

London Advertiser.

(Established 1863.)

FOUNDER AND MANAGER, John Cameron.

London, Monday, April 18, 1898.

The War Panorama Unrolls.

Step by step—the footstep of destiny—marches forward the movement that takes Cuba out of the hands of Spain. The first overt act was President McKinley's message, proclaiming the state of Cuba under Spanish misrule to have grown intolerable.

The second act of the drama was the passage by the lower house of Congress, or House of Representatives, of a resolution authorizing the President to intervene with the full naval and military force of the nation to restore peace and order in the distracted and oppressed island.

The third act was the passage, on Saturday, at Washington, by the Senate of the United States, of a resolution demanding the withdrawal of the Spanish forces now in Cuba, and authorizing the use of the American army and navy to enforce the demand.

Accompanying this is a resolution recognizing the present insurgents as the independent Cuban republic.

The latter point is that wherein the House of Representatives disagrees with the Senate.

The point of difference is important. It can only be settled by a joint conference of the Houses of Legislature. That joint conference is now in progress.

The President and the conservative elements in both Houses are opposed to the immediate recognition of the present insurgents as an independent power. The President of the United States sways a wide prerogative. His individual powers of delay and veto are considerable.

There are two main reasons for the Presidential unwillingness to act precipitately as to recognition of independence. The first is that it would make it more difficult for Spain to back down or get out of her own motion. The second is the fear that the United States would incur serious indirect international liabilities to an unknown extent by recognizing as independent a body of insurgents who may not, after all, possess the confidence of the majority of the Cuban people. In a word, what is proposed by the United States Senate, in immediate recognition, is the recognition of an entirely unknown quantity.

So that is the controversy at present on at Washington between the President and a majority of the House of Representatives on the one hand, and a majority of the Senate on the other.

This week the Spanish Parliament assembled at Madrid, an event which adds to the interest and gravity of the situation.

And so unrolls a great historic panorama, the last scene in which will inevitably show the disappearance of Spanish rule from this western hemisphere.

The Duty of the Hour and the Fate of the Senate.

The Dominion Senate has done great disservice in rejecting the bill to provide a speedy all-Canadian route to the Yukon, but the rejection will not justify the Government of Canada in abandoning all attempts to secure the trade of the region and to maintain its authority in that distant portion of the country.

The Senate is a body of considerable political feeling. Some of the senators have ventured to deny this, but the facts testify overwhelmingly against the denial. The House of Commons for eighteen years governed this country without opposition from the majority of the senators. It adopted an indefensible franchise act, from which party advantage was hoped for. It disregarded county boundaries in the establishment of the constituencies in a manner wholly unknown in the mother country, and in a way strictly forbidden in many constitutions of the newer states of the neighboring republic. To all these proceedings by the Conservative majority in the House of Commons the Senate said "Ditto."

Were the Senate in the wrong? We hoped for the expression of an independent opinion based on equitable principles and non-partisan considerations. If it had not said "Ditto," we would have attached more value to its action, though by doing so it might have put itself into antagonism to the House of Commons.

The question, then, of antagonism between the two Houses, though serious, is not primarily one for the public to consider. The question is, Which of the two is in the right?

In the rejection of the Yukon bill we think the Senate were altogether in the wrong. We think so because the measure was a matter of urgency. Immediate action in the interests of the Senate was called for. There were grave commercial and political considerations which demanded that there should be no delay.

But we do not propose to tear up the

constitution because the Senate majority has committed a very grave political blunder. What the action of the Senate makes obvious is the necessity for reform in that chamber; but what is immediately to be desired is that the assent of the Senate should be given to some measure, not unreasonable, which will enable the Canadian Government to maintain the authority of Canada over the Yukon country, to secure to the people of this country its commerce and the prompt settlement of British Columbia, along the highway by which ingress and egress is to be obtained.

To Turn the Thames Into Lake Erie.

