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& Co., Montreal, Que.God's in His heaven,
All's right with the world.

—[BROWNING.]

London, Thursday, May 2.

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

annual meetings and at all other meet-

ings of the London and Port Stanley Rail-

way Company, hereinafter called the com-

pany, the holders of the mortgage bonds or

debentures of the company shall 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.

"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 Council of the Corpora-

tion 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 de-

benture 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 assets 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

holder, to control the election of directors,

and thus obtain the future disposal of the

road. The last clause was added 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

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 employ-

ment 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 amend-

ment was opposed by the London dele-

gation and rejected.

Now that the voting power is no longer

confined to the stockholders, but is shared

by the bondholders as well, it may not be

amiss to state how the strength of parties

will in future stand:

OWNED BY LONDON.

Original stock \$100,000 00

First mortgage bonds 327,649 00

Interest deficiency, after crediting

London's share of rent from G.

T. R. 23,717 61

Total \$431,366 61

Second mortgage bonds 101,400 00

Interest on ditto 132,510 00

Total \$233,910 00

Third mortgage bonds 112,314 30

Interest 251,645 50

Grand total, London's claim \$1,049,850 80

OWNED BY THE G. T. R.

Original stock owned by Sir Joseph

Hickson on behalf of G. T. R. \$2,500 00

OWNED BY ST. THOMAS.

Original stock \$32,830 00

First mortgage bonds 38,390 00

Third mortgage bonds 10,637 00

Total \$81,857 00

Interest on the St. Thomas bonds would be

about \$3,000, bringing the total claim of that

city on the line up to over \$85,000.

OWNED BY SUNDRY PERSONS.

Original stock \$31,800 00

The future control of the road being thus

secured to the City of London, the question

of its disposal becomes a live question. On

1st September next the lease entered into

with the G. T. R. in 1872, and assumed by

the G. T. R. ten years later, expires, and a

new arrangement will have to be made with

that or some other company, or the city

must take over the line and work it as a

corporation enterprise. It is understood

that the Grand Trunk Railway Company is

not averse to renewing the lease, and many

citizens would prefer that the company

should continue in control, provided the

interests of the city in its

lake port are properly safeguarded, and a

fair rental is guaranteed. It will be for

the Board of Aldermen to consider

the question in all its aspects, and make

the best bargain possible.

Mayor Spencer and the aldermanic com-

mittee which has acted with him are to be

congratulated on the work done so far.

They placed their case before Parliament

in admirable shape, and worked energet-

ically to secure the success of the measure.

That it has been passed so promptly must

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

be held.

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

years.

What has London done that she should

be shorn of the prestige freely conferred on

other centers of population?

Was it to insure the continuance of this

anomaly, this humiliation, that Mr. Car-

ling 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 em-

anulating 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 Mac-

donald was afraid to face Parliament when

the Pacific Scandal accusations were made

by Hon. Mr. Huntington, and the charges

were sent to a commission, but even Sir

John Macdonald was not so unscrupulous

as to emaculate 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 "in-

vestigated." 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 objections to

questions. By the time the bill of par-

ticulars against Sir Adolphe Caron reached

the House it had fully dawned upon Sir

John Thompson that the whole truth re-

garding the charges brought against the

Minister and his associates would so com-

pletely expose the means by which they

secured power in recent elections

that under no circumstances could they

stand it. At that time Sir John Thom-

pson 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 Parlia-

ment, 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

expressly suppressed in the motion that has

passed the House. The charges, as laid by

Mr. Edgar, may be thus briefly summa-

rized:

1. That since 1882 the Lake St. John

Railway Company has received more than

\$1,000,000 in bonuses from the Dominion.

2. That these bonuses 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 re-

ceived large sums of money out of the sub-

sidies for the Dominion Railway Com-

pany has, since 1885, received Dominion

subsidies to the extent of \$640,500.

5. That Sir Adolphe Caron corruptly re-

ceived large sums of money out of those

subsidies.

6. That large sums were paid out of those

subsidies for election expenses with the

knowledge of Sir Adolphe Caron and of

other Ministers.

7. 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 con-

nection between the two.

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 mis-

deeds, should meet with the disapproval of

the Liberals. They hold that Parliament

is the custodian of its own honor, and that

it cannot fairly delegate to others its right

to investigate the wrongdoing of its mem-

bers or of the Government of the day. Sir

Richard Cartwright moved this amend-

ment to the amendment:

"That all the words of the amendment

be left out and the following added to the

original motion: That this House refuses

to allow the investigation into the charges

preferred by J. D. Edgar, a member of this

House in his place in the House, against

Sir Adolphe P. Caron, also a member there-

of, to be removed from the control of

Parliament and to be committed to one or

more commissioners, to be appointed upon

the recommendation of said Sir Adolphe P.

Caron and his colleagues. That this House

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 pro-

posal that the said charges should like-

wise be investigated by persons to be ap-

pointed 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 elude and

defeat the ends of justice.

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 ma-

jority, 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 com-

pleteness. He apparently looks for safety

in restricted inquiry, in emaculation of

the accusations, and in technicalities. It is

not probable that the Liberals will aid

in any such inquiry, but that will not pre-

vent the exposure of Sir Adolphe Caron.

THE CAR SHOPS.

The City Council Railway Committee

and the