

The Advertiser

FOUNDED BY JOHN CAMERON IN 1863.

THE DAILY ADVERTISER.

(EARLY MORNING AND EVENING EDITIONS.)
Daily, by mail, per year (\$ to 10 pages).....\$4.00
Daily, by mail, for three months.....\$1.00
All subscriptions payable in advance
IN LONDON:
Morning Edition, \$5 per annum; Evening Edition, 10c per week, delivered.

THE WESTERN ADVERTISER.

(OUR WEEKLY EDITION.)

By mail, per annum.....\$1.00

ADVERTISING RATES

Made known on application at office. Address all communications to

ADVERTISER PRINTING CO.,

LONDON, CANADA.

JOHN CAMERON,

Press and Managing Director.

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

London, Thursday, June 6.

GOLD AND SILVER MONEY.

The "Advertiser" has been able to obtain an interview with Mr. B. E. Walker, the well-known general manager of the Canadian Bank of Commerce, upon a subject which is causing much talk throughout the world at the present time. Mr. Walker, who, by the way, was for some time in charge of the Bank of Commerce in this city, stands high as a financial authority, and on various important occasions he has been called upon to act as spokesman for the banks of Canada. To a wide circle he is also known as a man of high literary culture. The "Advertiser" representative asked Mr. Walker to supply some clear, non-technical, yet brief, idea of the phrases "mono-metallism" and "bi-metallism," as well as to state the real heart of the discussion going on, and wherein the gravity of the question lies. Mr. Walker replied in the following terms:

"The question you ask is extremely complicated and difficult to answer in any time at my disposal. The terms 'mono-metallism' and 'bi-metallism' express respectively the theories of a 'single standard' and a 'double standard' of values. A community at first exchanges its products by direct barter, but soon selects one or more commodities, as universally acceptable as possible, and regards these as standards by which to measure the value of and exchange the remaining commodities. In early French Canada, wheat, moose and beaver skins and other things were used as standards of value, that is, as money. If a community selected a bushel of wheat and a bar of iron (of settled weight or size) as their standards, and there came a year in which the wheat crop failed, the powerful traders would doubtless succeed in keeping all the wheat they received in exchange for general commodities, and as they would also receive or possess bars of iron, they would pay their own debts in iron instead of wheat. Then there would inevitably come a collapse in the 'double standard,' as the bushel of wheat and the bar of iron would clearly no longer be of the same value. The trader in selling a web of cloth would make two prices—one in wheat and the other in iron.

"If we regard the wheat as gold and the iron as silver we have the problem of bi-metallism before us. 'The adherent of mono-metallism says: 'I wish to trade all over the world. The most universally acceptable and most readily transportable commodity is gold. But if silver were quite as universally acceptable and as readily transportable I would still prefer one standard, because the annual product and consumption of gold and silver being always variable, an arbitrary parity of values is not possible of being maintained for any length of time, no matter what proportion between gold and silver legislation may name; and as concurrent legislation by all leading nations would be necessary but probably impossible to procure, I regard international bi-metallism as impracticable, as it would be unwise.'

"The bi-metallist argues that there is not enough precious metal in the shape of coin and bullion to sustain the enormous fabric of credit substitutes for money (legal-tender and bank notes, checks, bills of exchange, etc.), which we have in modern times created, unless silver be used as well as gold. He points out that while England and Germany may desire only gold as a standard, the Asiatic countries and some European and American countries cannot obtain gold, and therefore accept silver for their products, and if silver were demonetized there would not be gold enough to carry on the trade of the world, especially as in many of these countries credit substitutes cannot be used to any extent. He also argues that the enormous fall in the price of silver has not been accompanied by a proportionate advance in the prices of other commodities in these silver-using countries, as theoretically it should have been, and that therefore the Indian manufacturers of cotton goods, for example, can undersell in the East the Manchester manufacturer; and he contends that the enormous industrial development in the East of late years, and the great decline in exports from Great Britain, and particularly the depression in the cotton goods trade in England, are all due to the decline in the price of silver. Such bi-metallists are apparently in a minority in England, being as a rule bankers or merchants interested in the Indian and Eastern trade, manufacturers of cotton and other goods destined for Eastern trade, and some agriculturists, and they seek to make the average Briton feel that he is being ruined by this diver-

gence between gold and silver and the 'incidental protection' it is giving to Eastern manufacturers. But the average Briton retorts that this is an age of wonderful industrial development, anyway, and it is not strange that in India and Japan they are getting ahead with things, and his losses in exports do not seem to be more to silver-using countries than to gold using countries, and are probably due to the Baring panic and the world-wide liquidation of the last four years.

