

London Advertiser.

TWO DAILY EDITIONS AND WEEKLY.

The Leading Medium for Advertisers in Western Ontario.

THE LONDON ADVERTISER COMPANY (Limited).

LONDON, ONTARIO.

London, Saturday May 24.

Mr. Beck and the Walker Lease.

We have made the statement, and we repeat it, that the portion of Mayor Beck's nomination speech referring to the L. E. and D. R. R. lease was composed for him by someone else—evidently a lawyer. Mr. Beck felt that his conduct called for an explanation. The inference is that he was not able to invent a satisfactory one himself, and was obliged to have it drafted by a practiced hand, in the hope of converting up a serious error of judgment. We can hardly congratulate Mr. Beck on the result. If he opposed the terms of the new lease, to which the city was virtually pledged when he assumed office, why does he not say so candidly, and take the responsibility of canceling what was generally held to be a good bargain?

The mayor, or rather the attorney who prepared his brief, now says that the difference between the L. E. and D. R. R. and the M. C. R., as to the running rights of the latter over the London and Port Stanley Railway, had not been adjusted when the shareholders of the L. and P. S. R. met in January to ratify the new lease. It is strange this is the first time such an excuse has been made. When the negotiations between the city and the Walker Company were in progress last year, the Michigan Central Railway Company asked the city to see that its interests were safeguarded. With this object in view a clause, No. 11, was inserted in the new agreement, and the Michigan Central people wrote to Mayor Rumball, pronouncing it perfectly satisfactory. This occurred last year. Is it possible that Mayor Beck is mistaken when he says that the M. C. R. and the L. E. and D. R. R. did not adjust their differences until January of this year? Did the M. C. R. make any representation to the city this year against the new lease?

Mr. Beck went on to say that another reason for rejecting the lease was the statement of Mr. Walker, president of the L. E. and D. R. R. Company, that the latter intended to sell their road to the Pere Marquette Railway Company or one of the eastern lines when their price was reached. His worship added that this "disturbed many persons who had been in favor of the new lease, because the chief argument in its favor, that the open port would be maintained, seemed to them to have lost weight when their indignations were so openly expressed by the Lake Erie Company, the effect of which would be to do away with the strong argument urged in favor of the new lease, that the Lake Erie Company were not a trunk road, and therefore Port Stanley would be kept an open port by them."

This argument is knocked in the head of clause 9 of the proposed agreement which prohibited the Walker Company from transferring their rights without the city's consent. The clause reads:

"The said parties of the second part (the L. E. and D. R. R. Company) further covenant with the said parties of the first part (the L. and P. S. R. Company) that they will not in any way by amalgamation with, or sale or lease to any other railway company, or by the granting of running powers to any other company, or in any other manner or form whatsoever, assign or transfer this indenture or their rights thereunder, or any of them, or grant any running or other rights over, or sublet the said railway or any part thereof, without the consent in writing of the said parties of the first part first had and obtained."

We are inclined to think both the excuses put forward by the mayor are in the nature of after-thoughts.

An Ad Hominem Campaign.

Mr. Mahlon Cowan, M.P., in his speech at the Ross meeting here on Wednesday night, touched on a phase of Mr. Whitney's plan of campaign, which merits some attention.

It will be remembered that about a year ago it was proposed to call a convention of the Conservative party in Ontario, to lay down a platform—a definite policy—and to formally choose leaders. The movement originated in the rank and file of the party. The members of the Province composed of the officers of the local organizations, were unanimously in favor of the idea. The Toronto World clamored for convention and the Toronto Mail and Empire, the official mouthpiece of the party, actually announced that Mr. Whitney had decided on a gathering of the clans. Mr. Whitney, however, was all along vehemently opposed to the plan and was incensed when he learned that it had been given the sanction of his name. He left for Toronto post-haste to try to head off the movement. After a good deal of friction he succeeded.

Why did Mr. Whitney take this course? Simply because he feared the emanation of a settled policy would injure his chances in the country. A convention would, of course, be obliged to put before the public a programme to which the Conservative party would stand pledged in the provincial elections. But Mr. Whitney did not wish to be pinned to any fixed principles. He did not desire to come out in the open. He preferred to fight in ambush. His advice was that each candidate should trim himself to local interests and to any circumstances in his own riding that promised a party advantage. Parochial, not provincial, issues, were considered safer.