Two citizens of Chatham—Messrs. Henry Smith and D. R. Van Allan—have written to the Planet of that city advocating a novel scheme which they assert would maintain the water level of the Thames at the point of its confluence with the river, and thus prevent the filling up of the river mouth with mud. The expedient advocated is to find a new channel for the Thames, permitting its surplus waters to flow into Lake Erie from a point near Middlesex county. Mr. Van Allan, in advocating the scheme, says: "Remember that it is only fourteen or fifteen miles, all told, from the river to the lake at or near Middlesex; that the river there is 30 to 40 feet above the level of the lake; that the banks of both river and lake are very high there; that deep ravines exist through these banks, being the outlet of streams emptying in the river and lake, and you can see for yourself that a cut deep enough to connect these streams and admit the water from the river running to the lake, could not by any possibility cause an overflow of the lands along the cut. The right of way would of course have to be purchased or expropriated, where the cut was to be necessarily made, and as a length not exceeding eight miles of cutting would be required, and that cut only at first deep enough to get the water started through—take my word for it, there would be such a rush through this artificial channel that all further cutting would be unnecessary. So what would the cost be, compared with that of the annual inundation of London and the whole country from London to the mouth of the Thames?"

Mr. Van Allan urges the Chatham Council to at once invite the co-operation of all the municipalities affected by these floods, with the view of procuring the services of a competent civil engineer to thoroughly investigate the feasibility of this cut and its probable cost, so that something tangible may be secured to lay before the Federal and Ontario governments. He holds these governments jointly liable to contribute to the cost of this cut, because it would forever prevent the filling up of the bar at the mouth of the river, which is caused by the great floods meeting the dead waters of Lake St. Clair and depositing the mud where carried down by them, necessitating the cost of dredging it out by the Federal Government. The Thames and its tributaries drain fully one-fourth of the province, and therefore the Ontario Government should bear the remaining cost of the cut.

Whatever benefit the proposed diversion of the stream would confer on municipalities below London, if it were proved feasible, we doubt if it would prevent an occasional season of high water opposite London's western suburb. Nevertheless we can see no objection to an examination of the project by a competent engineer. If the Government at Ottawa were duly memorialized, we have no doubt that the services of an expert could be obtained for the purpose. Whether or not anything is done to mitigate the occasional overflow of the stream, there is reason to fear that the trouble will not become less in the future. The experience of all countries is that as the forests are cut down, the speed with which snow thaws and the water makes its way to the great lakes or to the sea increases. The danger from floods becomes greater. The troubles from high water in the Thames, however, are a mere bagatelle compared with those occurring from floods on such rivers as the Ohio and the Mississippi.

A pneumatic tire—The windy budget debate.

What a contrast between the lots of the widow of Spain and the widow of Windsor!

Grandma Victoria could lend the United States a hundred ships, and never miss 'em.

Our esteemed contemporary, the Bay City Tribune, was so full of martial spirit last week that it was printed in red, white and blue.

The Chatham Planet expects Canadian imports to increase during the next three months. So does The Advertiser, and exports, too.

President McKinley's euphemism, "enforced pacification," is decidedly clever. In other words, "we must have peace if we have to fight to get it."

When the American troops march to battle they will have no baspines like the Highlander to inspire them. But they will have any amount of campaign poetry.

In Montreal they tax bicycles at \$2 each. It is proposed to raise a fund from bicyclists in this city, to be applied towards building paths, but the Montreal rate is too high.

Chambers of commerce in several of the great cities of the United States have passed resolutions advocating reciprocity with Canada. The preferential tariff has opened their eyes. Never before has Canada commanded such importance and respect throughout the world.

Our Ottawa Letter.

Peculiarities of the Recent Debate on the Budget.

Immense Benefit to Canada of the New Trade Policy.

The Pro-British Tariff Will Have Far-Reaching Effects in Canada's Favor.

By-Election Results Since the Liberals Attained Power.

[Special Correspondence of the Advertiser.]

