

## THE HAMILTON TIMES

TUESDAY, MARCH 10, 1908.

## PROGRESS WITHOUT HASTE.

The Street Railway negotiations are reported to be going on with some hope of agreement upon a proposal which may be submitted to the Council and the people. The work of guessing at pecuniary results under the several propositions for 21 years in advance, affords room for much divergence of opinion. But reasonable men are not hopeless in the face of even such a difficulty. The Times has counted much upon what might be done if both parties got together in a reasonable spirit. One thing, however, it would wish to impress upon the aldermen, and that is the necessity for care in providing that any arrangement arrived at will be sufficiently elastic and inclusive to furnish ample street railway service of a first-class character for the needs of the growing Hamilton for 21 years to come. Obviously, great changes in the city may be looked for in 21 years, and portions of it may require service, which do not now give any signs thereof. Some difficulty may be experienced in making an arrangement that will be mutually beneficial and fair. The sagacity of the negotiators may be taxed. Haste in arriving at a conclusion is to be deprecated; there is plenty of time to give it ample consideration. Perhaps it may not be possible to reach a hard and fast conclusion that must not be varied for 21 years; but why should it not be possible to agree upon a general basis, a third party—say the Ontario Railway Board, or some other body in which all parties have confidence—being empowered to adjudicate from time to time on matters which it is found best to leave open to occasional readjustment? Under such an arrangement, questions of further extensions of the street railway, and such other matters as might, in the course of time, crop up, could safely be left to the future, both city and company being assured that justice would be done. Now is the time to make provisions to avert trouble in the future.

## THE LIQUOR LICENSES.

The recent local option campaigns, the threatened reduction of liquor licenses in Toronto, the interview of the temperance people with the Hon. Mr. Whitney, as well as the stand taken by Mr. MacKay, the Liberal leader in the House in regard to the three-fifths clause, have in an especial manner drawn public attention to the liquor business, and much discussion is going on in the press and among the people at large as to what will be the outcome of it all. There is no denying the fact that the liquor traffic—to use the language of for some time, and it looks as if it has a stiff fight still before it. About one-half of the municipalities in this Province are now under local option. Quebec has over seven hundred out of its nine hundred municipalities under prohibition, while Prince Edward Island is already under Provincial prohibition. Strong temperance movements are also now going on in the Northwest Provinces, and in short, the temperance forces seem to be gaining ground all over. There has been a great change in this regard during the last thirty or forty years. From Government reports it is learned that in 1874 there were 4,793 tavern licenses in force in the Province, 1,307 shop licenses, 52 wholesale and 33 vessel, making a total of 6,133. Down to 1880 the number rose and fell, sometimes being more and sometimes fewer in the years between. That year—1880—there were in force 3,973 tavern, 445 shop, 27 wholesale and 15 vessel. That was the last year in which licenses for vessels were issued. Hon. Mr. Gibson, then Provincial Secretary, having succeeded in wiping out these licenses. The total for the year was 3,960. From 1880 to 1906—the last year for which official figures are available—there was a gradual reduction in the number of licenses issued. The figures stood in 1906 at 2,207 tavern, 267 shop, 23 wholesale, and 21 club, making a total of 2,518. This shows a reduction since 1874 of 3,615 for the whole Province. In the county of Wentworth (not including Hamilton) there were in 1874 110 tavern licenses, 32 shop and 40 wholesale. In 1906 there were only 33 tavern and 1 shop, less than one-third the number. In the city of Hamilton there were in 1874 127 tavern licenses, 93 shop and 3 vessel. In 1906 there were 68 tavern licenses and 17 shop, less than one-half. Of course the local option elections at the beginning of the year further reduced the number of licenses in force throughout the Province.