That this strategy has been dutifully practiced we have plenty of evidence. For instance, when Whitney moved his resolution in the Legislature against railway bonuses, members of the Opposition who represented ridings through which the subsidized railways were to run, voted with the Government, by an express understanding with Mr. Whitney. These members were enabled to go to their constituents and say: "It is true, we voted against Mr. Whitney, but we put local interests before party interests, and are entitled to your support for it." A very high conception of public duty this. Mr. Whitney played the same double game in the Temiscaming Railway question. He tried to convey the impression to the people of the Ottawa valley that the Opposition was opposed to the North Bay route, and he told the North Bay people that the Government should have given them the road a year before. All through New Ontario he cunningly shaped himself to local exigencies, shifting his policy or inventing a new one at every stage of the journey, and promising everything in sight.

His whole conduct in that portion of the country was an exhibition of public bribery, open and shameless. At Thessalon he told the settlers he would give them the pine on the land, knowing that he could never redeem such a pledge, as a great deal of the timber had been already sold, and to give away even the unsold pine would be impossible, unless the Province turned to direct taxation as a source of revenue. At Sudbury he promised a bonus for nickel refining. At St. Catharines he swallowed his denunciation of the Algoma Central Railway grant, and declared that New Ontario should have a Cabinet Minister to look specially after its needs. Heaven only knows what he would have promised had he gone as far as Port Arthur or Fort William. The trick is a desperate and a dishonest one.

Policies Compared.

As the pulp policy of Quebec is being held up as a pattern for Ontario by Mr. Whitney and his friends, it may clear up some misconceptions to state precisely the conditions in each Province.

In Ontario, south of the height, the lands are not spruce-bearing in the proper sense of the word, the spruce being scattered in small bunches along the creeks and in low lying lands, usually good for farming. In Quebec they have territory well timbered with spruce which they block into limits and put up at auction, all the timber, whether spruce, pine or hardwood, belonging to the purchaser.

Ontario grants permission to cut pulpwood adjacent to certain streams upon condition that pulp or paper mills are established. This right is not exclusive, as the Government may give another company the privilege of cutting spruce on the same territory when there is more wood than the original company requires.

Quebec does not require the erection of mills or the investment of capital. No employment is to be given and no quantity of wood has to be got out. The purchaser of a timber limit may hold it for speculation and tie up the whole territory.

Ontario exacts dues of 40 cents on each cord of pulpwood cut and reserves the right to raise the price from time to time as pulpwood values increase. Quebec sells her spruce timber to the highest bidder, subject to an annual bonus of 33 per cent and 40 cents per cord. The dues cannot be increased except at long intervals.

Ontario requires that the wood shall be manufactured into pulp or paper in this country.

In Quebec the licensee can export the wood to the United States if they pay 25 cents per cord extra.

Ontario the lands are open for settlement at any time, and the pulpwood becomes the property of the settler when he locates and clears two acres of his lot.

In Quebec the limits are not opened for settlement until the wood is cut away.

It may be added that the Ontario Government has granted no pulp concessions north of the height of land, where the real spruce territory lies.

Prohibitionists and the Liberal Party.

Temperance reformers who are not satisfied with the course of the Government as regards the referendum, and propose to vote for a prohibition candidate as a means of advancing their cause, may be perfectly honest and sincere; but have they reflected on the consequences?

Both the political parties have defined their attitude on the question. The Liberal Administration, taking the prohibitionists at their word that they do not want prohibitory legislation until there is a strong enough public opinion behind the law to make its operation a success, have put it within the power of temperance reformers to secure such a law as soon as a majority of the voters declare themselves in its favor. If the electors cannot be got out to vote for it, that clearly demonstrates that there is no such public sentiment in favor of the law

as would be needed to secure its enforcement.

The Conservative leader has declared himself against the principle of prohibition and against the referendum. The difference between his position and that of the temperance party is clear, vital and irreconcilable. He does not suggest that should the growth of public opinion be sufficient to warrant it, he may be prepared to support prohibition in the future. He is definitely opposed to the measure under any circumstances. And, moreover, he brings forward the reactionary and sinister proposal of handing the licensing system over to the control of the municipalities, whose management has been attended with the most serious abuses in the past.

The prohibitionists should be careful that they do not weaken the hands of a Government which has done much for temperance reform, and proportionately strengthening a leader who is opposed not only to prohibition in any shape, but prepared to undo the work already done by the Liberals in checking some of the worst evils arising from the traffic.