Ottawa, April 13.—The debate on the budget ended at half-past four on Saturday morning. The Opposition did not challenge a division of the House on the propositions made by the Finance Minister. It did not formulate a distinctive resolution against the general fiscal policy of the Administration. Sir Charles Tupper, the Conservative leader, set the example to his followers of railing in good set terms against the Ministers and all their works, and let it go at that. The result of the debate, unduly lengthened by the long-windedness of a number of the representatives, has really proved how little room there is for legitimate criticism of the policy of the Administration, so far as enunciated and carried out. "You favored complete free trade, and the country supported you—why don't you enact it?" is one of the stock queries of the Conservative crumblers. Brought face to face with the Liberal platform, the orators take a new tack, and say, "You promised untaxed implements for the farmer—why don't you provide them?" Again challenged to get proof for their contention, another sharp turn is made, and it is alleged that Sir Richard Cartwright, and not the Liberal platform, made the promise. Fortunately when this statement was made in the House, the Minister of Trade and Commerce was in his place, and he promptly rose and denied it. He had argued, he pointed out, that the very high duty levied on agricultural implements by the late Government should be reduced, and it was reduced to 35 per cent by the new tariff. It is needless to say that the Conservative orator pursued this branch of the subject no further. The explanation, however, should be unnecessary if the Opposition were inclined to stick to facts for their arguments. Hon. Mr. Patterson, Minister of Customs, in his recent address showed that the duty on 50 implements of agriculture had been reduced. The following are a few of the more striking examples:

General tariff, 1897.	General tariff, 1898.	Percentage of reduction.
Axes.....	35	25
Hay or straw knives.....	35	25
Hand rakes.....	35	25
Farm rollers.....	35	25
Road or field rollers.....	35	16 2/3
Windmills.....	30	25
Horse powers.....	35	16 2/3
Portable engines.....	35	16 2/3
Thrashers.....	35	16 2/3
Food cutters.....	35	25
Separators.....	35	25
Potato diggers.....	35	25
Grain crushers.....	35	25
Fanning mills.....	35	25
Hay tedders.....	35	25
Manure spreaders.....	25	20

There has been much discussion in regard to the preferential tariff. But the great fact established is that while the late Government talked about preferential tariff for eighteen years and accomplished nothing, the present Administration in a brief year brought a preferential tariff into practical politics, and established a new era in the history of the Dominion and the motherland that is destined to bring untold benefit to the people of both countries. Under the preferential tariff, Canada will benefit directly by an increase in profitable trade. Great Britain is buying more from us, and we find it to our advantage to buy more from her. But the great and abiding advantages which the Dominion must derive from the new partnership which the Laurier Government has established between the Dominion and the motherland can scarcely be over-estimated. If Canada had gone to Britain in a huckstering spirit, and demanded that the trade policy of the heart of the empire should be revolutionized before she would consent to treat the motherland with something like the fairness that has been extended to this country, we would be fated to long years of inaction. And the loss to the Dominion in increased trade, in gilt-edged world-wide advertising, in British sympathetic friendship towards us, in population for our vacant lands, now flocking to us, could hardly have been counted in millions. The Opposition leaders are shortsighted not to recognize this fact, and lend their aid to make the new and better era as successful as a united Canada can make it. They can rest assured that the great mass of the population of this country will not follow them in their ungenerous detraction of their opponents for doing what they themselves had not the constructive statesmanship to accomplish.

