

HAMILTON HAPPENINGS

ALD. BIRRELL ON POLICE DOUBTS THEIR VERACITY

No Stop Watches For Getting After Speeding Motorists—Tiff With the Chief.

HAMILTON, July 29.—(Special.)—"I wouldn't believe some of your men on a stop watch," said Ald. Birrell to Police Chief Smith, at a meeting of the fire, police and jail committee to-night. The chief asked the committee to purchase two stop watches for the department for timing automobiles, but Ald. Birrell said they were not necessary. He added that the police were insulting some of the best citizens, and he believed that some of the policemen couldn't tell a stop watch if they saw one. He did not see why the chief put officers to catch auto speeding up grades, as that was where they had to put on extra power, and the chief replied that they were timed on other streets also.

"A lot of those fellows have a spite, and they take this way of showing it," said the alderman. "A stop watch is fair," replied the chief, whose request was turned down. After the meeting was over, Chief Smith said he would give Ald. Birrell an opportunity of retracting the remarks he made about the policemen. "What I said stands," answered Ald. Birrell, and the chief said he was unmanly.

There was a jangle over a bill of \$284 for building the mountain fire station, but as it was the amount of the tender, it was sent on to the board of control. Ald. Birrell also questioned an account for rolled oats for the police horses. One lot was dearer than the other, and the chief said that it was because they were purchased at different times. The committee instructed the chief to get estimates of the cost of building larger bins. The resignation of J. Spink, W. German and C. Farr from the fire department were accepted. John Sandison and P. J. Carroll were appointed proposers. The committee recommended the board of control to spend \$820 on alterations to the central combination wagon, and asked it to set aside \$100 for the expense of some members of the committee to accompany Chief Ten Eyck to the fire chiefs' convention in Syracuse. Chief Smith wanted the committee to take action toward having curtains bought in restaurants prohibited, as they were the cause of much evil, but no action was taken. John B. Bamberg, Dundas-road, died this afternoon, aged 78. He had lived in that vicinity nearly all his life. Mrs. Hawkins, Queen-street, Wm. Hawkins of the police force, is seriously ill, and may not recover.

The baseball game between Hamilton and Galt, scheduled to be played Saturday afternoon, has been cancelled owing to the inability of the Galt players to get here on account of the Grand Trunk strike.

OBITUARY. H. J. McHenry, 65 years of age, a prominent member of Nassau Lodge, No. 4, E.O.L., and a veteran of '86, died at his home at 214 Eastern-avenue yesterday morning. He leaves a widow, one daughter, Mrs. W. Coulson, and three sons, Samuel, Oscar and Robert, all of Toronto. Mr. McHenry was a member of Trinity Church East. He was caretaker of the city yards, and had been in the employ of the municipality for 33 years. The funeral will be held on Monday afternoon at 2.30 from the house to Norway Cemetery under the supervision of the Rev. J. H. O'Connell and the Fenian Raid Veterans.

Early Sunday Boat for Bathers. To accommodate the Sunday morning bathers Manager Solman of the Ferry Company has put on a special boat to Hamilton's Point, leaving Bay-street at 9.00 a. m. Hundreds are enjoying the splendid bathing at the Island Baths. Sunday is the big day. Come with the crowds. The water is fine.

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ANOTHER LINE TO TAP THE SHORES OF HUDSON BAY

Engineers, Exploring the Wilds North of Prince Albert for an Independent Line.

VANCOUVER, July 29.—In that great stretch of wilderness which marks the beyond, north of existing lines of transportation, stretching Hudson Bay, the Dominion Government is engaged with a proposition which seems strange and incomprehensible. There is probably nothing within the limits of the Dominion public works that is wrapped up in so much that is puzzling to those who are trying to find out what it is all about, and the activities which have been occurring ostensibly toward the materialization of the Hudson Bay Railway.

Even the keen reportorial instinct has been baffled in endeavoring to make any consistent head or tail out of the establishment which is maintained in Winnipeg for the ostensible purpose of getting the project under way. The whole system has been shrouded in an atmosphere of doubt and uncertainty, and the outcropping possibility being always in evidence that after all the road might not be built at all.

In Prince Albert, the frontier town of North Saskatchewan, the Hudson Bay project has been for a considerable period the occasion of changing hopes. If the road was built, the idea obtained that Prince Albert should be the point where the enterprise should concentrate. But the government, if it seemed to have any plan at all, apparently inclined to have the road connect with the Canadian Northern at the Pas, or somewhere else than Prince Albert.

Then another element of mystery was added by the sudden appearance of Prince Albert of a number of engineers from England, who proceeded to open offices, organize survey parties and start in under the name of the Hudson Bay and Pacific Railway Company, to explore the wilds northeast of Prince Albert for a line of their own to Hudson Bay.

