

The Advertiser

Founded by John Cameron in 1863.

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"The Advertiser" is an organ of news and of thoroughly independent opinion. The ADVERTISER alone is responsible for opinions expressed in these columns.

"The Advertiser" advocates Continental Free Trade, free trade with Great Britain, free trade with the world.

"The Advertiser" looks forward with hope to Canada's future as that of an Independent Canadian Nation, in equally friendly alliance with the United States and with Great Britain, believing that such a status would be best for Canada, best for Great Britain, and promotive of the best attainable relations with the United States. As to Imperial Federation, sometimes spoken of, the ADVERTISER as yet has seen nothing proposed that bears any stamp of practicability, and in any case infinitely prefers the grander and more really hopeful scheme of a federation of the English-speaking peoples of the world. Towards this consummation a large stride would be taken by a Confederation of the English-speaking people of the North American Continent.

"The Advertiser" advocates prohibition of the manufacture and sale of intoxicating liquor; and all expedient general legislation and persuasion in the meantime.

"The Advertiser" is an advocate of equal rights for women, whether as regards the franchise, or equal wages for equal work.

"The Advertiser" is a believer in Christian Union, and considers the time has come when the various Christian denominations should come closer together. Those bodies which are now nearest should unite first. Under the present system there is an unjustifiable waste of men, means and effort. The ADVERTISER will endeavor to promote the movement for Christian union not alone by direct appeal and argument, but by seeking to present the best rather than the worst side of each denomination.

"The Advertiser" advocates obligatory voting as both necessary and practicable. Nothing would so much purify electoral contests. Nothing would so much enforce the idea that the franchise is a duty, not a chattel.

God's in His heaven,
All's right with the world.
—(BROWNING.)

London, Tuesday, Jan. 24.

SOME one is charged with having served a meal of dynamite to the London and Port Stanley directors prior to their recent meeting.

W. D. GRAND, the well-known horseman, has removed permanently to New York City. He desires a wider field for his labors than is presented in Canada under the present system.

The bound copy of the "Proceedings of the Municipal Council, 1892," as compiled by City Clerk Kingston, forms a very handy book of reference.

The Chatham Planet confesses that the Province of Ontario is a "splendid model" for other parts of the world to copy. In this declaration our contemporary exhibits level-headedness. Ontario is a well-managed, progressive Province.

Gov. RUSSELL, of Massachusetts, says that his trust has never been betrayed by a reporter. Not very long ago Mr. Elaine made a like remark. The good reporter can be trusted every time. But he is saddened when any attempt is made to prevent his getting at legitimate news.

The news is again cabled that Lord Aberdeen will be the next Governor-General of Canada. This is in all probability an authentic report. Lord Aberdeen will not take hold till the end of the session, and it will probably be the rainy month of June before Haddo House is vacated for Rideau Hall. The nomination is viewed on all hands with satisfaction.

In HAMILTON a jury has awarded \$800 damages against the city in an action where a citizen fell and was severely injured through ice on the sidewalk. The evidence showed that a store owner was permitted to let a waterspout run on to the sidewalk, and the chief justice expressed his astonishment that the council had permitted such a thing. The council, he said, should have passed a law prohibiting the running of water on the walks. Aldermen cannot

be too careful in securing the safety of their constituents.

BISHOP PHILLIPS BROOKS, whose sudden death has just been recorded, will be mourned by many outside his own communion. He loved his own Church, but he was not narrow in his views. He saw good in the other denominations, and cordially co-operated with their ministers and flocks. The world can ill afford to spare a man of so many noble parts.

THE Sultan of Turkey is not satisfied with the Bible. Both the old and the revised versions are obnoxious to him. He will have none of them in his kingdom, unless they are purged to meet his views of the prophecies. He asserts that the Scriptures must be edited so as not to conflict with his high and mighty authority. Some instances of his censorship are decidedly curious. He declares that the expression "Thy kingdom come" in the Lord's Prayer must be cut out. He says his kingdom is already there, and he doesn't want any other kingdom coming and interfering with his rights. All references to the kingdom of heaven are to be either cut out or rewritten so as to cast no reflection on the Sultan. Other changes are equally odd. The lesson from the fourth chapter of St. Luke, from the 14th to the 21st verse, must be struck out because it speaks of the liberty of the gospel, and the word "liberty" implies something offensive towards the existing Government. Sorrow changed into joy, as illustrated by the lesson from Jeremiah xxx. 7-10, is suppressed. It speaks of the return of the Israelites from captivity, and there may be treason lurking in the lesson. So the changes run, making a Bible curious and unique. But as, unlike the Khedive, the Sultan is boss of his own domain, his demand is law in Turkey, and so the expurgated edition of the Scriptures will alone be circulated in his dominions.