Prohibition will never become law until one or other of the political parties takes hold of the measure. The tail cannot wag the dog. A nominally "independent" prohibition party of half a dozen or a dozen members, united only on this particular question and hopelessly divided on other issues could accomplish nothing towards the end in view. It would soon share the fate of the Patrons and cease to exist as a separate organization, its members drifting back to the old lines in accordance with their political affiliations. Great reforms cannot be brought about by a comparatively few men holding themselves aloof from the old parties and trying to force an issue for which the country is not prepared. The Liberal party has always shown itself progressive and receptive of new ideas. So soon as the advocates of any reform make it clear that public sentiment is in accord with their demands are in accordance with right and justice, and at the same time, of a practicable character, they can count upon the measure being included in the programme of Liberalism. The history of the labor legislation of the last generation shows how readily measures of an advanced character have commended themselves to Liberals as soon as the feasibility was proved. Temperance men have had every encouragement in the repeated enactments for the curtailment and restriction of the drink traffic to trust the Liberal party. The referendum is not a finality—it is admittedly an experiment.

If when they have used every effort to secure the requisite majority, they should be unsuccessful because of the odds against them, there would be no reason for despair. Public sentiment is admittedly growing and growing rapidly in favor of the extinction of the drink traffic. This development has been helped forward by the action of the Government in reducing the number of licenses and imposing additional restrictions. Act after act, with these objects in view, have been placed on the statute book. To ignore all that the Administration has done to advance the cause of temperance, to abandon in disgust their staunch and tried friends because they do not move fast enough, and help those who have never had and do not now profess any sympathy with their objects, is certainly very poor tactics and calculated to retard and obstruct the end which prohibitionists have in view.

Some of the professing prohibitionists who are supporting Mr. Daly are no doubt using the prohibitionist movement from purely political motives. These men, of course, cannot be influenced by such considerations as we have urged. But there are many sincere, earnest prohibitionists who honestly desire, above all things, the advance of the temperance cause. We hope that they will seriously ask themselves the question whether this end can be furthered either by voting for Mr. Daly or by the return of Mr. Beck.

A vote for either Daly or Beck is a vote for Whitney, the opponent of prohibition and the advocate of municipal control of licenses.

No Party Questions Involved.

There are in reality no party questions in the Ontario Legislature. The nearest approach to party questions was when the various issues were raised as to the jurisdictions of the Dominion and Province. Sir John Macdonald took the ground that the authority belonged to the Dominion, and Sir Oliver Mowat the side of provincial rights. The respective jurisdiction of the different Parliaments were important questions, and happily for the Province, it is not likely that any Conservatives would now seek to do what they would then have rejoiced to see accomplished by Sir John Macdonald. The greatness of the Province of Ontario today and its much greater future are founded on those victories.

With that exception the bulk of the questions coming before the Legislature have nothing in them to cause one party to take one side and the other party the reverse. They are purely business problems, requiring capacity, experience and integrity. Take as a sample the erection of the Parliament Buildings at Toronto. The late Hon. C. F. Fraser, Commissioner of Public Works, succeeded in erecting them within the estimated cost and without extras. He was an exceptionally good head of a department.

Each department may be separately considered, and it will be found that

no questions of a party nature are likely to arise; therefore, we say, that all, without respect to party and without sacrificing any principle, can and should support Col. Leys. Col. Leys has done his whole duty since his last election. The Normal School and the Infirmary are two important institutions brought here through his influence, and when he is a supporter of a progressive Government, such as we have in this Province, he is entitled to the unanimous support of the voters of London.

At One A.M.

[Smart Set.]

"You're the light of my life," she whispered. As he kissed her once more good-night, And then from the top of the stairway Came a voice: "Well, put out the light!"

The Cautious One.

[Manitoba Free Press.]

There was a young man who went very slow, Who told and he purchased he looked after his dough; But when Cupid's dart did strike him a blow, His slowness was gone, With a dash He handed out the cash, And purchased the ring—his heart in a flash.

Discrepancies.

[Washington Star.]

Some "nature's noblemen" there be Who tell and are not understood; And others boast a family tree Who should forsooth be chopping wood.

When the Editor Turned.

[Youth's Companion.]

The youthful author pocketed his rejected verses, but he could not swallow the editor's criticism. "Sir," said he, "not without dignity, 'a poet is born, not made.'"

"Young man," returned the editor blandly, "it won't help your case to try and shift the blame to your parents."

The Privilege of Inaction.

[Washington Star.]

The man who does his little best Has seldom time to criticize; The man who merely lives to rest, Is he who soils in language wise.

