

HAMILTON EVENING TIMES

THURSDAY, JULY 5, 1894.

ENGLAND IS NOT IN IT.

The Earl of Jersey, Great Britain's representative at the Colonial Conference in Ottawa, is only a spectator of the proceedings. He will take no part in the debates. Great Britain evidently does not credit her colonies with any great desire to extend her trade. They have built barricades against her trade, every one of them, and they have done much, if not their best, to injure her, simply because they believed that the way to foster and develop their trade was to do as much as possible to injure hers. Having done this and found that it has not worked, they might be expected to be anxious to undo their work. But they are not; they are anxious to get Great Britain to injure her own trade and that of other countries in order to benefit them and obviate the necessity of their abandoning their war policy against British and foreign trade. After building up barricades against British goods they ask that Great Britain shall build a barricade against the goods of all other countries in order that her people may be compelled to take more of theirs at a slightly higher price. This is the statesmanlike proposal of protectionists at their wit's end. Is it any wonder that Great Britain refuses to send to such a conference a delegate with powers to commit her in the slightest degree to anything?

Great Britain laughs in her sleeve at the spectacle of protectionist statesmen who have just been engaged in building up Chinese walls of protection against foreign trade having the impudence to invite a free trade country to a conference for the consideration of the best means to extend trade and commerce. If she were not too polite to do so, she might tell the Canadian Government that the first duty of a protectionist government bent upon extending trade and commerce was to stop preventing it, and to pull down the obstacle it had built up. The real object of the conference is to get Great Britain to place protective duties on the importation of breadstuffs, not in favor of her own farmers, but in favor of those of Australia, the Cape and Canada. Great Britain has refused to put duties on to please her own agriculturists, and she is not likely to put them on in order to please Canadians, Africans and Australians, who tax her goods heavily. British statesmen have told Sir Charles Tupper plainly and frequently what they thought of his impudent, one-sided proposals, but he will not take 'no' for an answer, and he has arranged this colonial conference for the purpose of having a united demand made by the colonies. No doubt subsidies are wanted for steamship lines, both on the Pacific and Atlantic oceans. Great Britain is not willing to grant any more subsidies than she is doing, but a united raid upon her is to be made by the colonial conference. Another project is the all-British cable between Australia, New Zealand, Fiji and British Columbia, and Great Britain does not see that she is warranted in spending a great sum of money on that, but she is going to be asked to do so. Is it any wonder that the British Government did not want to have a fully empowered delegate at this conference? Then Great Britain has also been informed by Sir Charles Tupper that Canada will not contribute a cent to the expense of the army or navy for Imperial defence, though they are used to defend her direct interests. This matter is not to be considered by the colonial conference, Great Britain had much to lose and nothing to gain by taking part in this colonial conference. Composed as the conference is altogether of those who want much from Great Britain, and are willing to give nothing in return, it is likely to prove as united and harmonious as could be desired, though there might naturally be some doubts as to any valuable results being secured at a conference which the chief conferring power refuses to attend.

WILL BE A SISTER TO YOU.

Our esteemed contemporary the Philadelphia Record thinks the nearness of Dominion Day to Independence Day "suggests the appropriateness of merging the two holidays into one. It was only by the narrowest chance that Canada missed the opportunity of joining with the Thirteen Colonies in 1776. It is not yet too late to repair the omission or the error that has kept that magnificent country under the dwarfing pressure of imperial rule." Dear Record, might we hint that the political, industrial and social conditions which confront the great republic are not such as to tempt Canada from her allegiance and her independence, which, although some of our Yankee friends seem incapable of understanding it, are quite consistent. "The dwarfing pressure of imperial rule" is very fine as a Fourth of July phrase; nothing more. Canada's people make Canada's laws, and execute them, and she only discovers her connection with "imperial rule" when she needs favors. She pays not a copper to the imperial treasury; she receives much directly and indirectly, yet levies duties on British goods as she does on those of Uncle Sam. The only dwarfing process from which we suffer is protection, and we do not wish to aggravate that. Thank you, kindly, Mr. Record, but we prefer our "silk ties" and government by constituted authority to the control of mobs and the autocracy of a Debs. Canada doesn't propose to wed Uncle Sam "for worse," and he can't offer her "better." But if you want to adopt Dominion Day and the banner of a thousand years, why, if you'll be real good, we might agree to take you in out of the storm.

THE DECEASED WIFE'S SISTER BILL.

