

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—has been up against it 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 the West, 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 6,185. Down to 1880 the number rose and fell, sometimes being more and sometimes fewer in the years between. That year—1889—there were in force 3,073 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 3,560. From 1889 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 3,667 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, 382, 447, 389, 306, 376, 295, 368, 385, 373, 429, 401, 418, 251, 142, 148, 55, 36, 60, 56, 60, 66, 96, 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, Bowser and their followers, but it will not be lost on decent Canadians. It is unfortunate that men who are ready thus 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. O. Slobb 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 \$1,417,310. Of the liabilities, \$5,125,312 is immediately due, and it is proposed to sell \$7,701,029 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 \$200,000 of the \$500,000 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 but 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 \$10,000,000 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 statesmen'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, arguing: "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, Blownard offered to bet me \$100. Slobb—Did he put up anything? —Blobs—Only a bluff. —She—It reads 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't. (Rev. Dr. E. N. Baker.) Don't dance. Don't try 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 ends of the Public Accounts Committee, but when Clancy got going no body else was in it. He was the captain bold, the mate, the bos-un light, and the midshipmite, and the crew of the Nancy brig. It was all up to Clancy and Nancy nobly did his 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 out 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. It is the universal custom of Parliament, but Mr. Foster, intoxicated with the joy of being leader of the Opposition if not 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 Ort farm at Hart's Road.) Good-bye old home, 'tis hard to part. From one I loved so well; In this house we lived so long, No tongue on earth can tell.

Two on your lap that first I saw The light of living day, And when you were so young, From you I drew my strength.

We played upon your grassy crest 'Till the shades of evening fell, And then we hid us out to rear, In our little house we hid so well.

And when we had all cuddled down Within our trundle bed, And softly snored our ev'ning prayer, Our mother always said: "Now shut your eyes and go to sleep, For I am sure you want to rest before I go to bed."

And in the early twilight, When the creek was deep and wide, Our father made us wade, And snatched it up the side.

And when he wanted us, in the boat to float down the stream, He said, "I've got a plan, It seems just like a dream."

And then our mother, she took sick. We feared that she would die, But when she was so ill, He was too poor to cry.

For he was paying for his farm, And needed all his cash, And when he brought it in the house, He said, "I've got a plan, It seems just like a dream."

Wed. March 11 1908 SHEA'S MAY MANTON PATTERNS Never Fail to Please and Save Your Money All 10c

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THE ENGINEERS ARE RESPONSIBLE.

Design Was Defective—Government Had Nothing to Do With Oversight—When Crisis Arise 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 chords 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 in sufficient, the confession, 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 calculations at 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 chords 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 position of the Jews to-day shows the fulfillment of Ezekiel's two sticks in one throughout the world; no more a divided nation. In the past, by divine direction, the Jews kept a close record of their ancestors, as the scriptures show, in Old and New Testament (Matt. vii, Luke iii). Jehovah having accomplished His promised promises from Abraham, through the royal line of David, in the cutting off of the Messiah, has scattered the people as we know until the times of the Gentiles are fulfilled, leaving His earthly people in darkness or obscurity as to their future, thus upsetting their calculations as to hereditary descent. But God hath not cast away His people.—Rom. xi, 2. Scripture abundantly with proof as to the Jews' return to Palestine. The hardships and numerous massacres in European countries of late years perpetrated on this unoffending race surely demands investigation more now than in former years on their part, I mean. According to the press their increased numbers all over the world reminds one when their numbers increased in Egypt under Pharaohs, and the midwives got instructions to drown all male children. My tongue, like the pen of a ready writer, on these matters, must close, and not encroach on your valuable space, which I fear I have done. Throwing myself open to friendly controversy with them, I remain truly, Wm. Laurie, sen.

Hamilton, March 9, 1908. BUILDING OF GREAT WESTERN. To the Editor of the Times: Sir,—To settle an argument, will you kindly let me know through the columns of your valuable paper the year in which the Grand Trunk Railway was built from Hamilton west? A Subscriber. Hamilton, March 9, 1908. That part of the Grand Trunk Railway from Hamilton west was originally the main line of the Great Western Railway. It was opened as an independent construction having been in progress prior to 1852, and during 1852 and 1853. The whole line from Suspension Bridge to Windsor was opened for traffic under the management of C. J. Brydges in 1854.

LAXA-FOOD. For indigestion and constipation. No drugs of any kind; nothing but plain, wholesome food, manufactured in Hamilton by special process and special machinery. Endorsed by reputable physicians. Ask your grocer or order direct from manufacturers.—A. W. Maguire & Co. Hillsboro', N.B., March 9.—Mrs. Nancy Bennett, an aged lady of Lower Hillsboro', was discovered dead in her house Sunday, where she lived alone. Her neighbors forced an entrance into the house, where they discovered the old lady's lifeless body frozen stiff. She was dressed and lying across her bed. Dr. Marvin, Coroner, decided that an inquest was unnecessary.

SLAUGHTER OF TRIBESMEN. Three Important French Victories in Morocco. Paris, March 9.—The French troops under Gen. D'Amade yesterday gained their most signal victory since they landed in Morocco. One column penetrated the country of the Mdakra tribesmen, another engaged the Mezi, and one Mulai Hafid's mahallas. The fighting continued from 6 a. m. until 7 p. m. The tribesmen were routed with great slaughter and the French pursued them energetically. The Mezi abandoned a quantity of ammunition, tents and other materials. The French losses were comparatively trivial. MR. PARMELEE RETIRING. New Deputy Minister of Trade and Commerce. Ottawa, March 9.—Mr. Wm. Parmelee, Deputy Minister of Trade and Commerce for many years, a valued and efficient member of the civil service, has applied for superannuation, and the Government will grant the request. His successor will, it is understood, be Mr. P. C. O'Hara, private secretary to Sir Richard Cartwright and Superintendent of Commercial Agencies. Mr. O'Hara has an intimate acquaintance with the working of the whole department, and has filled the position of acting Deputy in the department during Mr. Parmelee's absence in the West Indies. He is in every respect well qualified to fill the position.

THE ARGENTINE GOVERNMENT. Has Been Given Working Majority in Both Houses. Buenos Ayres, March 9.—The elections came to an end to-day and the final results show that the Government has triumphed throughout the entire republic. A working majority in both Houses of the Federal Legislature assures confirmation of the Parliamentary policy. The general public is pleased with the outcome, and the future is promising. There is complete tranquility in the country.

FOR CHIPPAWA. SMELTING PLANT TO EMPLOY FIVE HUNDRED MEN. 20-Acre Site is Selected—Township Will Grant Fixed Assesment—Negotiations for Niagara Power. Welland, March 9.—The British-Canadian Smelters, Limited, of Toronto, has decided to locate its large plant at Chippawa. The site chosen is 20 acres in the Slater farm on the Niagara River, adjacent to the old Slater dock, three-quarters of a mile above the mouth of the Welland River. The company will employ 500 men and put up a plant for the treatment of metalliferous wastes, ore and bullion. Not only smelting, but also refining will be carried on of gold, silver, copper and lead from Cobalt. The industry will take in the metal works of the J. E. Wilkinson Company, of Toronto, though the Toronto business will be continued as a branch. The Township of Willoughby will give a fixed taxation, and the site is in Chippawa. Negotiations are now under way with the Hydro-Electric Power Commission for the securing of power. The company was led to choose the Niagara River site because of the deep waterway. Vessels drawing 25 feet will be able to land at the dock. Building operations will be begun shortly. This looks like a return of the industrial supremacy that years ago made Chippawa the leading manufacturing point on the Niagara Peninsula.