Canada—as
seems highly probable within the next year
or two—there will be an immense increase
to our intercourse and business with the
United States. In the matter of coal alone,
Mr. Yates said, there would be a saving of
\$15,000 a year to city consumers, even if
the reduction was only 25 cents per ton.

In opposition to this bargain, the argu-
ment was adduced that the Walkerville
company has no direct interest in Lon-
don, that it will take trade from the city
rather than to it, and that it will be no
more interested in keeping Port Stanley an
open port than is the Grand Trunk.

For the Grand Trunk side the argument
was adduced, with some force, that the
city had grown up with that corporation,
and that it was not advisable to "but"
against it. It was alleged that if the com-
pany desired the lease, and could not have
it, it was in its power to figure the city
and to curtail its force of workmen at this

point, who, by the way, are of the best
stamp of citizens. Incidentally, it was
asserted that though the Grand Trunk
manager had emphasized that the two
questions should be settled separately,
the fact that the city had refused the
lease to the company would militate
against London in the final disposal of
the car shops question.

In opposition to the view that the award-
ing of the lease to the Grand Trunk would
best promote the welfare of the city was
put forth the argument that the G. T. R.
Company was a business corporation which,
like all business concerns, is not influ-
enced by sentiment. Under these cir-
cumstances it was argued that the
Grand Trunk was looking at the rail-
way lease as well as at the car shops
question from its own standpoint. It was
also complained that the company had not
put in an offer that the London and Port
Stanley Board could fairly consider till
after the tenders were opened, and that in
any case the letter containing the basis of
agreement was to a private individual from
the general manager, and distinctly stated
that it would be subject to review by the
home board in England. This led to the
further argument that, in the event of the
Walker offer being rejected, and of the
Grand Trunk Board making stipulations
incidental to their tender that could not be
accepted as for the benefit of London, the
city would have no alternative.

The car shops question was brought
prominently into the discussion of both
offers. But it is well known that the rail-
way lease must be first disposed of. That is
the desire of the Grand Trunk authorities,
as voiced by the general manager. Then it
us have the best possible agreement that
can be drawn up with regard to the car
shops, and let the people vote for or reject
the bonus bylaw as they believe the wel-
fare of the city demands. In any case we
will require practical unanimity of man-
ufacturers, merchants, mechanics and wage-
earners of every description to carry any
bonus bylaw, and it is to be hoped that no
step will be taken in the meanwhile that
will render it difficult to secure that united
action.

The ADVERTISER has endeavored to pre-
sent both sides of the question to its
readers and to the members of the City
Council, who have now before them facts
and figures that would not have been avail-
able, or could have been but ill-digested be-
fore a vote was called for, if the secret
meetings against which we have protested
had been continued down to the end of the
chapter. The responsibility rests with the
civic representatives in any case, and with
them we leave it.

—We have seen of late, in the eastern
portion of our Dominion, an unwelcome
liberty taken with the liberty of the sub-
ject. The judge has cast the editor into
prison, but he has cast the editor into the
mire; he has made all righteous Canada
guilty of a commendable contempt of
court; he has converted the venerable
sceptre of British justice into a venom-
laden shaft and has done more to justify
irreverent criticism of the dispensation of
our laws than a score of righteous judges
can do to suppress it. —[Rev. R. E.
Knowles, Ottawa, on the Ellis case.]

WALF IMMIGRATION

The following appears in the London
Times last to hand:

"At North London, a poor woman, who
seemed in great distress, complained to
Mr. Lane that her son, a boy of 8—a weak
and delicate child who suffered from fits—
was going to be sent to Canada by Dr.
Barnardo without her consent. Mr. Lane
said that Dr. Barnardo had had great
experience in these matters and he was
hardly likely to attempt what he had not
a legal right to do. Recent legislation,
passed at that gentleman's instigation, had
given him a power to control children
where the parents had signed legal con-
tracts parting with their children. The
applicant said she signed a paper, but she
did not know what it contained. That
morning she had received a letter from Dr.
Barnardo intimating that the child
would be sent away, and that she could
write to him if she chose. She was not
even offered an opportunity to see the child.
She did not want the child to go away at all,
and was now in a position to keep him. Asked
why she allowed the child to go into the home,
the applicant said that eighteen months ago,
her husband died. A month after another
baby was born, and she was altogether un-
able to provide food for the children. She
had no difficulty in getting the child into
the home, in fact, they wanted her to
leave the baby there alone. She was now in
regular work and wished to have the child
back. She could not bear the idea of the
poor little fellow being taken away and
probably dying in a few thousands of miles
away. Mr. Lane said that the applicant
must go to the High Court and no doubt
she would find many people willing to
provide legal aid. The applicant was referred
to Mr. Holmes, the court missionary."