"As to the so-called bi-metallists in such countries as the United States and Mexico, they are as a rule simply desirous that the silver mined in their countries may find a market, and the more reckless of them will advocate bi-metallism for the world no more readily than mono-metallism for the United States, if the one metal be silver instead of gold, and if they thought that that great nation would be capable of the folly of falling to the silver level. Those who have not studied the subject should bear in mind that the United States is still a gold-standard country. It imperiled its finances by issuing hundreds of millions of silver dollars and silver certificates, but it, either directly or indirectly, covenanted to redeem and did redeem these in gold. If it attempted to regard the silver dollars and silver certificates as the equal of, instead of the substitute for, gold, the collapse would come immediately upon the assumption of such bi-metallism system."

POINTS.

On the British Parish and District Councils, recently established, over 1,000 women are serving. They make good members, too.

A timely rain, and not a restrictive tariff, revives the hopes of the Canadian agriculturist.

In Australia they punish drunkards by publishing their photographs. If the photo is taken while the subject is drunk, it should shame him into abstinence.

The Turks have murdered a British consul and refused redress to suffering Armenia. The Turk is reputedly slow and lazy, but the Powers should make him smart.

The Dominion Government spent \$21,648 for stationery in the Parliament buildings last year. The legislators are certainly men of letters.

Our Canadian poets, Robert Lampman and Bliss Carman, have a great vogue in the American magazines. Mr. Charles G. D. Roberts has this dainty bit in the June Cosmopolitan:

AN EPITAPH FOR A HUSBANDMAN.

He who would start and rise
Before the crowing cocks,—
No more he lifts his eyes,
Whoever knocks.

He who would call the stars
Would call the cattle home,—
They wait about the bars
For him to come.

Him, at whose hearty calls
The farmstead woke again,
The horses in their stalls
Expect in vain.

Busy and blithe, and bold
He labored for the morrow;
The plow his hands would hold
Rusts in the furrow.

His fields he had to leave,
His orchards cool and dim;
The clouds he used to cleave
Now cover him.

But the green, growing things
Lean kindly to his sleep;
While roots and wandering strings—
Closer they creep.

Because he loved them long
And with them wore his part,
Tenderly now they throng
About his heart.

Municipal reform has been much discussed in Toronto, and perhaps no city in Canada has greater need of it. Whether Toronto is too large to be governed according to a uniform plan, or whether it should have a special charter, may be left open questions; yet we think she might get along under the existing law quite as well as other cities and towns if only she had the right kind of men at the council board. It has long been believed, however, that there is too little of public opinion in Toronto, and too much of the secret opinion of the lodges. Gladstone, in discussing a subject of political reform with Lowe, spoke of the Parliamentary Constitution of Great Britain before 1832 as full of flaws in theory and blots in practice that would not bear the light; yet that constitution was one of the wonders of the world. "Whatever its defects," he wrote, "it had imbued enough of the free air of heaven to keep the lungs of liberty in play." It is indeed not a charter or a system of municipal law suited to its special needs that Toronto so much wants as more free air of heaven and less of the close air of the lodge room. The city voted upon four bylaws the other day, three for waterworks extensions, which were thought to be real necessities, and one to provide the city with an electric light plant, and all four were voted down by large majorities. Evidently the taxpayers regard the debt as already large enough—it is something over \$20,000,000; but perhaps, also, they were afraid to trust their aldermen with the construction and management of an electric plant, having the results of recent investigations in view.

A JUDGESHIP OFFERED.

M. C. Cameron, Q.C., Goderich, has been offered a judgeship by the Dominion Government, according to Conservative circles in Toronto. Mr. Cameron made a good M. P., and he would make a good judge, but there are no evidences that he desires to abandon public life. West Huron would have been heard from on the floor of Parliament this session if Mr. Cameron were her representative. Instead of that, the riding is practically disfranchised.

A WELL MANAGED CONCERN.

