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> God's in His heaven, All's right with the world. -[BROWNING

London, Thursday, May B

LONDON AND PORT STANLEY

RAILWAY BILL PASSES.

London now controls the London and Port Stanley Railway. The bill practically so providing passed its third reading in the House of Commons last night, and will in due course be declared law. The provisions of the measure are as follows:

"At the next and at all subsequent general annual meetings and at all other meetings of the London and Port Stanley Railway Company, hereinafter called the company, the holders of the mortgage bonds or debentures of the company snall have and possess the same rights, privileges and qualifications for acting and voting as shareholders, and for being elected and acting as directors, as appertain to the shareholders of the company, and each \$100 of the amount of any mortgage bond or debenture shall be computed for such purpose as one share of capital stock of the company. "At the next and at all subsequent gen

purpose as one share of capital stock of the company.

"The mayor and any member of the Municipal Council of the Corporation of the City of London, the mayor and any member of the City of St. Thomas, any officer of the said corporations or either of them, for the office of director of the company, shall be eligible for election as, and to be a director of the company, although he may not be a shareholder or bond or debenture holder.

"Nothing herein contained shall affect the rights or priorities of the holders of the bonds or debentures of the company as such in respect of the arsets and property of the company, which shall continue as if this act had not been passed."

The effect of these provisions is to enable London, which has a far greater financial claim on the road than any other stock or bond holder, to control the election of directors, and thus obtain the future disposal of the road. The last clause was added to the bill with the object of securing to all parties the benefits of the legislation passed in 1882 regarding the distribution of the assets, but it is of minor importance. On behalf of St. Thomas it was attempted to amend the bill by providing that so long as the mortgage bonds or debentures of the City of St. Thomas remained unpaid no City of St. Thomas remained dipaid no lease of the railway should, without the consent of the Corporation of St. Thomas, contain any agreement or stipulation for the erection of workshops or the employment of any specified number of men within the City of London, or give that city any preferential rates or any advantage not enjoyed by St. Thomas. The amendment was opposed by the London delegation and rejected.

Now that the voting power is no longer confined to the stock-holders, but is stared by the bond-holders as well, it may not be amiss to state how the strength of parties will in future stand:

Original stock	150,000 327,649	
Interest deficiency, after crediting London's share of rent from G. T. R	23,717	61
Fotol	351,366	61

Total . \$ 296,940 60
Third mortgage bonds . 133,329 00
Interest . 112,314 59

Total.....\$ 251,643 59

Original stock......\$31,800
The future control of the road being thus secured to the City of London, the question of its disposal becomes a live question. On It is not to be wondered at that this taking of liberty with the charges by the man accused and by his colleagues, who share with him the advantages of his misdeeds, should meet with the disapproval of that the Grand Trunk Railway Company is anot averse to renewing the lease, and many citizens would prefer that the company should continue in control, provided the interests of the city in take port are properly safeguarded, and a fair rental is guaranteed. It will be for the Board of Aldermen to consider the quastion in all its aspects, and make the best bargain possible.

Mayor Spencer and the aldermanic committee which has acted with him are to be congratulated on the work done so far. They placed their case before Parliament and to be committed to not ensure that the company commissioners, to be appointed upon the recommendation of said Nir Adolphe P. Caron and his colleagues. That this House in France; and Dr. Galiton, an Englishman, of France; and Dr. G

eally to secure the success of the measure be gratifying to all.

As the line is a joint stock enterprise, the change in the directorate cannot take place till the 15th of January next, when the annual meeting of the shareholders will

LONDON'S HUMILIATION. Among the cities of the Dominion with

over 30,000 inhabitants London alone has but one member of Parliament. Every other city with over 30,000 of a

population has two members under the new gerrymander, and has had for many

be shorn of the prestige freely conferred on other centers of population?

Was it to insure the continuance of this nomaly, this humiliation, that Mr. Carling so greedily grabbed the seat stolen from Mr. Hyman, M.P.?

This is how the Globe correspondent sizes up the member for Elliot: "At best the Minister of Agriculture is but poor game. He moves so slow that there is no sport in hitting him."

THE CARON "INQUIRY."

In the Dominion House of Commons, at an early hour this morning, the followers of Sir John Thompson, at his bidding, carried the Bowell motion in favor of emasculating the charges brought against Sir Adolphe Caron by Mr. Edgar, M.P., and providing that an investigation should be held by a commission to be appointed by the Ministers themselves.