The bill to legalize the marriage of a widower to his deceased wife's sister was beaten in the House of Lords this year by a majority of only nine votes with 249 members present. Several of the speakers indulged in fine language about the bill endangering the purity and happiness of the domestic hearth, but the remarks of the Archbishop of Canterbury evoked the most criticism. He said that if the state permitted these marriages, and a clergyman, in obedience to the law of England and of the universal Church, refused to administer the Holy Communion to the persons contracting them, he would be liable to an action at law. It was his solemn conviction that those marriages, if not forbidden in express terms, were forbidden by the closest and most complete analogies of the Mosaic law. They had, moreover, been forbidden in the whole history of jurisprudence ever since the Roman Empire became Christian. In his view the bill endangered the integrity of the family—the citadel of civilization, progress and religion. Even the Tory Standard admits that sooner or later these marriages will have to be legalized, and the Daily News comments as follows:

If the Archbishop will refresh his pregnant and powerful memory by a glance at the Ten Commandments, he will perceive that even in that stereotyped catalogue some sacrifice is made to literary variety. But perhaps the Primate's finest argument was that which he drew from the position of the clergy. The clergy have, as a matter of fact, nothing whatever to do with the bill, which does not enable any marriage of a deceased wife's sister with her brother-in-law to be solemnized in church. But the Archbishop of Canterbury calls upon the public to commiserate the unhappy person who would not be allowed to withhold the sacrament from the parties to a marriage recognized and sanctioned by the law. "Pity the sorrows of the poor priest who may not deprecate and blaspheme the most sacred rites of his faith by insulting at the altar a man and a woman who do not happen to take his eccentric and fantastic view of the prohibited degrees." Was ever such a plea put before a Legislative Assembly, even the House of Lords?

In the several Australian colonies, and also in the Cape Colony, marriage with a deceased wife's sister has been legalized, and the Queen in Council has assented to the colonial legislation, but the status of children born of such marriages is not recognized in the mother country. In the eyes of the law they are illegitimate in the land of their forefathers, and the action of the House of Lords maintains that injustice. Only a small percentage of the population can be directly and personally interested in a question of this kind, otherwise public opinion would have been brought to bear forcibly on the obstructive House long ere this.

EDITORIAL NOTES.

The Caledonia Sachem says that "Mr. John Senn (the member elect for Hamilton), sent in his resignation as issuer of marriage licenses last week, and he received his discharge back from the Government before he was declared elected by the Returning Officer."

Since Sunday two Toronto men have been shot by constables. When some of those fellows get sent down to prison for life the fraternity will come to understand that shooting at a tipsy man who seeks to escape arrest is a serious matter. An example should be made of one of those shooters before the practice costs valuable lives.

It is not often that a man with 104 majority is found asking for a recount of the ballots. Yet that is what Mr. J. T. Garrow, M.P.P., West Huron, is doing. He believes that by errors of deputy returning officers he has been deprived of one-half his majority and he wants the matter set right.

The suspension of Adjutant-General Powell by General Herbert for sending a notice to the Queen's Printer without having it initiated by the Minister of Militia seems to be regarded at Ottawa as the act of a martinet. Our imported commander of the forces has all along shown a decided regard for public opinion. Possibly this country could get along without him.

Sir William Vernon Harcourt is credited with having stated in the British Commons that it had never been conceded, in connection with the "most favored nation" treatment in commercial treaties, that the colonies were included in the words "other nation or other country." If that is true, the only thing standing in the way of each colony making its own commercial treaties is the formal consent of Britain, which may be given without disturbing any existing treaty arrangement.

It is probable that the question of the power of DeBarry and his aides to prevent men from residing in Canada and working in the States will soon get into court, if the officers who have so offensively enforced the United States alien labor laws have the courage to test their authority. The notice served on the railways as to employing no men thus situated is being disregarded, workmen daily crossing from the Canadian side as usual. If arrests are made it is believed that the railway companies will make a test case.

It is estimated that the recent strike of coal miners cost those directly concerned in it \$13,000,000. Add to this the loss to transportation companies, to manufacturers, to mechanics and others thrown out of work by the lack of coal, and you have quite a bill. Then add a few murders and a few score men in prison for long terms and you will agree that strikes are wasteful. Consider that most of the men that can get work are anxious to get their old places at the old wages and you will agree that

the result is most unsatisfactory. There is surely some less wasteful plan to be devised for the settlement of labor troubles.

Sir George Gray, the New Zealand statesman, does not sympathize with the idea that people can be overgoverned. He says that multiplication of Parliaments is as much a democratic reform as lowering the qualification, and he laments the amount of patriotism and educational opportunity which is running to waste. "When you call upon a man to take part in governing the community, you give him something which makes an appeal even to the most prosaic. The more people admitted to share these responsibilities in a country, the better for that country."