Some talk has taken place about the public expenditures. Undoubtedly the new needs of the country have necessitated developments in directions not anticipated by the Administration. For example, this year \$386,000 is required to pay for the administration of the Yukon gold mining region. Two years ago, the Yukon was practically an unknown land. The necessities of the situation required prompt and intelligent action. The expense of the administration of justice and of maintaining law and order in the Yukon will continue to be very large. They will be vastly added to by the action of the Senate in killing the measure intended to provide a comparatively cheap, all-Canadian route to the territory. Then the estimates provide that \$210,000 shall be paid for rental of a railway to bring the Government Intercolonial line to Montreal, and \$500,000 to operate it. Here, again, intelligent public policy demanded the expenditure. The Intercolonial line had been run at great loss to the taxpayers of Canada for many years. It paid not a cent of interest on its original cost, and there were yearly deficits of many thousands in running expense. Hon. Mr. Blair soon found that if the line was not to continue a burden to the taxpayers for all time, it must be brought from its rural terminus in Quebec to the great ocean port of Canada, where it could obtain connections with all the railway lines, and get a fair share of the traffic. Surely these expenditures are in the public interest. The Minister of Railways and Canals, we may all hope, will soon see his policy vindicated by results. This country cannot afford to have many unprofitable public works on its hands. It is satisfactory to note that while these new expenditures have taken place, there are substantial decreases in other respects.

It is amusing to read the stories sent out from Ottawa intended to keep heart in the Opposition rank and file. Two months after the general election in 1896 Sir Charles Tupper asserted that the new Government would not last six months, and that another general election must take place within a year. Here we are with the Laurier Government in power eighteen months, and with every by-election showing the Administration to be stronger in the country than when returned to power. This was demonstrated in a marked degree in Prince, P. E. I., the other day, when the new Liberal M. P. was elected by a majority over three times as large as that given to his predecessor. I have been looking up the official returns of the by-elections which have taken place since the general elections of June 23, 1896, and I find that in the thirty contests the Liberals have been victorious in 28, and the Conservatives in 2. The supporters of Sir Wilfrid Laurier have won enough seats to double the Liberal majority in the eighteen months that have intervened since the Liberals took office, while the Conservatives have not gained one Liberal seat. In face of this record, it is highly comical to read of the Administration as "tottering." The Government has but to keep on in its progressive, yet cautious programme, not only to last till the close of the term of Parliament in 1901, but for years thereafter.

The Spaniards now take no pride in the fact that Columbus discovered America.

The Hon. William Henry Eustis, a prospective candidate for the Republican nomination for Governor of Minnesota, must be a marvel. "His word," says the Battle Lake Review, "is a sword of fire, and his backbone is a range of Rocky Mountains." If the word of every United States politician was like the honorable gentleman's, the republic would have no need of a standing army.

Navigation and Railways

Passenger fares of the Grand Trunk Railway System between points, both local and through, including fares to ALASKA, KLONDIKE AND THE PACIFIC COAST.

Winnipeg and the Northwest, as well as St. Paul and all other competitive points, are exactly the same as those of other lines.

Get your tickets at "Clock" corner, E. De La Hooke, agent, or at G. T. R. Depot, St. Paul.

Intercolonial Railway OF CANADA

The direct Route between the West and all points on the Lower St. Lawrence and Bait de Chaleur, Province of Quebec, also for New Brunswick, Nova Scotia, Prince Edward Island and Cape Breton Island, Newfound-land and St. Pierre.

Express trains leave Montreal and Halifax daily (Sunday excepted) and run through without change between these points.

The through express train cars of the Intercolonial are brilliantly lighted by electricity, and heated by steam from the locomotive, thus greatly increasing the comfort and safety of travelers.

Comfortable and elegant buffet, sleeping and day cars are run all through express trains.

The popular summer sea bathing and fishing resorts of Canada are all along the Intercolonial, or are reached by this route.

Passengers for Great Britain and the Continent can leave Montreal Tuesday morning and join outward mail steamers at St. John on Wednesday morning and join outward mail steamers at Halifax on Thursday.

The attention of shippers is directed to the superior facilities offered by this route for the transport of flour and general merchandise, and the West Indies, also for shipmanta of grain and produce intended for the European markets, either by way of St. John or Halifax. Tickets may be obtained and all information about the route, also freight and passenger rates, on application to

A. H. HARRIS, General Traffic Manager, Board of Trade Building, Montreal.

D. POTTINGER, General Manager, Railway Office, Montreal, N. B., May 21, 1897.

Canadian-European Mail and Passenger Route.