The report of the annual meeting of the Freehold Loan Company, of Toronto, given in today's "Advertiser," contains much that will interest our readers. The comments on the depression, on the condition of agriculture in the country, and upon the prospects for the future are most timely. Some good advice to farmers and others is sandwiched into the financial discussion. This company did a large and lucrative business last year, and President Gooderham and his associates look forward to similar good results during the year now entered upon.

THE NEW GIRL.

The coming generation of women, the girl-babies now in the cradle, will enter upon a new world more different from the old one than an American man on her bicycle is different from Queen Victoria drawn by that Italian donkey.—New York Sun.

PRETTY STATESMANSHIP.

Sometimes it is called diplomacy and sometimes it is called by a harsher name. Of course if Sir Adolphe Caron had known that Mr. Brodeur, M.P., had seen the papers in the Loiseau case in a Montreal courtroom the Postmaster-General would not have informed the House that the documents were lost. In this particular case the statement could hardly be called diplomatic. And again, if John Haggart had known that Mr. Foster would have refused to back him up the Minister of Railways would not have said that the documents were confidential and the Government would not produce them even if the House had ordered them. In that particular case the utterance was not at all diplomatic, because Mr. Foster's bluff was called, and the leader of the House promised to produce the papers. It was a pretty exhibition of statesmanship.—Montreal Herald.

THEN.

The P. A. A. was a vigorous institution this time last year, when the campaign against Sir Oliver was in progress.—Chatham Banner.

House and Lobby.

The Mystery Surrounding General Herbert's Resignation Unsolved.

Mr. McMillen Shows How Conservative Superannuation Works—The Government Opposed to Any Reform—Mr. Charlton's Abduction Bill Killed.

(Specially Telegraphed by Our Own Representative.)

Ottawa, June 5.—Mr. Flint introduced a bill amending the Scott Act, defining more fully the powers of search for liquor. It was read the first time. Mr. Bechard introduced a bill providing that any public employee may assign his salary to another, and that a fourth and fifth and a third of this salary may be attached under judgment of the court according to the size of the salary.

In reply to Mr. Gibson, the Minister of Militia said there was no record in the department of the resignation of General Herbert last year, but he was not expected to resume his duties. His present leave of absence began on Feb. 20 last. The Government, he added, did not contemplate any change in the law so as to permit of the appointment of a Canadian officer as his successor.

Mr. McMillen, in moving the second reading of his bill to amend the Superannuation Act, read a list of superannuations, and denounced the administration of the act. Following is a list of the Conservative Governments, with the amounts paid in by them and the amounts drawn out by them:

	Drawn out.	Paid in.
Dixon.....	\$ 5,822	\$ 200
Dore, London, Eng.....	10,300	900
Douglas.....	3,864	75
Duck.....	7,509	450
Depue.....	11,743	191
Forbes.....	8,668	191
Fox.....	12,690	270
Knight.....	7,656	50
Gordon, London post-office.....	1,316	390
Agnew.....	2,938	210
Amos.....	6,819	325
Armstrong.....	6,669	420
Ashe.....	11,759	401
Bellenger.....	1,399	560
Hewitt.....	15,282	49

Mr. McMillen's bill abolished the system, and provided that any civil servant could elect to draw out all he had paid in with compound interest upon his retirement, or his family upon his death. At present if a civil servant dies in harness he loses all he has paid in, and his family derives no benefit.

Mr. Speaker ruled the bill out of order, because it provided for payments out of public funds, whereas it required a responsible Minister of the crown to introduce such a bill.

The Government supported the Speaker, but the Opposition asked him to take time to consider the matter, because the bill rested aimed at reducing the public burdens. The debate was adjourned.

Mr. Charlton's bill to more effectually punish seduction and abduction was given the six months' hoist on motion of Sir Hilbert Tupper. It raised the age of consent from 16 to 18, and reduced the age of young men responsible for their action in this regard from 21 to 18.

Owing to the ball at Government House, there was no evening sitting of the House.

NOTES.
Mr. Lister was informed in the House today that one W. Finlay, of Court-right, had been appointed a customs officer on Walpole Island. It appears that Finlay is a P. A. organizer, and the appointment smacks of a good understanding between the grand president of the P. A. and Mr. Wallace, the grand master of the Orangemen. There is evidently a working alliance.