In 1874 Hamilton had a population of about 20,000 people, with 223 liquor licenses, while in 1908 with about 65,000 of a population she has only 85 liquor licenses (including shops) in force. That is certainly showing progress along temperance lines. If the amount of drinking is to be measured by the number of drinking places the Hamilton of 1874 must have indulged pretty freely. Perhaps the Government's comparative figures showing the number of prisoners committed to the Wentworth county jail for drunkenness during the years from 1876 to 1907, may throw some light on this subject. Here they are, beginning with 1876: 259, 396, 382, 447, 380, 306, 376, 295, 368, 385, 373, 429, 401, 418, 251, 142, 148, 55, 36, 60, 60, 66, 108, 97, 189, 229, 287, 290, and 394. These figures would have been more informing had we been able also to show the amount of fines for drunkenness imposed during these several years. The figures quoted, however, hardly bear out the contention that drinking

increases as the number of drinking places increase. It will be seen that in 1906 the commitments rose to 394. That increase, no doubt, is attributable to the good times, and the number of aliens in the city. Whatever may be the ultimate outcome of the present temperance agitation, there can be no doubt that there is a great change in the drinking habits of the people since the year 1874.

## UNPATRIOTIC EFFORTS.

Finding their effort to create difficulty between Canada—and perhaps Great Britain—and Japan, the McBride-Bowser Tories of British Columbia are trying a flank movement. Its significance was made clear at a meeting of the Asiatic Exclusion League in Vancouver, a few nights ago, at which a proposal was made to hold another parade, and there was much of the old "Sand Lots" oratory of the Dennis Kearney kind. The scheme was, it is said, worked up with the aid of a lot of Seattle socialists and ward workers, whose desire was to embroil Canada, the mother country and Japan. It must be said, to the credit of the decent Tories of Vancouver, that the trouble seekers did not have it all their own way. During the discussion, Mr. Gordon Grant openly made the charge that the meeting was the result of a plot to bring about rioting in the city. A number of the speakers, who are as loyal Canadians, and as strongly in favor of maintaining the Pacific Province as a "white man's country" as are McBride and Bowser, protested strongly against the unpatriotic course proposed, and the scheme to forward the parade, as a means of provoking a riot, was defeated by a small majority. The meeting, however, broke up in disorder, and it is suspected that the ultra-McBride-Bowser element will yet seek for opportunities for producing mischief. In commenting on the length to which the British Columbia principleless politicians are ready to go, in bidding for the gutter vote, the Winnipeg Free Press remarks:

Canadian politicians capable of planning to set mischief afoot in connection with such matters by deliberately arousing the spirit of mob violence are guilty of conduct which is reprehensible in the extreme, and which cannot but arouse the indignation of all thoughtful, patriotic citizens of Canada and of the Empire. It is a dangerous game which such politicians are playing, and one which may involve a heavy cost to the country. With deplorable lack of patriotism and of regard for their duties and responsibilities of citizenship, they are ready to shut their eyes to the large results of their actions—results threatening public harm of the most serious character—so long as they think they can secure the immediate success they aim at. They may succeed in carrying some constituencies in British Columbia for the Conservative party by the methods they are using. But the recourse to such methods should be punished by the sensible, sober, patriotic citizens throughout the whole Dominion. It is very necessary that the lesson should be taught that the political countenancing of such methods, or failing to disown and condemn such methods, will lose very much more than such methods can possibly gain for it at the polls.

Such an appeal based on high patriotic and moral grounds, and addressed to men who are guided by fine principles, may have no effect on the McBrides, Bowsters and their followers, but it will not be lost on decent Canadians. It is unfortunate that men who are ready to prostitute every principle, disregard the obligations imposed on them by their oath of office, and place temporary party gain before the welfare of their country, should be able to find a place in the country's service. In British Columbia or in any other part of Canada. The spectacles presented by McBride and his fellows at Victoria, and the wasteful obstruction resorted to by way of excusing their lack of policy, principles and capable leadership, by the Opposition at Ottawa, should not make us despair of democracy. They are only the spots on the page which go to warn us that we must exercise care in the record which we leave to posterity.

## EDITORIAL NOTES.

The London Times' Kaiser letter sensation was a false alarm. Nothing in it.