Where did the strangers get their inspiration? From what hidden springs did they draw the confidence to step fearlessly in where the Ottawa angels apparently feared to tread? These questions perplexed the inquisitive reporter, and Prince Albert seemed to be a great many of its citizens. But there was no getting away from the fact that the strange survivors were there, and said so. Mr. McDonald, a resident of Prince Albert, at the St. Francis Hotel yesterday, "they have the money and are going right ahead with the project."

The company, Mr. McDonald says, are operating under an old Dominion charter. They have opened offices in Prince Albert and have stated that grading on the first 75 miles of road north will be begun this summer. They are spending, said he, thousands on thousands of dollars, and they are not doing it as a bluff. They mean business.

Mr. McDonald intimated that the advent of the new company was not only a great surprise to the people of Prince Albert, but was a surprise in official circles as well. Nobody had any inkling of the move, and nobody, not even the company's people themselves, seemed to be conscious of any more intelligence concerning their appearance on the scene than they had when they arrived. They're there because they're there. Nevertheless, Mr. McDonald suggested, the Prince Albert folk were mighty glad to see them come, and have been greatly encouraged by an activity which they have set on foot.

Mr. McDonald was for quite a number of years connected with the city council of Prince Albert. He is making a pleasure trip to Vancouver, accompanied by his wife and family.

A FRENCHMAN'S VIEW OF "GENTLEMAN" KING

Gabriel Hanotaux, Well-Known Historian, Presents Impressions of Edward VII—Ever Faithful.

At the moment when a vast people, dispersed throughout the universe, and an august family are plunged in grief, a friendly nation, associating itself with their sorrow, can manifest its sympathy only by its silence. The time has not yet come to pass judgment on the person and reign of Edward VII. Nevertheless I shall try to put on paper a rapid note of the figures presented by the King and accomplished gentleman whom England has just lost. In my opinion the political acts of Edward VII. are explained by this characteristic feature of his personality: he brought a certain elegance, a certain humanity into the relations of men and peoples.

If we in France can never forget "le Prince de Galles," it is because he was, in his own mind, "le Prince de Galles." He remained still faithful to the sentiment of his youth, a fidelity which distinguishes him from other sovereigns and other statesmen. It was his nature, moreover, to introduce into affairs of state that note of loyalty, of trustworthiness, and of correctness which makes the English monarch. First, then, let us define King Edward as a man who remained faithful to himself and his friends.

This sense of upright duty and refinement, this cordial simplicity which is so supremely elegant because it is so perfectly natural, enabled the King, in ascending the throne, to render a first great service to his country. It may be confessed to-day that, at the close of the unforgettable reign of Queen Victoria, England was inclosed, and, as we say in France, cornered (rencoigne) in her "splendid isolation." No longer as young as she was, the country had become somewhat haughty and arrogantly, to be sure, there was much virtue and some stiffness as well in this attitude of middle-class severity.

A Special Comprehension. It was King Edward, our "Prince de Galles," who thawed the frozen ice of English relations and broke the ice of political antagonisms in the olden days. And I would add, to express my whole idea at once, that in this regard the King was as much a Frenchman as a Britisher and as much a Frenchman as a friend of France.

He loved France. Yes; but it is not given to all to love France; not every one may approach Corsica. To love France needs a refinement of taste, a sense of moderation, a delicacy of soul, a touch of imagination and of irony, which are not to be found in many, moreover, a large indulgence, for we are full of sins; much gentleness, and a few stern disconcerting words, a special and sincere understanding of the true meaning of life, which is often lacking even in the most brilliant of men.

This notable disposition of his youth, this disposition upon which the actions of the sovereign depend, Edward VII. became King he asked England to descend from the pinnacle of England, which she had placed upon her, and to enter into relations with the rest of the world in obedience to the example set by his own accessible and unchangeable character. It was done, and it was done. We saw the conclusion of the war in the Transvaal, we saw the relations settled between Russia and Japan, we saw the embitterment in the relations with France lessen and fade into the past, we saw the King of England, his famous visit to Paris—which was decisive for the new orientation of "alliances" and "friendships"—he announced his intention in person to President Loubet, and that the governments of the two countries heard of the project only afterward. Then it was recognized that the King of England had not forgotten the preferences of the Prince of Wales.

Service to the World. Nor was the sentiment which animated him thus to act limited to the relations of France and England. King Edward infused with it the whole course of international politics, and thus rendered an invaluable service, not only to the two countries, but also to the rest of the world.

A touch of elegance, he introduced into Europe the rule, borrowed, I may say, from the code of the men of the world, that there are things which are done and things which are not done. I do not venture to affirm that he was able to make this rule triumph in his own lifetime; if it ever becomes generally adopted it will be peace on the manners and customs of good society, and we have not yet seen the day when it will be.

The Junior Reporter. The village poet, who, nearing the end of his bright career, and he evidently knew it, as the following lines of his eloquently testify:— My sun is slowing setting, Its sands are running low, A few more brief hours, And it shall cease its flow.

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