This extraordinary change of front has been taken partly in response to public opinion and partly to provide means for delaying investigation and suppressing the truth, under legal technicalities, if that is at all possible. Sir John Macdonald was afraid to face Parliament when the Pacific Scandal accusations were made by Hon. Mr. Huntington, and the charges John Macdonald was not so unscrupulous as to emasculate the indictment laid against him. Sir John Thompson is more daring. No doubt the circumstances are such as require for their control a man with his ability to turn sharp corners, to engineer tricky expedients.

A brief reference to the proceedings of the past year will bring to the recollection of our readers the fact that, while it is now deemed highly improper for Parliament to inquire into the sins of a member of the Government, no such objection was raised when Sir Hector Langevin was "investi-gated." It was, however, made evigated." It was, however, made evident then that members of Parliament had a habit—a very bad habit, defaulting Ministers now allege-of getting at the truth despite many attempts to prevent exposure by raising technical objection to questions. By the time the bill of pariculars against Sir Adolphe Caron reached the House it had fully dawned upon Sir John Thompson that the whole truth regarding the charges brought against the Minister and his associates would so completely expose the means by which they secured power in recent elections that under no circumstances could they stand it. At that time Sir John Thompson reasoned that these charges could not lie against the accused as a member of the House of Commons, because at one part of the time covered by the charges he was not a member of Parliament, as he was seeking re-election, and that too, despite his assurance of a few

weeks previously that every accusation would be investigated. Then, too, Sir John Thompson argued that the charges should be thrown out as indefinite. Now he indorses a resolution which apparently regards them as too definite, for at least three of the principal counts have been entirely suppressed in the motion that has passed the House. The charges, as laid by Mr. Edgar, may be thus briefly summar-

1. That since 1882 the Lake St. John

Railway Company has received more than \$1,000,000 in bounses from the Dominion.

2. That these bounses were handed over to a construction company, which built the

road.
3. That Sir Adolphe Caron was a member of that construction company.
4. That Sir Adolphe Caron corruptly received large sums of money out of the sub-

sidies.
5. That large sums were paid out of the subsidies for election purposes with the knowledge of Sir Adolphe Caron and other members of the Government.
6. That the . Temiscouata Railway Company has, since 1885, received Dominion subsidies to the extent of \$649,200.
7. That Sir Adolphe Caron corruptly received large sums of money out of those subsidies.

subsidies.

S. That large sums were paid out of those subsidies for election expenses with the knowledge of Sir Adolphe Caron and of

other Ministers.

9. That the sums so contributed amounted to more than \$100,000, and were expended in 22 counties and ridings in Quebec, which are named.

Charges 2 and 3 are entirely omitted in the amendment forced upon the House, and the other charges are changed around, limited or widened, so that it is hard for the original author to recognize the connec-

tion between the two.

and that such a demand, no less than the proposal that the said charges should likewise be investigated by persons to be appointed by himself and his colleagues, is entirely unprecedented and opposed to parliamentary law and usage, as settled by the Parliament of the mother country, is a violation of the privileges of the members of this House, and is designed to clude and defeat the ends of justice."

The amendment was voted down at the

The amendment was voted down at the bidding of Sir John Thompson. He was afraid to permit a committee of Parliament, in which his friends are largely in the majority, to investigate the serious charges against a member of the Administration, because he knew that such an investigation would be thorough. He dared not allow an investigation of the charges in their completeness. He apparently looks for safety in restricted inquiry, in emasculation of the accusations, and in technicalities. It is not probable that the Liberals will aid in any such inquiry, but that will not prevent the exposure of Sir Adolphe Caron.

THE CAR SHOPS.

The City Council Railway Committee and the Grand Trunk Railway managers have spent a great deal of time perfecting the legislation just passed by Parliament respecting the London and Port Stanley Railway ownership, and some people have thought that the car shops agreement has been lost sight of. That is not the case, however. The agreement between the City Council and the Grand Trunk Company, by means of which it is intended to oncentrate the car shops necessary for the western system in this city, has been under consideration by the company and the committee, and the latter has not lost sight of its importance. Now that the railway legislation has been removed from the field of disputation, the Railway Committee will be able to bend their energies to the settlement one way or another of the car shops agreement, and the disposal of the line.

It is not in the interest of either the city or the railway company that the shops agreement should longer hang fire. London has made an offer to the company which will be indorsed by the people if it is not surrounded by conditions of too onerous a character, and it will be well for both parties to get to a "finally final" ar rangement as soon as possible.