On this date in 1863 King Edward and Princess Alexandra were married. God bless them!

Evidently the Spectator knows very little about the doctrines of the Presbyterian Church.

As to hydro-electric power, it looks as if the municipalities were waiting on the Government to make the next move.

Is Borden to have his experience with a "nest of traitors"? Rumor has it that Foster is again on strike, and that the recent 57 hours' obstruction was but an indication of the rebellion which seethes in the party, and because of which such men as E. B. Osler wish to step out of the House.

An Ohio man told the fruit growers at St. Catharines that the San Jose scale, which is abundant in his State, was "a blessing in disguise," because it "drove his slothful competitors out of business." By parody of reasoning, this Yankee Solomon would represent Satan to be a benefactor to mankind.

Manitoba's new License Act amendments provide that five convictions for drunkenness in a year render the culprit liable to a year's imprisonment. Bartenders must pay a license fee of \$5.00, and swear that they have not been convicted of any offence under the Criminal Code, the Liquor License Act, or of drunkenness.

A special report on Winnipeg's finances shows that the city has total liabilities of \$14,510,975, and total current

resources of \$14,117,310. Of the liabilities, \$5,125,312 is immediately due, and it is proposed to sell \$7,791,029 of debentures, nearly \$6,000,000 of which has already been authorized. It is estimated that the city will lose over \$350,000 in discount in the transaction.

It is announced that Mayor Stewart thinks a way might be found out of the difficulty in which the Fire and Water Committee finds itself by diverting to waterworks construction purposes \$20,000 of the \$50,000 voted for electric pumps. Whether such diversion would be legal is a nice question. Moreover, where would the money come from to house and install the pumps?

Hon. Mr. Graham has been able to report a surplus on operating account of the Intercolonial Railway amounting to nearly \$400,000. That is a great improvement over many past years. But before we begin to pat ourselves on the back over the success of this great public ownership venture, let us pause to remember that we have about \$100,000,000 of capital sunk in the road, and if we count interest on the investment, we shall not find the showing so attractive.

The other day the Tory organs gave prominent place to a despatch, purporting to come from Boston, stating that most of the parts of the Ross rifle were made in the United States, being simply put together in Canada. The story was a fake. The entire matter was inquired into by the Public Accounts Committee, which found that, with the exception of a few details, the rifle for the Canadian militia is of strictly Canadian manufacture.

The Ontario Government, in its eager hunt for money—expenditure increasing at about \$1,000,000 a year—now proposes to increase the taxes on electric railways by about 50 per cent. The railway men are vigorously protesting, pointing out that many of the roads barely pay expenses now. The Government first limits their rates, and then doubles up their taxes. That is part of the price we pay to enable Whitney to enjoy financial riot.

Municipal Councilors are agents or trustees, and the people are the principals for whom they are acting. They should not go beyond the wishes of their principals under any circumstance.—Toronto Globe.

That's a fine doctrine to propound for municipal statesmen just at a time when a hullabaloo about "municipal rights" has swelled so many of the little state's heads, and led them to think that they are temporary gods, to whom the people owe worship. But from the ratepayers' point of view, it is sound enough; and it is high time that the Legislature took action to protect the people against municipal big-headedness and disregard of their rights.

The aldermen's determination not to act hastily in the matter of closing the negotiations regarding the Street Railway is a very wise one. There is not the slightest need for undue haste. Many months were wasted in fighting off negotiations, and it would be folly to enter into any arrangement precipitately. The interests to be guarded are exceedingly important, and we can well afford to give them time enough for the most careful consideration. Acceptance or rejection of any proposition regarded as worth consideration should not be the result of a day's thought. Examine carefully every feature of every proposal made, and let there be no mistakes made, which the citizens may have to regret in the future.