THE LONDON AND PORT STANLEY LEASE.

At length, the agreement between the city and the Cleveland syndicate has been signed, and the London and Port Stanley Railway will pass from the control of the Grand Trunk Railway to that of the new management on April 1 next. The ADVERTISER said at the inception of the negotiations that if carried out the deal would be a big thing for London, and it continues to hold that view. Of course, a better bargain could have been made, but it has been pretty conclusively proved that, taken all in all, the agreement does full justice to the city, and is certain to be to its material advantage. Many of us hoped to have the Grand Trunk Company continue to operate the railway, but since the Grand Trunk resolved to construct the Kingscourt branch, connecting the St. Clair tunnel by direct route with the Air Line, it has been made evident that the London and Port Stanley was of comparatively little value to its present lessees. The new managers score, indeed, not so much because they are able to control a direct route to a favorite summer resort and to lake navigation, but because they have at their back extensive exporting companies in the United States, who desire to find a near market for their coal and iron products. That connection, as a matter of course, none of the trunk lines reaching this city could obtain by way of Cleveland, Ashtabula and Port Stanley. This syndicate, by taking the coal and iron companies into partnership, has been successful in organizing a company that will make the route of decided advantage to both the lessees and the commercial and industrial population.

A good deal of skirmishing around the agreement reached by the City Council of 1892 and the syndicate has taken place, but the bargain was so complete and so well considered that it has not been possible to make material changes. The marked check, which ex-Ald. Joseph Jelery and a number of leading citizens put up to cover the deposit certificate for which the manager of Molsons Bank guaranteed cash so soon as the lease was signed and delivered, has finally been accepted by the mayor, and the money remains in the hands of the city treasurer as a guarantee of good faith. No reasonable man has doubted the bona fides of the gentlemen who have engineered the deal, but the City Council of 1892 desired to have a substantial forfeit while the preliminaries are being arranged, and the syndicate promptly agreed to give it.

It is unfortunate that the first meeting of the London and Port Stanley Board was held with closed doors. There was a lively time at that gathering, but the ADVERTISER's shorthand reporter who presented himself at the door of the mayor's office was denied admittance, and the statements made are not on record. If a reliable report of the transactions had been printed, some of the recriminations indulged in yesterday might have been avoided. In the heat of debate men are apt to make assertions and to forget that they have done so. Publicity makes the orators careful. No public business should be transacted in the dark.

One of the points in the agreement cavilled over was as to whether or not, under clause 3 of the agreement with the syndicate, more than the first two years' rental can be spent in putting the line into proper repair, including the erection of a necessary \$2,500 station on land belonging to the L. and P. S. Company at St. Thomas. Clause 2 originally provided:

"The necessary cost of putting the said line of railway of the said parties of the first part, its road, bridges and rails and all and every portion of its property, buildings, way, track and appurtenances in good repair, as above provided, shall, in the first place, be paid by the said parties of the second part who shall be reimbursed by the said parties of the first part by the application by the said parties of the second part, for the first two years of the said

term of twenty years, or so much of the cost hereby reserved as shall be necessary to recoup them the amount of the said cost."

It was further enacted that if there was any dispute as to what were necessary repairs, or as to the amounts expended, the question should be settled by arbitration. This seemed a fair way to settle the matter, but objection was taken to it on the ground that more than \$56,000 might be spent on "necessary repairs" during the first two years of the lease. One is at a loss to discover how that would be possible. In the first place Engineer Hanson, who carefully inspected the line in November last, reported that the "track, rails and ties are in good order and safe for a heavy traffic." He reported that the bridges on the line could be kept in repair for several years to come at a cost, per annum, of \$1,010, but even if entirely new bridges were put up, the cost would only be:

Zavitz Bridge.....\$1,800
Mill Creek Bridge.....8,000
Kettle Creek Bridge.....10,400
Duncan's Creek Bridge.....500
Beattie's Bridge.....£10

Turntables.....\$31,450
Total.....\$53,900
Thus counting for the entire renewal of the bridges on the line, for the construction of new stations at London, St. Thomas and Port Stanley, and for incidental repairs on the roadbed it is difficult to see how more than \$56,000 could be fairly spent for "necessary repairs." Even then, however, there would be the protection of the arbitrators.