Cheap Summer Wood

A few cars mixed wood, cut and split at

\$4 per cord

Also Soft Maple and Hemlock Slabs at Lowest Prices.

CAMPBELL & CHANTLER
176 Bathurst Street.

RAILWAY TIME TABLES

MICHIGAN CENTRAL RAILWAY

LONDON TIME.

Canada Southern Division—Going East

	Leave	Leave St. Thomas
American Express (daily except Monday).....	9:30 a.m.	11:05 a.m.
Atlantic Express (daily).....	9:30 a.m.	2:10 p.m.
Mail and Accommodation (daily except Sunday).....	2:55 p.m.	3:45 p.m.
New York and Boston Special (daily).....	7:45 p.m.	10:05 p.m.
Fast Eastern Express (daily).....	7:45 p.m.	8:30 a.m.

Canada Southern Division—Going West

	Leave	Leave St. Thomas
North Shore Limited (daily).....	6:25 a.m.	8:25 a.m.
Fast Western Express (daily).....	9:30 a.m.	10:35 a.m.
Detroit Accommodation (daily except Sunday).....	9:30 a.m.	7:35 a.m.
American Express (daily except Monday).....	9:30 a.m.	11:10 a.m.
Mail and Accommodation (daily except Sunday).....	2:55 p.m.	3:40 p.m.
Pacific Express (daily).....	7:45 p.m.	8:35 p.m.
Chicago special (daily).....	7:45 p.m.	4:10 a.m.

Trains arrive at London 7:55 a.m., 1:10 and 6:15 p.m.; depart 9:30 a.m., 2:55 and 7:45 p.m. [No trains to or from London on Sundays.]
JOHN PAUL, City Passenger Agent, 385 Richmond street.

LONDON & PORT STANLEY R.Y.

Taking effect Tuesday, Nov. 19, 1894.

	a.m.	a.m.	p.m.	p.m.
Leave London.....	6:25	10:15	2:30	7:30
Arrive London.....	8:45	2:05	5:44	11:10

[Note.—Trains leaving London at 10:05 a.m. and 7 p.m. only run to St. Thomas, and trains arriving in London at 2:05 p.m. and 11:10 p.m. run from St. Thomas.]

CANADIAN PACIFIC RAILWAY.

Going East.

DEPART—	a.m.	a.m.	a.m.	a.m.
London.....	4:15	8:00	4:35	8:20
Woodstock.....	5:03	8:53	5:26	9:16
Belt.....	5:40	9:30	6:00	9:50
Quebec.....	6:40	10:30	7:00	10:50
Toronto.....	8:20	12:00	8:35	12:15
Peterboro.....	11:25	3:05	11:42	3:32
Kingston.....	4:40	8:20	4:55	8:35
Ottawa.....	5:20	9:00	5:35	9:15
Montreal.....	7:55	11:35	8:10	11:50
Quebec.....	6:30	10:10	6:45	10:25
Pond, Me.....	8:25	12:05	8:40	12:20
Boston.....	8:02	11:42	8:15	11:55
Halifax.....	11:20	3:00	11:35	3:15

Trains arrive from the east at 11:35 a.m., 4:00 p.m., 11:30 p.m.

Going West.

DEPART—	a.m.	p.m.	a.m.
London.....	11:25	11:40	
ARRIVE—	p.m.	a.m.	p.m.
Chatham.....	1:02	1:22	11:20
Detroit.....	2:50	3:10	
Chicago.....	10:15	10:30	
	a.m.	p.m.	
St. Louis.....	7:40	8:08	
	p.m.	a.m.	
Kansas City.....	7:10	7:00	
Trains arrive from the west at 4:10 a.m., 4:25 p.m., 6:45 p.m.			

THOS. R. PARKER, City Ticket and Passenger Agent, 161 Dundas street, southwest corner Richmond and Dundas.

GRAND TRUNK—Southern Division

CORRECTED NOV. 18, 1894.

MAIN LINE—Going East.