Passengers for Great Britain and the Continent can leave Montreal Tuesday morning and join outward mail steamers at St. John on Wednesday morning and join outward mail steamers at Halifax on Thursday.

The attention of shippers is directed to the superior facilities offered by this route for the transport of flour and general merchandise, and the West Indies, also for shipmanta of grain and produce intended for the European markets, either by way of St. John or Halifax. Tickets may be obtained and all information about the route, also freight and passenger rates, on application to

A. H. HARRIS, General Traffic Manager, Board of Trade Building, Montreal.

D. POTTINGER, General Manager, Railway Office, Montreal, N. B., May 21, 1897.

White Star Line

New York to Liverpool via Queenstown

S.S. MAJESTIC, April 20
S.S. CANTERBURY, April 27
S.S. TROIC, May 4
S.S. BRITANNIC, May 11
S.S. OLYMPIA, May 17

* Carries first-class passengers only. Fare, \$60 and upwards.

Rates as low as any first-class line.

E. De La Hooke, Sole Agent for London, "Clock" Corner, xcv.

Canadian Pacific Ry.

IS THE ONLY DIRECT FAST ALL-CANADIAN LINE TO TAKE FOR THE KLONDIKE and YUKON GOLD FIELDS.

Lowest Rates. Fastest Time. Accommodation Unsurpassed.

6 Tourist Cars Each Week to Pacific Coast

Full information and pamphlet, "Klondike and Yukon Gold Fields," free. Apply to any Canadian Pacific Railway agent, or C. E. McPherson, G. T. R. Toronto.

THOS. R. PARKER, City Passenger Agent, 161 Dundas street, corner of Richmond.

TRAVEL VIA MICHIGAN CENTRAL

"The Niagara Falls Route."

TO ALL POINTS East, West, North and South.

Close and sure connections. Through tickets to any point. Quick Time. Best Equipment.

For rates and all information call at city office, 536 Richmond street.

JOHN PAUL, City Agent.

O. W. RUGGLES, JOHN G. LAVEN, General Pass. Agent. Can. Pass. Agent.

ALLAN LINE

Royal Mail Steamships, Liverpool Calling at Merville.

NUMIDIAN.....April 28 From Portland, Liverpool direct

CALIFORNIA.....April 28 From Portland, Liverpool direct

LAURENTIAN.....May 7 From Montreal, Quebec

PAHIAIAN.....May 14 From Montreal, Quebec

CARTHAGINIAN.....May 21 From Montreal, Quebec

RATES OF PASSAGE

First cabin, Derry and Liverpool, \$62 50 and upwards; return, \$105 and upwards. Second cabin, Liverpool, Derry, London, \$36. Steerage, Liverpool, Derry, Belfast, Glasgow, London, every third pound, \$22 50 and \$25 50.

Glasgow-New York service—State of New York sails from New York, May 5; cabin, \$45 and upwards; return, \$80 and upwards; second cabin, \$30; return, \$54 14; steerage, \$23 50.

AGENTS—E. De La Hooke, "Clock" corner southwest corner of Richmond and Dundas streets, and E. B. Clarke, 418 Richmond street.

Radway's Ready Relief

WILL AFFORD INSTANT EASE. Instantly stops the most excruciating pains, allays inflammation and cures congestions, whether of the lungs, stomach, bowels or other glands or mucous membranes.

RADWAY'S READY RELIEF CURES AND PREVENTS Colds, Coughs, Sore Throat, Influenza, Bronchitis, Pneumonia, Rheumatism, Headache, Toothache, Asthma, Difficult Breathing.

Radway & Co., 7 St. Helen, Street, Montreal, Can.

Radway & Co., 7 St. Helen, Street, Montreal, Can.

Radway & Co., 7 St. Helen, Street, Montreal, Can.

Radway & Co., 7 St. Helen, Street, Montreal, Can.