While the Tory papers of Ontario affect to see in the success of Hazen in New Brunswick a crushing defeat of the Ottawa Liberals, the Hazen organs in New Brunswick make no such pretence. The day before the elections the St. John Times, one of the leading organs of the victorious party, issued this editorial disclaimer: "This is a Provincial campaign, to be decided on local and not on Federal issues. The Federal Government is not on trial to-morrow, but the Government at Fredericton." The St. John Globe, a strong Liberal paper, did not support the Robinson Government, and it appealed to the electors to support Hazen, urging: "There is one thing that ought to be clearly and distinctly understood by every intelligent voter, and that is that no Dominion issue is involved in this election." The press of New Brunswick probably understands the situation as well as the Borden organs of Ontario.

We gather from a Toronto paper that that city is applying for legislation to override its contract with the street railway, as construed by the courts, it being feared that "under that interpretation the company might attempt to lay tracks for the very purpose of providing loops with a view to getting more service out of their cars, and thus deferring the necessity of adding to their number, as the population of the city increases." As Toronto's solicitor and city engineer have both given opinions adverse to Toronto Council's contentions, the former, to the effect that the matter of routes lies with the company under the agreement, and the latter, that he dare not comply with the Council's demand in preparing a schedule because he would have to be prepared to go into court and swear that his schedule was a reasonable one, which he could not do, it looks to an outsider as if sweet reasonableness was lacking to the Queen City municipal statesmen.

—Blobs—Yes, Blobland offered to bet me \$100. Blobs—Did he put up anything? Blobs—Only a bluff.

—She—I can read you like a book." He—Oh! you women all jump at conclusions. She—Well, at any rate, I can see your finish.

## OUR EXCHANGES

A Four Pounder

(Toronto News.)

"Mr. W. K. McNaught and the larger loaf" should make an effective campaign motto in North Toronto.

Don'ts.

(Rev. Dr. E. N. Baker.)

Don't dance.

Don't marry unless you love.

Obey your husband, but obey God first.

Don't wed the "splendid catch" just because he is a "catch."

Don't let your heart become soiled by the things you may hear in business life.

The Provincial Auditor.

(Toronto Star.)

When Clancy was M. P. P. he got a great reputation as a quizzier of public accounts. He was the fly in the Mowat Government's pot of honey. He was the man who always wanted to know, you know. There were other members of the Public Accounts Committee, but when Clancy got going nobody else was in it. He was the captain bold, the mate, the bosun tight, and the midshipmite, and the crew of the Nancy brig. It was all up to Clancy and right nobly did he rise to all occasions.

Nailing an Active Lie.

(Toronto Globe.)

It might just be said that the pretence that the recent protracted sessions were due to a refusal to bring down documents is an audacious falsehood. Mr. Brodeur was not only willing but anxious to supply the Opposition with every document asked for. It is true that the demands had been so multitudinous that all the typewriters in the department working overtime could not supply them at once. Mr. Brodeur's proposal was to pass over items where more information was required and recur to them when the returns came down. This is the universal custom of Parliament, but Mr. Foster, intoxicated with the joy of being leader of the Opposition if only for a day, took the bit in his teeth and refused to consider any part of the estimates of the Department of Marine and Fisheries.

Good-bye, Old Home.

Mrs. Chas. Siddall in the Dunville Chronicle.

(Composed on the sale of the Old farm at Marlborough.)

Good-bye old home, 'tis hard to part

From one I loved so well;

From one I loved so well, with you

No tongue on earth can tell.

Two on your lap that first I saw

And you to me so true;

The light of living day,

In that house we loved so well,

From you're torn away.

We played upon your grassy crest

'Till the shades of evening fell,

And then we hid us out to rest,

In that house we loved so well.

And when we had all cuddled down

Within our trundle bed,

And softly snored our evening prayer,

Our mother always said:

"Now shut your eyes and go to sleep,

For I am sure and want to rest

Before I go to bed."