The question is further simplified when we take into account the fact that under the third clause in the London and Port Stanley lease to the Great Western Railway, afterwards assumed by the Grand Trunk, the line must on let of April next be left in good repair by the retiring lessees. The clause reads:

"The Great Western Company shall, at the expiration, or other sooner determination of the said term of twenty years, peacefully surrender and yield up unto the London and Port Stanley Railway Company, their successors or assigns, the said London and Port Stanley Railway Company, its property, appurtenances, and effects, together with all buildings, erections, and fixtures thereon, in good and substantial repair and condition."

Taking it for granted that the Grand Trunk intends to carry out its share of the bargain, on what can the new company expend \$56,000 for necessary repairs during the next two years? In any case, however, no reasonable citizen will object to having the line equipped for the safe and speedy transaction of business, and any sum so expended will be cheerfully paid. It would be poor economy for the syndicate or for the corporation to take any chances by maintaining defective bridges or roadbed, and running the risk of a fearful catastrophe. There would not only be the loss of life but an enormous bill for damages. We are hopeful that all the arrangements come to both by the old and new lessees will be fairly carried out, and that the relations of the city to both companies will continue to be amicable as well as increasingly profitable to all parties concerned.

STILL A MYSTERY.
Foot and mouth disease seems to appear and reappear in the old country with as much mystery as attacks of cholera. Not one solitary animal bred out of England has crossed the streets of London for at least three months. Yet foot and mouth disease has broken out in the heart of the metropolis—born from a Colchester cow. How came the disease in the Shippin, and where now is the theory of the British Board of Agriculture that this disease must be imported from abroad? It must have come by post this time. After this experience there should not be much difficulty in reopening the Canadian live stock trade with Great Britain. No case of foot and mouth disease has been known to exist in this Dominion for many a long day. We seem to have a climate that is unfavorable to the propagation of this and other plagues, a blessing which should make us all thankful.

PREJUDICE DYING.

[From the Week.]
The benchers of the Ontario Law Society are to be congratulated upon their wisdom in accepting the recommendation of their education committee touching regulations for the admission of women as students. The conclusion that in future the only tests required shall be those of qualification commends itself as the only fair and reasonable one. Whatever difference of opinion there may be as to the propriety of women entering upon the profession, there should be none as to the right of its masculine members, who may happen just now to have both a monopoly of its practice and the guardianship of its gates of entrance, to take it upon themselves to decide the question of propriety for the women. It has taken representatives of the sterner sex a long time in this, as in other professions which were from time immemorial regarded as exclusive preserves for male practitioners, to learn the very simple principle that in all such matters women are themselves the best judges of what is proper and becoming for their sex. Prejudice dies hard, but it sometimes dies, nevertheless. Some of our readers can remember when the rights of girls and young women to enter the high schools of Ontario was vigorously contested. What would be thought of the sanity of the person who should now object to their admission? We think it was Mr. Mundella, the late head of the Educational Department of the British Government, who, in a recent speech, recalled the time, only a few years distant, when women were debarred from teaching in the English secondary schools, and who not only bore testimony to the general efficiency, but paid them the high compliment of saying that in some of the essential qualities, such as devotion to the work and readiness to give time and self-denial to it outside of official hours, they were superior to male teachers. Similar success in kind, if not in degree, is being achieved all along the line of the new spheres which women have forced open for themselves in these iconoclastic days.

The highest church steeple on earth is not as near heaven as a sack of flour left in a poor woman's cellar.

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"August Flower"

For Dyspepsia.

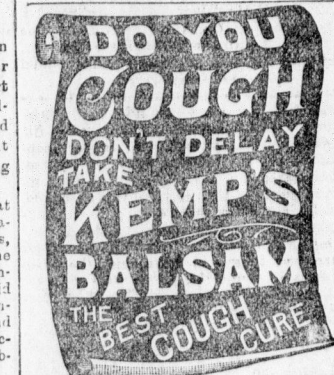
A. Bellanger, Propr., Stove Foundry, Montigny, Quebec, writes: "I have used August Flower for Dyspepsia. It gave me great relief. I recommend it to all Dyspeptics as a very good remedy."

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Wide and heavy Flannelette, only 7 1/2c.

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