His Finances.

[Philadelphia Record.]

She—I'm delighted to know you, but I'm surprised to find you so tall; your brother, the poet, is unusually short. He—I wouldn't say he was unusually short. No? No, he is usually short.

No Wonder.

[Chicago Tribune.]

What started the fuss at the milk-men's ball? Some blamed fool asked one of the men if he had brought his pumps along.

In No Mood for Flattery.

[Chicago Tribune.]

"Which side do you part your hair on?" asked the barber politely. "On the outside, if you can find any," replied the customer, who was three-fourths bald and didn't care who knew it.

The Thing He Wanted.

[Edinburgh Scotsman.]

Irate Country Gentleman (white with anger at being disturbed)—You London book canvassers make me so angry with your confounded nerve and impudence that I cannot find words to express my indignation.

Canvasser (jumping with enthusiasm)—Thank you, sir, I am a great help to you. I have here the very thing you need—a dictionary of the English language, containing all the words and slang phrases known, and only five shillings; take it, and you will never be at a loss to express yourself again.

Enthusiastic but Shortsighted.

[Montreal Witness.]

Lady Artist—My good man, what are those beautiful waving objects near those trees, rivaling the latter themselves in grace and beauty of outline, making such a beautiful variety in the landscape, and seeming to hang 'twixt earth and heaven?

Laborer (gruffly)—Shirts.

THE HARVEST

What We Sow, That Shall We Also Reap.

If We Err Punishment Is Sure to Follow—Carelessness or Neglect of Our Bodies Always Succeeded by Suffering.

It is an unalterable law of Nature that sin is always punished. One of the first duties of man is to care for his body.

If we violate this law, Nature is sure to visit us with swift and sure punishment. Sometimes a man or woman inherits the seeds of Disease, which in spite of all care will blossom into a harvest of sickness and suffering some time during his life.

But often by ignorance or willful carelessness he sows the seeds of Disease himself. Perhaps no organ of the body suffers more from this ignorant or indifferent neglect than the stomach. Great meals of indigestible food, often poorly selected and poorly prepared, are forced down without a thought as to the stomach's ability to properly digest the heavy load.

Drinks too hot or too cold are swallowed with never a care as to the probable effect on the stomach. We eat too fast; we eat too much; we over-load and over-tax the stomach, until it is no wonder this faithful servant cries out in the voice of sickness and suffering, "Oh! Give me a little chance to rest."

Having sown the seeds of Disease by this neglect, what harvest may we expect? Pain in the Chest after meals; feeling of weight and discomfort; Bloating; Coated Tongue; Loss of Appetite; Bad Taste in the Mouth; Heartburn, Headache, Palpitation of the Heart, Skin Eruptions, Constipation, Flatulency, Sallow Complexion, Melancholy and Irritability. Truly an awful harvest.

How may all this be avoided? Dodd's Dyspepsia Tablets will instantly relieve and permanently cure any case of Stomach Trouble.

Drink Grano Cereal Coffee

FOR TUESDAY.

Store Closed on Monday.

Sales must be doubled on Tuesday—Two days' business to be crowded into one. 'Twill cost us some money to do this, but it must be done, and we are holding some trump card specials over to attain this result. Read our list below, and if good staple goods at under cost prices count, we will have an early response on Tuesday morning. Be here at 8 o'clock.

12 1-2c ENGLISH PRINTS, 5c.

1,000 yards Best English Prints, 32-inches wide, fast colors, never sold less than 12½c; 1,000 yards reserved for Tuesday's selling, per yard..... 5c

12 1-2c ENGLISH CAMBRIC, 8c.

750 yards Best English and American Cambrics and Percals, 12½c and 15c goods, 32 to 36 inches wide, fast colors; balance of lot, about 750 yards, on sale to clear Tuesday, per yard..... 8c

10c CURTAIN MUSLIN, 5c.

The balance of our Colored Muslin and Scrim, for curtains; regular 8c and 10c goods; to clear Tuesday, while they last..... 5c

15c CURTAIN MUSLIN, 7 1-2c.

The balance of Curtain Scrims and Muslins, colored floral designs with borders, 36 inches wide; regular 12½c and 15c goods; to clear Tuesday..... 7½c

30c DRESS SATEENS, 12 1-2c.

Balance of stock of Black and Colored Ground Sateens, small figures and floral designs, for dresses and waists; regular 25c and 30c goods; balance of about 300 yards to clear Tuesday..... 12½c

LADIES' CAMBRIC SKIRTS.