And in the early morning

When the crack of dawn was wide,

When the sun made white the dew,

And hushed it all the while,

And when we were all up and dressed

And I had to leave you all,

And when we were all up and dressed

And I had to leave you all,

And when we were all up and dressed

And I had to leave you all,

And when we were all up and dressed

And I had to leave you all,

And when we were all up and dressed

And I had to leave you all,

And when we were all up and dressed

And I had to leave you all,

And when we were all up and dressed

And I had to leave you all,

And when we were all up and dressed

And I had to leave you all,

And when we were all up and dressed

And I had to leave you all,

And when we were all up and dressed

And I had to leave you all,

And when we were all up and dressed

And I had to leave you all,

And when we were all up and dressed

And I had to leave you all,

And when we were all up and dressed

And I had to leave you all,

And when we were all up and dressed

And I had to leave you all,

And when we were all up and dressed

And I had to leave you all,

And when we were all up and dressed

And I had to leave you all,

And when we were all up and dressed

And I had to leave you all,

And when we were all up and dressed

And I had to leave you all,

And when we were all up and dressed

And I had to leave you all,

And when we were all up and dressed

And I had to leave you all,

And when we were all up and dressed

And I had to leave you all,

And when we were all up and dressed

And I had to leave you all,

And when we were all up and dressed

And I had to leave you all,

And when we were all up and dressed

And I had to leave you all,

Wed. March 11 1908

## New Lawn Waists

waists, medium priced waists and high-class waists, all the best values it is possible for skill and money to procure. Waists to fit everybody whether they take a 32 inch or a 46 inch size. The prices begin at 50c and with every between price up to \$5.00.

## Special Waists at 75c

Made of fine Lawns and Mulls, some with all over embroidered front, some insertion and lace trimmed, a good range of sizes, some worth \$1, some \$1.25, others worth \$1.75, all go at one price, each ..... 75c

## NEW WHITE UNDERWEAR

Corset Covers, made of cambric, embroidery and lace trimmed, all sizes, very special value, at, each ..... 25c

Corset Covers, made of Lawn Cambric, long cloth, lace and embroidery trimmed, the best values in Canada, at, each ..... 50, 75c, \$1.00

White Cambric Drawers, made of a good quality of cloth, finished with elastic of "hatched" ticks, very full, and the best value in the trade, at, per pair ..... 25c

Women's Drawers, made of fine long cloth and cambric, embroidery trimmed and lace trimmed, in every wanted style, all moderately priced, at, each ..... 35, 75c and \$1.00

Women's Night Gowns, most of them imported from England, all made of the very finest cambrics and long cloths, the best that money and experience can buy, all made of carefully selected materials, and most reasonably priced, at, each ..... 50, 75c to \$2.50

## NEW DRESS GOODS

Just passing into stock to-day thousands of dollars' worth of new and stylish Spring Dress Goods, all our own direct importations, in all of the newest shades. These will be ready for you to-morrow, and you will find them better values than we have ever offered you heretofore.

NEW SPRING CORSETS

We are giving more space and attention to our Corset Department this spring than ever before, particularly in the lines for stout women.

Royal Worcester Corsets, one of the best makes in the United States, we have the exclusive sale of. They sell at \$1.25, \$1.50, \$2.00 to \$3.00.

Crompton's and D. & A. makes are the two Canadian makes we keep, and are conceded to be the best in the trade. They sell from 35c up to \$3.50 ..... \$3.50

MAY MANTON PATTERNS

Never Fail to Please and Save Your Money

All 10c

Every day brings new waists to our already well assorted showing—the best we have ever made at this season of the year. Low priced waists, medium priced waists and high-class waists, all the best values it is possible for skill and money to procure. Waists to fit everybody whether they take a 32 inch or a 46 inch size. The prices begin at 50c and with every between price up to \$5.00.