The Hamilton Spectator thinks the Colonial Conference should try to secure "free trade between all parts of the empire and a discriminating tariff against the rest of the world." Free trade with all parts of the Empire is good as far as it goes, but why not more of the good thing? Besides if our manufacturers can only live now behind the barrier of protection how would they be affected by the change? If extinction is to be the certain result of competition—and the protection journals argue that would be the result—would the fact that they were ruined by British instead of Yankee competition be satisfactory compensation to those so affected?

The question of who killed cock robin lacks interest when contrasted with the question in debate between Principal Grant and Archbishop Cleary, of Kingston, as to who caused the defeat of Hon. Mr. Hart. In his latest communication the Archbishop lays the blame upon the Principal entirely, but he admits that he did not help Mr. Hart, even to the extent of staying at home to vote for him. He charges Principal Grant with sympathizing with Mr. Meredith's anti-Separate Schools policy and describes him as a blundering politician who thinks all the patriotism of the country is centred in himself. The two reverends appear to enjoy fighting the battle over again, and both are hard hitters.

Undeterred by the horrible fate of the Times, the Dundas Banner rises to remark:

Editor Buchanan of the Hamilton Times is threatening to sue the Hamilton Times for libel. There is no newspaper in Canada that says unkind things about its contemporaries than the Times, which refers to every man as a prohibitionist as if he were an enemy of mankind, in the face of the fact that all the legislation that this country has ever got in the direction of prohibition has been from men who were not professed prohibitionists. We will wager a new hat that Mr. Buchanan will never go into court with his case against the Times, and our own opinion is that he and his paper have done more harm to the cause of prohibition by his treachery to the Mowat Government, in trying to beat Mr. Gibson in Hamilton, after accepting the solemn pledge of the Mowat Government in regard to prohibition, than all the saloons in Hamilton put together.

Toronto "society," of which Mr. Sheppard is the oracle, is all torn up over the prospect of the abolition of Government House. The Telegram declares "there really never was anything in the outcry against the trifling expense necessary to maintain the Queen's representative in a state of moderate dignity." Probably not one of the Merediths, shepherds, "Don't Sheppard" included, thought there was. But that did not hinder them from making it a text for election harangues. Now if Mowat abolishes these toadies and tuit-hunters will probably miss it. Government House hospitality is of no earthly use to any but Torontonians, and their ungrateful hogishness need not be considered. Mr. Kirkpatrick can hire a room and buy meal tickets; he won't then have a mob of Toronto bar-venues and shabby gentlemen as star boarders and he will be ahead on the deal. Let the waiting begin.

The Spectator is diligently courting the Patrons these days and professes to regard their platform and Mr. Meredith's as almost identical. One plank of Mr. Meredith's and the Spectator's platform is the abolition of the Minister of Agriculture and Mines of the Agricultural College. Mr. J. Lockie Wilson, a leading Patron, yesterday expressed his cordial approval of the college and spoke in the most eulogistic terms of Hon. Mr. Dryden. As to abolishing the office of Minister of Agriculture he said: "When Mr. Meredith moved that the Department of Agriculture be abolished and handed over to some minor official under the Minister of Education, or some other Minister, it was a farce, and he showed that he was not in touch with the farming community." The Spectator has a few very sharp curves to take before it finishes its sneak from the P. P. A. camp to the Patron lodge.

The Investors' Guardian objects to one shilling of British capital being advanced or guaranteed by the Imperial Government for the construction of the proposed telegraph line from England to Australia via Canada, because in the event of war with the United States communication could be interfered with at many unguarded points north of Lake Superior and in the mountains west of Calgary. The Guardian also considers that it would be unfair to the investors who have their money in other companies for the Government to assist the new one. Its argument, of which we quote the concluding sentences, applies with equal force to the subsidizing of new steamship lines:

"It is inconsistent with all English ideas of fair play that these companies should be now forced, under cover of a

pseudo-patriotic cry, into anti-throat competition with a rival which it is proposed to subsidize by contributions, not only from Great Britain, but from Canada and each of the Australasian colonies. We have no sympathy with a project ushered into existence under such false pretences, and we strongly maintain that the only result of its adoption would be a serious injustice to the British capitalists who have already invested large sums of money in existing enterprises."

The statistics of accidents in London, England, show that during fifty days 542 accidents took place on wood pavement, 719 on granite, and 1,066 on asphalt. From these figures it was estimated by an expert that a horse could travel 330 miles on wood pavement during the fifty days without meeting with an accident, 191 on granite and 133 on asphalt. Altogether, 1,054 falls were recorded, and an analysis of this number affords some curious information. On asphalt, 247 partial and 190 complete falls took place; on wood, 326 (only 39 complete falls). Roughly, for every fall on wood pavements four took place on granite and asphalt.

