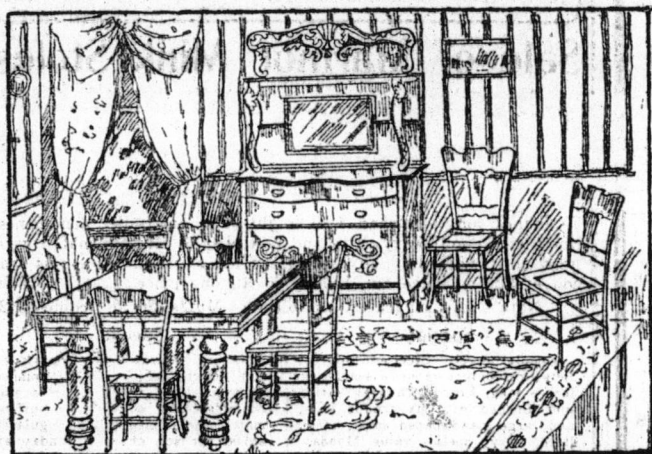


A-89

We Are Daily Opening Up New Accounts for Delightful Customers

THERE will be a Big Sale of Furniture, Stove and Carpet Offerings at Walker's next week. A nicely furnished home will make you feel happy during the long winter evenings. There will be a crowd of buyers at this great store next week to brighten up their homes for the winter. Don't put off buying your Dining Room Furniture. Do it NOW. No financial sacrifice is required. You do not need to stop and figure whether or not you can afford the outlay. Our credit is at your disposal. Just a dollar or two will do. The balance is paid in such small amounts that you will never notice it. You will be surprised what can be done by setting aside a few cents a day. Walker's is the greatest as well as the largest Furniture Stove and Carpet Store in Canada. It has a stock amazing in variety. You will find everything here to your satisfaction—Goods, Prices and Credit.

Walker's Complete Dining Room Outfit \$39.75



Here is the most reasonable offer in the way of a Room Outfit that the people of Hamilton have ever read. A Dining Room of the most artistic type, consisting of a Sideboard, beautifully made; an excellent massive Extension Table, finely polished; six durable Chairs; a large Ingrain Rug, of any color or pattern; and, last of all, the Lace Curtains. Walker offers this complete for only ... **\$39.75**

Terms: \$5.00 Cash, \$1.00 a Week

HEATERS AND STOVES

Walker's Special Globe Heater, good size, will burn coal or wood. Regular \$9.00. For cash or credit **\$6.75**

Walker's Special Grand Feeder. Will burn coal or wood. Regular \$21.50. For cash or credit **\$17.75**

Walker's Special Modern Feeder, large fire pot, duplex grates, with annular shaking ring and hot air pipe. For cash or credit ... **\$31.65**

Walker's Special Palace Feeder, base burner and double heater, with oven, duplex grates and all latest improvements. For cash or credit ... **\$34.85**



Walker's Jewel 4-hole Steel Cooking Stove for coal or wood, grand baker. Regular \$19.50. Next week **\$16.75**

Walker's Jewel 6-hole Range, with nickel trimming, duplex grates for coal or wood. Regular \$34.00. Next week ... **\$28.00**

Walker's Jewel 6-hole, with one reducing lid, tea shelf and end shelf highly decorated, with nickel door plate and other parts. Improved duplex grates, also interchangeable fire box, large oven. Regular \$44.75. Next week ... **\$39.50**

THE FRANK E. WALKER CO., LIMITED

CANADA'S GREATEST INSTALLMENT FURNITURE, CARPET AND STOVE STORE

Open Every Evening

Cor. King and Catharine Streets. Terminal Station Opposite

THE HAMILTON TIMES

SATURDAY, NOV. 9, 1907.

MARY H. PAPP RETURNS!

Here's to King Edward VII., the best loved and greatest sovereign of the world, 66 years old to-day. May his life be long extended to reign over his subjects in peace, prosperity and happiness, to which it is his pleasure to contribute, and to enjoy the love and homage of the hundreds of millions of people who are sheltered by the British flag.

"A PURE FABRICATION."

So much capital has been made by opponents of the Government power, out of the announcement that the McClary Company, of London, had utilized producer gas at a cost very much lower than the lowest possible price for electric power, that it is interesting to learn from the McClary Company itself that it installed a producer gas engine only for temporary use, and intends to take Niagara power as soon as it can be delivered.—Hamilton Herald.