Radway & Co., 7 St. Helen, Street, Montreal, Can.

Radway & Co., 7 St. Helen, Street, Montreal, Can.

Radway & Co., 7 St. Helen, Street, Montreal, Can.

Radway & Co., 7 St. Helen, Street, Montreal, Can.

Radway & Co., 7 St. Helen, Street, Montreal, Can.

Radway & Co., 7 St. Helen, Street, Montreal, Can.

Radway & Co., 7 St. Helen, Street, Montreal, Can.

Radway & Co., 7 St. Helen, Street, Montreal, Can.

Radway & Co., 7 St. Helen, Street, Montreal, Can.

Radway & Co., 7 St. Helen, Street, Montreal, Can.

Radway & Co., 7 St. Helen, Street, Montreal, Can.

Radway & Co., 7 St. Helen, Street, Montreal, Can.

Radway & Co., 7 St. Helen, Street, Montreal, Can.

Radway & Co., 7 St. Helen, Street, Montreal, Can.

Radway & Co., 7 St. Helen, Street, Montreal, Can.

Radway & Co., 7 St. Helen, Street, Montreal, Can.

Radway & Co., 7 St. Helen, Street, Montreal, Can.

Radway & Co., 7 St. Helen, Street, Montreal, Can.

Radway & Co., 7 St. Helen, Street, Montreal, Can.

Radway & Co., 7 St. Helen, Street, Montreal, Can.

Radway & Co., 7 St. Helen, Street, Montreal, Can.

Radway & Co., 7 St. Helen, Street, Montreal, Can.

Radway & Co., 7 St. Helen, Street, Montreal, Can.

Radway & Co., 7 St. Helen, Street, Montreal, Can.

Radway & Co., 7 St. Helen, Street, Montreal, Can.

Radway & Co., 7 St. Helen, Street, Montreal, Can.

Radway & Co., 7 St. Helen, Street, Montreal, Can.

Radway & Co., 7 St. Helen, Street, Montreal, Can.

Radway & Co., 7 St. Helen, Street, Montreal, Can.

Radway & Co., 7 St. Helen, Street, Montreal, Can.

Radway & Co., 7 St. Helen, Street, Montreal, Can.

Radway & Co., 7 St. Helen, Street, Montreal, Can.

Radway & Co., 7 St. Helen, Street, Montreal, Can.

Radway & Co., 7 St. Helen, Street, Montreal, Can.

Radway & Co., 7 St. Helen, Street, Montreal, Can.

Radway & Co., 7 St. Helen, Street, Montreal, Can.

Radway & Co., 7 St. Helen, Street, Montreal, Can.

Radway & Co., 7 St. Helen, Street, Montreal, Can.

Radway & Co., 7 St. Helen, Street, Montreal, Can.

Radway & Co., 7 St. Helen, Street, Montreal, Can.

Radway & Co., 7 St. Helen, Street, Montreal, Can.

Radway & Co., 7 St. Helen, Street, Montreal, Can.

Radway & Co., 7 St. Helen, Street, Montreal, Can.

Radway & Co., 7 St. Helen, Street, Montreal, Can.

Radway & Co., 7 St. Helen, Street, Montreal, Can.

Radway & Co., 7 St. Helen, Street, Montreal, Can.

Radway & Co., 7 St. Helen, Street, Montreal, Can.

Radway & Co., 7 St. Helen, Street, Montreal, Can.

Radway & Co., 7 St. Helen, Street, Montreal, Can.

Radway & Co., 7 St. Helen, Street, Montreal, Can.

Radway & Co., 7 St. Helen, Street, Montreal, Can.

Radway & Co., 7 St. Helen, Street, Montreal, Can.

Radway & Co., 7 St. Helen, Street, Montreal, Can.

Radway & Co., 7 St. Helen, Street, Montreal, Can.

Radway & Co., 7 St. Helen, Street, Montreal, Can.

Radway & Co., 7 St. Helen, Street, Montreal, Can.