That Canada should be tied down to all eternity to a lot of antiquated tubs is the height of most-backed conservatism. That the Canadians who desire to visit Europe should be compelled to take ship at New York is humiliating.—Spectator.

Is the saving to tourists of a day or two on the voyage across the ocean worth \$750,000 a year to the Canadian taxpayer? That seems to be the great question. Let us have fast ships—just as fast as the traffic warrants—but don't ask the taxpayers to give a "promoter" \$750,000 a year to make his line pay, when by so doing we are likely to ruin men who have invested their own money in the carrying trade and who are finding that there is not enough of it to make interest on their money. Let us have fast ships if it will pay, not otherwise; and if it will pay there will be no need of bleeding the Canadian taxpayers for bonuses. It is to be noted that in the course of its railing at the Grits and accusing them of standing in the way of progress our contemporary never mentions the \$750,000 subsidy demanded by Mr. Huddart. It is the subsidy which the Grits object to, not the fast ships. That subsidy would pay freight on a great deal of produce.

HE IS BELOVED BY ALL.

Farwell Demonstration and Presentation to Father O'Leary.

Probably there is not a more popular man between Hamilton and Freeport than Rev. Father O'Leary, who for the past twelve years has resided in the latter place. The announcement that he had been removed from the charge of the parish there to Mackton and Drayton was received with general regret by his parishioners, and all the residents of Freeport and the surrounding country. His great popularity was evidenced by the large turnout at the farwell demonstration which was held in his honor at Freeport last night. The affair took place in the grove, near the church; the decorations and illuminations were elaborate. It was estimated that the attendance was considerably over 500, and included people from Dundas, Watford, Galt and this city. The proceedings in the grove began soon after 8 o'clock. Dr. McNeill, of this city, discharged the duties of chairman, and speeches were delivered by Messrs. John L. Platt, M. P., John Nicholson, A. P., Editor of the Dundas Banner, Rev. Father Slavin, of Galt, Rev. Father Madigan, of Dundas, Rev. Mr. Holden, pastor of the Methodist church, Freeport, and others. All spoke in the highest terms of Rev. Father O'Leary. The retiring priest was presented with no less than three addresses, each of which was accompanied by a purse of money. The first was from his Protestant friends, it was read by Dr. McNeill. The second was from the members of his Watford congregation, and the other was from his Freeport parishioners. Mr. John Downing read the latter. The recipient replied to all three addresses, heartily thanking his friends and wishing them happiness and prosperity in the future. The musical part of the programme was very good. Watford brass band played splendidly at intervals, and music was also furnished by Mrs. D. Platt, son and daughter, of Millbrook, Freeport Quartette Club and Mr. A. Robertson, of Watford, and members of the joint choir of the R. C. congregations. The retiring proceedings wound up with a grand supper at Mr. Sullivan's, at which appropriate toasts were given and responded to.

The Dundas Banner says: Father O'Leary has been very successful in this parish and also very popular, with Catholics and Protestants alike. The present is not the first time that it was proposed to shift Father O'Leary from this charge but heretofore the wishes of the people prevailed and he was permitted to remain. This time Bishop Downing decided that he must take up the work at Mackton. Since he came here he has built a splendid church—built it the second time, it is believed—just when it was all ready to open. The demonstration in his home in the grove last night was a grand tribute to his many excellent qualities.

U. S. RAILWAY MILEAGE.

The total mileage of railways in the United States on June 30th, 1893, was 175,461.07, being an increase during the year of 4,877.55 miles. The corresponding increase during the previous year was 3,160.78, from which it appears there was some revival in railway construction during the year covered by this report. The State of Washington leads in construction with 556.82 miles; Montana shows an increase of 409.66 miles; Minnesota of 406.69 miles, and West Virginia of 365.01. The other States which show an increase in mileage in excess of 100 miles are California, Florida, Indiana, Michigan, Missouri, New York, Ohio, Pennsylvania, Texas, Wisconsin and Wyoming. The States of Kansas, Oregon, the Territory of New Mexico and the District of Columbia show a slight decrease in mileage, due to remeasurement of main lines or abandonment of small, unimportant lines. The number of roads abandoned during the year was 19. The total length of line, including all tracks, was 230,137.27, which includes 10,051.86 miles of second track, and 42,043.40 miles of yard track and sidings.

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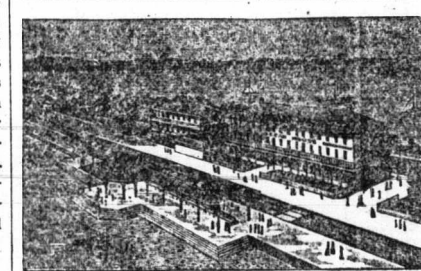
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