The sooner this class of immigration is
absolutely prohibited the better. In any
case, the policy of subsidizing professional
philanthropists to send these waifs to
Canada should be departed from. Dr.
Barnardo boasts that he has sent out 6,571
boys and girls since he began business, in-
cluding no fewer than 834 dispatched this
year. He gets a bonus for each juvenile
immigrant sent to Canada, and it is col-
lected from the taxpayers by the Dominion
Government.

—Mr. McCarthy cleared one point up
at Owen Sound. Hitherto his party friends
have said that he struck out on an indepen-
dent course because he was not taken
into the Cabinet. Mr. McCarthy's reply is
that he was offered a seat in the Govern-
ment when Sir John Macdonald died, but
declined when the Administration were in
accord with his principles as stated in
Parliament.

INJURES ALL BUT A FEW.

It is but reasonable that the church
should feel the effects of the general
depression of business which prevails over
the Dominion. Industry is retarded,
means of living reduced, and the church,
in common with other interests and in-
stitutions, suffers. —[Toronto Presbyterian
Review.]

That is so, but the Review should have a
care. Does it not know that to state the
condition of affairs, and to suggest a
remedy is a gross act of disloyalty? At
least the high tax rulers at Ottawa have so
decreed. We are like the Review; we
refuse to keep silence in order that ex-
traneous may run wild at Ottawa, while
surpluses are built up, to be squandered
as opportunity offers, through the over-
taxation of the people. A few days ago
the "protectionist" agents of the Sir John
Thompson Government were asking the
people to rejoice that several millions of
dollars had been collected by over-
taxation. Was that anything to ap-
prove of? When Hon. Alex. Mac-
kenzie's Government had a surplus,
which came to them under the low tariff
then prevailing, Sir Charles Tupper, as
financial critic of the Opposition, declared
that the Government had no right to have
a surplus—that it was just so much money
taken out of the pockets of the people. If
that criticism held good then, how much
more strongly does it apply now that the
expenditure has been raised from \$23,000,
000 to nearly double that sum? If the
millions of dollars alleged to be lying in
the banks, at the call of the Government,
had been left in the pockets of the people, how
much better it would be for farmers, for
business men, for wage-earners, and for all
of us but the parasitic beneficiaries of the
high tax system.

The country needs a change.

THE OPEN FORUM.

The Port Stanley Railway.

To the Editor of the ADVERTISER:

Wednesday's railway meeting in the City
Hall was an important one, and its effects
will be felt for some time. It was a
most successful one, and the railway com-
panies were forced to give up their position
of superiority. While I entertain strong
views as to which of the two proposi-
tions voted upon is the better one, I do not
write to express them. I desire, however,
to give expression to two ideas.

1. The people cannot be too freely con-
sulted by their representatives in matters
that affect their welfare as business men
and as citizens. There was no information
given at last night's meeting that might
not have been given to the public
weeks ago. That information has not yet
reached the great body of the electors, yet
the vote taken by those who were present
is intended to influence the votes of ab-
sentees at the City Council meeting to-mor-
row night. My point is that if the people
are consulted at all—and they ought to be
freely and frequently—there should be no
mistake made about obtaining the true
sentiments of the taxpayers.

2. London ought to operate as well as
own the London and Port Stanley Railway.
There are no safeguards that can be made
with any railway corporation leasing the
road that will thoroughly protect the inter-
ests of the city. The objects aimed at
when the road was built can never be fully
secured until the action I suggest is taken.
And why should it not be taken? Every
improvement on the road must be paid for
directly or indirectly by the citizens, and
if other parties make the improvements they
will exact ample remuneration for doing so.
The tendency of the age is
towards municipal and government owner-
ship of railways, gas and electric plants,
waterworks, etc. Germany to-day owns
and operates nearly all her railways at a
great saving to her people. France owns
and operates her telephone system and
her telegraph system. England has the
best results. The English
Government has a margin of profit from
telegraphing after charging less
than half the rates prevailing in America.
Throughout the United States as well as
in Canada the municipalities are taking
possession of the street railways, gas and
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