	ARRIVE.	DEPART
Lehigh Express (B).....	4:02 a.m.	4:07 a.m.
Lehigh Express (A).....	4:15 a.m.	4:20 a.m.
Accommodation.....	8:15 a.m.	8:20 a.m.
Atlantic Express (A).....	12:17 p.m.	12:20 p.m.
Atlantic Express (B).....	12:45 p.m.	12:50 p.m.
Washington Express (A).....	4:25 p.m.	4:30 p.m.
Mixed (C).....	6:45 p.m.	6:50 p.m.
Detroit Express.....	10:30 p.m.	10:35 p.m.

MAIN LINE—Going West.

	ARRIVE.	DEPART
Chicago Express (A).....	2:15 a.m.	2:20 a.m.
Accommodation.....	7:05 a.m.	7:10 a.m.
Lehigh Express (B).....	10:45 a.m.	10:50 a.m.
Washington Express (A).....	11:15 a.m.	11:20 a.m.
Accommodation.....	12:25 p.m.	12:30 p.m.
Atlantic Express (A).....	6:30 p.m.	7:00 p.m.
Mail.....	8:30 p.m.	8:35 p.m.
Accommodation.....	7:30 p.m.	7:35 p.m.

Sarnia Branch.

	ARRIVE.	DEPART
Lehigh Express (B).....	4:02 a.m.	4:07 a.m.
Accommodation.....	8:15 a.m.	8:20 a.m.
Atlantic Express (B).....	11:20 a.m.	11:25 a.m.
Accommodation.....	2:30 p.m.	2:35 p.m.
Mixed.....	5:55 p.m.	6:00 p.m.
Accommodation.....	7:30 p.m.	7:35 p.m.

Sarnia Branch.

	ARRIVE.	DEPART
Chicago Express (B).....	4:02 a.m.	4:07 a.m.
Accommodation.....	8:15 a.m.	8:20 a.m.
Lehigh Express (B).....	11:20 a.m.	11:25 a.m.
Accommodation.....	2:30 p.m.	2:35 p.m.
Pacific Express.....	5:55 p.m.	6:00 p.m.
Accommodation.....	7:30 p.m.	7:35 p.m.

London, Huron and Bruce.

	ARRIVE.	DEPART
Express.....	9:45 a.m.	9:50 a.m.
Mail.....	6:25 p.m.	6:30 p.m.

St. Marys and Stratford Branch.

	ARRIVE.	DEPART
Mixed-Mail.....	11:10 a.m.	7:25 a.m.
Express.....	2:05 p.m.	7:25 a.m.
Express.....	6:40 p.m.	7:25 a.m.
Express-Mixed.....	9:15 p.m.	6:55 p.m.

Toronto Branch.

a.m.	a.m.	a.m.	p.m.	p.m.		p.m.
*6:45	8:20	11:10	12:30	4:10		B*6:55
Hamilton—Arrive—						
.....	a.m.	a.m.	p.m.	p.m.	p.m.	1
.....	8:20	8:55	B 2:30	3:55	6:25	1
* These trains for Montreal						

*These trains for Montreal.

(a) Runs daily, Sundays included, but makes no intermediate stops on Sundays.
(b) Carries passengers between London and Paris only.

E. DE LA HOOKE, City Passenger and Ticket Agent, the "Clock" corner, Richmond and Dundas streets.

ERIE AND HURON RAILWAY.

Trains South.

Stations.	No 1	No 3	No 5	No 7	No 9
Sarnia (G. T. R.).....	a.m.	p.m.	a.m.	p.m.	p.m.
Courtright.....	5:10	7:00	5:10	7:00	7:00
St. C. Junction.....	5:43	7:33	5:43	7:33	7:33
Chatham (C. P. R.).....	7:00	7:45	10:00	5:00	3:30
Grand Trunk Junction.....	10:55	5:05	5:35	3:55	3:55
Bargo (M. C. R.).....	7:20	10:25	5:55	4:40	4:40
Blenheim.....	7:30	10:40	5:45	4:30	4:30

Trains North.

Stations.	No 2	No 4	No 6	No 8	No 9
Blenheim.....	a.m.	p.m.	p.m.	p.m.	p.m.
Paris.....	8:25	12:05	6:25	6:25	6:25
Chatham (C. P. R.).....	9:00	12:42	7:05	7:05	7:05
Dep.....	9:10	12:55	7:15	7:15	7:15
M. C. R. Junction.....	11:07	6:27	7:00	7:00	7:00
Courtright.....	11:10	7:00	7:00	7:00	7:00