Ladies' White Cambric Skirts, with 2 rows of lace insertion and lace edging; regular price \$1 25; to clear at..... 89c
Ladies' White Cambric Skirts, with hem-stitched tucks and frill of embroidery; regular \$1 00; to clear at..... 69c

208, 210,

210½ and 212

Dundas St.

The Junians
Carson McKee & Co.

208, 210,

210½ and 212

Dundas St.

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65-1

Railways and Navigation

Victoria Day!

Saturday, May 24th, 1902.
SINGLE-FARE EXCURSIONS.

MICHIGAN CENTRAL

"The Niagara Falls Route"
to all points in Canada, Detroit and Buffalo, on May 23 and 24, good to return until May 26th.

Rates and all information at city office, 35 Richmond street, or phone 255.

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GRAND TRUNK RAILWAY

London to Los Angeles,
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AND
RETURN
\$59.25

Good going May 23 to June 7, 1902. Valid for return within 60 days from date of issue.

48th Highlanders at Windsor, May 23. Tickets will be issued at SINGLE FIRST CLASS FARE from London, St. Thomas, and intermediate stations to Windsor. Good going May 23, 24 and 25; returning leaving Windsor on or before May 27, 1902.

Victoria Day, May 24. Return tickets will be issued between stations in Canada at

SINGLE FIRST CLASS FARE good going May 23 or 24; valid returning from destination on or before May 26, 1902. Further particulars from agents Grand Trunk Railway System.

ANCHOR LINE.

Steamers from NEW YORK weekly for Glasgow via Londonderry

First Saloon Passage, \$60 and upwards; Second Saloon, \$32.50 and upwards; Third Class, \$20 and upwards.

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Low No. 313 contains—1 pair Rich Artistic Drawing-Room Curtains, 4 yds. long, 2 yds. wide, 2 pairs silk, Handloom Dining-Room Curtains, choice old lace design, 8 yds. long, 60 in. wide, 1 pair new Floral Pattern Bed-Room Curtains, 3 yds. long, 50 in. wide, 1 pair new fashionable Sash Curtains, 1 table centre, renaissance design, 1 set of Duchesse Table Covers, one 45 in. long, and five smaller. Now if destroyed. On receipt of Post Office Order for \$6.30, the lot sent per Parcel Post, direct to your address in Canada well packed in oilcloth. Customers throughout the Empire testify to the reliable work, Marvellous Value, and Durability. First Prize Medal, Toronto 1892; Chicago, 1893.

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New York, Queenstown and Liverpool

OCEANIC SAILS MAY 28th.
MAJESTIC SAILS JUNE 4th.
CELTIC SAILS JUNE 6th.
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CYMBRIC SAILS JUNE 20th.

Saloon rates from \$75 up. Second saloon from \$45 up, according to steamer and accommodation. Third class rates to Liverpool, London, Glasgow and Derry, \$8 and \$20. Accommodations for all classes of passengers unexcelled. E. DE LA HOOKE, CLOCK CORNER, Sole Agent for London.

CANADIAN PACIFIC

Will Run Home-Seekers' 60 Day Excursions to the Canadian Northwest at Return Fares.

Winnipeg, Waskada, Estevan, Elgin, Arcola, Moosejaw, Wawonee, Bismarck, Minota, Grand View, Swan River, \$28; Regina, Moosejaw, Yorkton, \$30; Prince Albert, Macleod, Calgary, \$35; Red Deer, Strathcona, \$40. Going June 3, returning until Aug. 4 (all rail or S.E. Alberta) going June 24, returning until Aug. 25 (all rail or S.E. Alberta). Going July 15, returning until Sept. 16 (all rail or S.E. Alberta). For tickets and pamphlet giving full particulars apply to your nearest Canadian Pacific agent, W. FULTON, city passenger agent, 161 Dundas street, corner Richmond, London, Ont., or to A. H. Notman, assistant general passenger agent, 1 King street east, Toronto.

LAKE ERIE AND DETROIT RIVER RY.

Victoria Day! May 24th.

Excursion to Port Stanley

Round Trip Fare, ...30 CENTS.

Trains leave London, 9:40 a.m., 1:15, 2:45 and 8:45 p.m. Returning will leave Port Stanley at 4:30, 7 and 9:30 p.m.

Boat Launching, Port Stanley, Monday, May 25. Fare 30c round trip. Train leaves 2:30 p.m.; returning, leaves Port Stanley 9 p.m.

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