The above is a paragraph to which the Herald gave prominence in its campaign of misrepresentation to bunco the city into the Hydro-Electric scheme. The following despatch from London shows to what lengths the organ will go in the effort to mislead our citizens in regard to the matter:

Col. Garthorne was seen to-day in regard to the statement made yesterday by a Hamilton paper to the effect that the McClary Company installed a producer gas engine only for temporary use, and intends to take Niagara power as soon as it can be delivered. Col. Garthorne, who is manager for the company, said the article was a fabrication; that the McClary company had not the slightest intention of adopting Niagara power and displacing its producer gas plant. "The producer gas plant is proving too satisfactory for any such move to be contemplated," he said. "We know pretty nearly what it costs us to get our power from it. We know nothing as yet regarding Niagara power, but, of course, if it can be delivered to us for less than our power from the producer gas engine costs us, we should be foolish not to adopt it. But so far there is no reason to believe that Niagara power can be de-

livered in London at a rate that will compete with the cost of our power for producer gas."

Such exposures as the foregoing cannot but discredit the slippery organ in the eyes of the honest and intelligent ratepayers on whom it seeks to fasten a heavy burden. They will ask themselves why it should resort to such fabrications to make an appearance of a case, and they will draw the natural inference.

Yesterday the organ sought to make it appear that the Government had announced that the city would contract for electricity from the Commission at a definite price per horse-power. That is probably another "pure fabrication." As far as we can find no report of the announcement of such a change from the statutory terms has been made. The Herald's report does not bear out its editorial statement; and we prefer the words of the statute to the trickery of the Herald. But suppose it should be stated in the contract that the price shall not exceed, say, \$17.50 per horse-power, the limit of the Hydro estimate, what of it? That is very much higher than large blocks of power are now available at. And besides incurring, as the Herald admits, a heavy 30-year liability to go into a scheme to get far dearer power than may be had without risk or investment, we must agree to pay for far more power than we use. The terms the Government has made compel it to pay for the entire month the price of the highest number of horse-power used for any 20 minutes of that month. Thus the city will not only be liable to pay the highest price for power, but to pay for a vast quantity more than it uses regularly.

The Herald stated last night in its report of Thursday's conference that "it was made clear that the Government would assume all liability for the construction of the transmission line, and that the only liability that would be incurred by the municipalities would be for the insurance of the line." We are loath to believe that Mayor Stewart or any of the Hamilton aldermen uttered such a statement. It, also, is "a pure fabrica-

tion," intended to deceive the people. It was too much for even the Herald editor, who says each municipality must bear its share of the cost of the transmission line, which is a 30-year liability, with interest.

Why this faking and falsehood? If the people are to consider this question on its merits, the facts are due them. If with the full facts of the case in mind they decide to run the risks of incurring onerous obligations to forward the scheme to make an improvident bargain, to pay for more power than they use at higher prices than necessary, the Times will have no right to object. But it wants the people to be informed on the subject.

MUNICIPAL DEBTS.

A recent bulletin of the Ontario Department of Agriculture brings out in strong relief the effects of the swift pace the Ontario cities have struck in piling up debt and taxes. In 1906 the assessed valuation for taxable purposes of the cities was \$330,518,694. Upon this a tax of \$14,142,322 was levied. The bonded indebtedness of the eighteen cities is \$81,188,027, or \$88 per head, and it is going up annually. Hardly a month passes but some big new scheme to lay taxes on the ratepayers is proposed by ambitious aldermen, who wish to leave their mark on the municipality, the taxpayer to foot the bills of costs. The significance of a municipal debt of \$88 a head is not easily grasped. It means that the average Ontario head of a family must in addition to paying an increasing amount to meet the exactions of Councils, pay interest on \$40 and such a sum yearly as shall ultimately extinguish the principal. And aldermen continue to plan expenditures so as to avoid levying in the yearly tax rate a sufficient sum to meet them, leaving huge overdrafts to be paid by floating debentures to be sold at a big loss in discount. Not only that, but they seek to get the tax-squeezed public to embark on other big schemes, with vast possibilities for graft, mismanagement and financial leaks that will add other mil-

lions to the taxes. Hamilton has a debt of well over \$4,000,000, after the sinking fund on hand has been deducted, and our Council has on hand schemes that may easily add half a million to it. It is high time that the burden-bearer, the taxpayer, should seriously ask to what the financial riot is going to lead.

EDITORIAL NOTES.

Will the Winnipeg Free Press' \$1,000 suffice to lay that ghost?

Grab and squeal appear to be the chief occupations of Toronto, if it might be judged by its press.

If Hamilton plunges into that big Hydro scheme, will it sell its debentures to finance it at a loss of many thousands of dollars?

Medicine Hat proposes to mortgage its waterworks and gas supply to raise \$200,000. That is not a good sort of advertisement.

If the Dominion-Provincial co-operation in the distribution of immigrants is well carried out, it should result in a saving of money.

It would grieve the Tory organs so much if Hon. Mr. Aylesworth should not be able to take his seat in the House again!

That deputation should bear in mind that it was a Provincial Technical College we were to get, not an institution founded and maintained at city expense.