Such a consummation should not be far off. When Mayor Spencer was in Ottawa, forwarding the legislation regarding the L. and P. S. Railway this week, he had a conference with Mr. Bell, solicitor for the Grand Trunk, on the subject of the car shops agreement. Mr. Bell assured the mayor that the agreement would be sent on to this city for consideration immediately on his return to Montreal; and he gave it to be understood that it would be in such shape as would meet with the indorsation of the Council. We hope that this will prove to be the case, and that the clos-ing of the arrangement and the speedy construction of the works will follow. The bargain, as now understood, is a fair one, and should be beneficial to ooth the company and the municipality.

Mayor Spencer will doubtless call the dermen together for action as soon as the document reaches him.

TOPICS OF TO-DAY.

The enormous steel trusses to sustain the roof of the manufacturers' building in Chicago are the largest ever made for archi-tectural purposes. They span 368 feet and rise to a height of 211 feet. 1::

The city of Cincinnati has for many years been a favorite abiding place of Jews. At a recent Jewish celebration there Rabbi Wise said that "Cincinnati would here-after be the Zion of Judaism in America."

The millstones used in the United States formerly came from France, but an ex-cellent substitute was found in the buhrstone of Penusylvania and Ohio, and that is now used to the exclusion of the foreign

In Britain the Chancellors of the Exchequer look upon the return of leap year with peculiar satisfaction. It adds another day to the financial year, and this means the addition of about \$1,500,000 to the

The Ottawa Herald (Independent Con-

servative) says: "If the Mowat Govern-ment has one cause for satisfaction greater ment has one cause for satisfaction greater than another at its victory in Toronto last week, it is that the victory was won in spite of an honest declaration that it had no bribe to offer the electors. The anouncement was made by the Liberals during the campaign that win or lose, Toronto would be treated just the same by the Provincial Government. A strong contrast to recent Dominion elections."

The Duchess of Edinburgh's eldest The Duchess of Edinburgh's edesic daughter, Princess Marie, is nearly of an age now to make her first appearance at a drawing room (the daughters of the royal family are never "presented," they simply "attend" the drawing room with the other members of the Queen's family, though they do wear white presentation dresses). Princess Marie is nearly 17, and it is quite with they she may attend the drawing the state of the presentation of the state of the state

views with repugnance the proposition to permit the person accused to vary and alter the charges preferred against him, instead thereof to substitute a new set of charges drawn up by himself and his colleagues, and that such a demand, no less than the proposal that the said charges should like.

MR. MEREDITH AND THE WOMEN

MR. MEREDITH AND THE WOMEN.
[Woman's Journal, Boston.]
The Ontario Legislature has been wrestling with the question whether the foundations of society would be subverted if
women were allowed to practice law. Mr.
Meredith, the principal opponent, "grew
sloquent over the disaster to the dignity
of a court that might result from the sudden descent of a lady's back hair" while she
was addressing a jury. Another opponent of a court that might result from the Rudden descent of a lady's back hair" while she
was addressing a jury. Another opponent
mournfully represented that "the bill
would open up to women the flood-gates of
a profession already overcrowded, and in
the practice of which many young men,
once in high hope, were reduced almost to
actual destitution." The advocates of the
bill used the common-sense arguments, and
pointed out that women were already practicing law in the United States, and even
before the U. S. Supreme Court, without
shaking the foundations of society. It
was finally voted to empower the Law Society to admit women to study law, with a
view to their becoming solicitors, but not
barristers. The gallery was crowded with
ladies interested in the passage of the
measure, including Miss Clara Brett Martin, of Toronto, whose application for admission to the Law Society of Upper Canada had led to the introduction of the bill.

At the present day sacred pigs roam inviolate about Buddhist monasteries of Canton and elsewhere in China.



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"August Flower"

There is a gentle-man at Malden-on-the-Hudson, N. Y., named Captain A. G. Pareis, who has written us a letter in which it is evident that he has made up his

mind concerning some things, and this is what he says: "I have used your preparation called August Flower in my family for seven or eight years. It is constantly in my house, and we consider it the best remedy for Indigestion, and Constipation we

Indigestion. have ever used or known. My wife is troubled with Dyspepsia, and at times suffers very much after eating. The August Flower, however, relieves the difficulty. My wife frequently says to me when I am going to town, 'We are out Constipation of August Flower,

and I think you had better get another bottle.' I am also troubled with Indigestion, and whenever I am, I take one or two tea-spoonfuls before eating, for a day or two, and all trouble is removed." @

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FOOTBALL. The Seafor Brantford te It is a cur football leag composed, as Scotchmen.

Thirty thou final cup tie f shire, Rugby week, when goals and 3 which origin were left to d The Meafor the followindent, Dr. J. president, S. A. Skinner; Jas. Flemin

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