## Lawn and Vesting Waists at \$1.95

Beautiful Lawn Waists, richly embroidered, elegant vesting waists, with all over fronts and a quantity of silk embroidered, cream Mohair and Delaine Waists, worth from \$2.50 to \$3, all go on sale at one price, each \$1.95

## WOMEN'S SPRING SUITS

Made of New Worsted in stripes and checks and plain goods; all the newest ideas of coat and skirt are here, and we venture to say priced at least a quarter lower than you will find elsewhere. Beginning at \$8.95, and from that up to ..... \$25.00

NEW SPRING JACKETS

New Spring Jackets in both fitting and new and natty loose back styles. Fawns, tans and doves, very rich blacks. All marked at our usual moderate prices, each ..... \$3.95, \$5.95, \$6.95, \$8.50 to \$15.00

WOMEN'S NEW SPRING COATS

New Spring Coats in both fitting and new and natty loose back styles. Fawns, tans and doves, very rich blacks. All marked at our usual moderate prices, each ..... \$3.95, \$5.95, \$6.95, \$8.50 to \$15.00

WOMEN'S SKIRTS

Hundreds of Women's Skirts, made in all the very latest styles of pleated ideas, with folds and silk bands; all of the correct materials, and priced at much less than regular. \$1.50, \$2.50, \$3.00, \$3.50, \$4.00, \$4.95, \$6.50 and ..... \$7.50

## THE ENGINEERS ARE RESPONSIBLE.

FINDING OF COMMISSION ON QUÉBEC BRIDGE DISASTER.

Design Was Defective—Government Had Nothing to Do With Oversight—When Crisis Arose No One With Full Authority Was Left in Charge of the Work.

Ottawa, March 9.—The report of the Royal Commission appointed last September to investigate the cause of the Quebec bridge disaster was presented to Parliament to-day by Hon. Geo. P. Graham. The findings of the commission are put clearly and succinctly in brief, they place the whole blame for the catastrophe of August 29th, last upon basic defects in the design of the structure. There was no defect of material, no lack of care in construction, no deficiency of common professional knowledge on the part of all concerned, but to errors in judgment on the part of the designing engineer of the Phoenix Bridge Company, Mr. P. L. Szlapka, and of Mr. Theodore Cooper, consulting engineer of the Quebec Bridge & Railway Company, is directly attributed the failure of the lower chord, and the anchor arm to sustain the enormous stress required of them.

The commissioners do not consider that the specifications for the work were satisfactory or sufficient, the unit stresses in particular being higher than any established by past practice. The specifications were accepted without protest by all interested. A grave error was made in assuming the dead load for the bridge to be too low a value, and not afterwards revising this assumption. This error was of sufficient magnitude to have required the condemnation of the bridge, even if the details of the lower chord had been of sufficient strength, because if the bridge had been completed as designed the actual stresses would have been considerably greater than those permitted by the specifications. This erroneous assumption was made by Mr. Szlapka and accepted by Mr. Cooper, and tended to hasten the disaster.

The loss of life on August 29th, 1907, might have been prevented by the exercise of better judgment on the part of those in responsible charge of the work for the Quebec Bridge & Railway Company and for the Phoenix Bridge Company.

The failure on the part of the Quebec Bridge & Railway Company to appoint an experienced bridge engineer to the position of chief engineer was a mistake. This resulted in a loose and inefficient supervision of all parts of the work on the part of the Quebec Bridge & Railway Company.

The professional record of Mr. Cooper was such that his selection for the authoritative position that he occupied was warranted, and the complete confidence that was placed in his judgment by the officials of the Dominion Government, the Quebec Bridge & Railway Company, and the Phoenix Bridge Company was deserved.

The professional record of Mr. Cooper was such that his selection for the authoritative position that he occupied was warranted, and the complete confidence that was placed in his judgment by the officials of the Dominion Government, the Quebec Bridge & Railway Company, and the Phoenix Bridge Company was deserved.

The professional record of Mr. Cooper was such that his selection for the authoritative position that he occupied was warranted, and the complete confidence that was placed in his judgment by the officials of the Dominion Government, the Quebec Bridge & Railway Company, and the Phoenix Bridge Company was deserved.

The professional record of Mr. Cooper was such that his selection for the authoritative position that he occupied