The Hydro Commission estimate for a distribution plant for Toronto was about \$3,000,000. The city has obtained an estimate from practical private engineers, which runs it up to \$5,000,000. That is suggestive.

"Truth compels us to admit that we can see no prospect of victory through the immediate return of Mr. Borden," says the Toronto News, an ardent friend of the Opposition leader. It thinks the Conservative party should be on the

look-out for another Moses, if it does not wish to be a wilderness dweller. And the Moncton Transcript thinks his eyes would be a calamity to Canada.

Gen Booth says: "Socialism is either too late or too early. It should have come before Eden or should come after the judgment day." The General has been doing some thinking.

A United States contemporary describes in cartoon President Roosevelt's role in the financial panic as the fellow who rocked the boat, imperiling others' lives. And it is apt, too.

The Tories went into power with a net debt of \$140,262,060. When they were expelled in 1896 they had increased it to \$258,497,492. After eleven years of great progress and expansion and the carrying out of extensive public works by the Liberal Government the net debt stood on Oct. 31st, at \$251,506,752. The showing is a very striking one and must be very gratifying to every true Canadian.

The Santa Fe Railroad has been fined \$330,000 for rebating. It might have been fined four times as much, we are told. Perhaps the difficulty of selling the road under execution during the stringency accounts for the mercy shown.

The many friends of Detective Miller, of this city, will be pleased to learn that he has been selected for a position on the provincial detective force. He has a good record, and has won the respect and esteem of a wide circle of friends in Hamilton. The Times wishes him success in his new and important office.

If Mayor Stewart doesn't look alive Hon. Adam Beck will get ahead of him. Adam has a plan to make London's Hydro power cheaper by installing a power plant at the waterworks dam, to construct and operate which will, of course, cost nothing, or at most a mere trifle. Now Mayor Stewart might pro-

pose to have the sandpucker fill in odd time in developing power at the filtering basins, and thus beat Beck all hollow.

Sir Charles Tupper has been honored with a privy councillorship. Good! The Times doesn't always agree with Sir Charles' politics, but it likes to see the men who have loomed large in our country's public life duly honored. Deputy Post-Master General Coulter gets a C. M. G., and Chief Justice Moss is made a Knight. Both are worthy of the honor conferred and will wear it gracefully.

Rumor has it that the Dominion Railway Commission has under consideration a general plan for the abolition of level railway crossings in Canada. That is a very big contract, and we are not ready to believe that that it is part of an early programme. But something might be done toward stopping the multiplication of these crossings unnecessarily.

When an issue of 4 per cent. bonds of the city of Hamilton commands only offers ranging from \$7.75 to \$9.05 in bulk, and when the aldermen are glad to get 90.5¢ for certain selected parts of the issue, it is high time that the people gave serious consideration to the ruinous increase of the city debt. Raising money at a loss of between 9 and 12½ cents on the dollar of the bonds which represent \$1 and on which dollar we must pay interest is not good business.

Some of the Hydro-Electric organs are crying out that if the scheme is not accepted off-hand the chance will be lost forever. That is, of course, the game they play to stampede the municipalities into it. Useless delay in dealing with the matter is fairly enough to be objected to, but it is no less objectionable than that precipitancy which would saddle the scheme on the people with a heavy and enduring liability, before the people are fully informed of exactly what it is to cost, and how the people are to be re-compensated. We do not wish to go into the scheme to lose money. And as it stands we have no trustworthy information that we shall not be undertaking a big

debt to get dearer electricity. The people want the facts.

"The Federal Railway Commission today is unquestionably the most important tribunal in the country," says the Toronto News, and in saying so it states a rugged truth. Moreover, when it says that "a good deal of the criticism to which the Federal Railway Commission has been subjected was not warranted," it is equally well advised. The creation of the commission was the assertion of the people's right to regulate the railways as public servants, and the work done so far has been of great benefit to the country. There is yet much to do, but we must remember that the cures for old wrongs cannot become effectual in a day. The Commission is making good progress.

HERE AND THERE

London Free Press:—Let's see; did nothing advance in price yesterday? Must be something wrong.

Kingston Whig:—Civil service reform with the Conservative party is an anachronism. It is a splendid subject for discussion, but it has no practical application so far as this party is concerned.

Canadian Courier:—Reports are commencing to arrive daily from the United States about reduction in wages and staffs. Every financial panic in the United States has been followed by a commercial depression and this is not likely to be any exception to the general rule.

Montreal Herald:—Admiration cannot be denied to Mr. R. L. Borden when it is remembered that he forced himself to deliver that Halifax speech about sixty times in two months. A man who could do that would make an elegant martyr.

Ottawa Free Press:—Since the barbers' strike Hamilton is said to resemble the city of Moscow in gala attire.

Ottawa Journal:—The dealers seem not to have noticed that the price of food has gone down.