

MANUFACTURERS IN SESSION HERE.

(Continued from Page 1.)

As a citizen of Hamilton I wish to add my personal greetings and to join with one hundred and forty of your fellow manufacturers who are proud to claim this city as their home in assuring you that we are both pleased and honored to have you as our guests.

To us this gathering here to-day is a source of more than ordinary satisfaction. Thirty-eight years have passed since first the association saw the light of day, an equal number of conventions, like mile-stones, have marked the progress of its onward career, but while you have been lavish with your favors on other cities, you have never until this occasion seen fit to honor with an annual meeting the city which gave your organization its first president.

I do not say this with any spirit of reproach, but rather of gratification that the claims of our modest little city are at length beginning to be recognized. To-day Hamilton stands third among Canadian cities in the amount of capital invested in manufacturing industries; she also stands third in the value of the product of her industries.

As a manufacturing and distributing center she possesses advantages of a high order, a fact which Americans have been quick to appreciate when choosing locations for their Canadian branch factories. I believe I am correct in saying that Hamilton has more establishments of this kind than any other city in the Dominion.

A REVIVAL IN BUSINESS. Looking backwards over the year which has elapsed since our meeting in Montreal, I cannot but feel that as business men we have met to be thankful for the fact that conditions both domestic and foreign have noticeably improved. The clouds of depression which gathered so suddenly towards the close of 1907 and which continued to overshadow us during 1908, have slowly, but surely, been breaking up. Building and construction work is gradually resuming its normal swing; the assurance of another bountiful harvest is gradually restoring the confidence of the banker, the manufacturer, the wholesaler and the retailer; money in consequence is growing easier and credit is being extended.

IMMIGRATION. In this connection I think it only right that we should record our appreciation of the various steps taken by the Governor-in-Council during 1908 to protect our country against the admission of undesirable aliens. By the rigid enforcement of the regulation requiring the immigrant to have in his possession at least twenty-five dollars in cash (in some cases) before a ticket to his destination, they have without doubt turned away a large number who sooner or later would have become public charges. Furthermore, by refusing admission to immigrants who have been landed at a United States port by the steamship companies, and by the strict enforcement of the requirements of the Immigration Act, they have closed the avenue through which a great many undesirable were formerly able to enter.

UNITED STATES TARIFF. But I must bring along to the consideration of matters that more closely concern us as business men. One of the latest events of the year has of course been the revision of the United States tariff. Notwithstanding the predictions of the low tariff press through-out Canada that our neighbors to the South were tiring of protection, and that they would take advantage of this year's revision to free themselves from their excessive burdens, we have had a convincing demonstration of the fact that American sentiment is still strongly protective. It is useless to try to explain away the action of the Senate by describing it as a violation of the trust placed in it by the electors.

LABOR. Partly as a result of the unfavorable business conditions referred to, labor troubles of a serious character have of late been conspicuous by their absence in so far as at least our manufacturing industries are concerned. Production has been below normal, employment has been less plentiful, and even though everything may not have been exactly to their liking, the workers have hesitated to create disturbances lest by so doing they find themselves indefinitely out of work. Far be it from us as employers of labor to take advantage of a situation of this kind to reduce unduly the wages of our working men or to impose upon them conditions that are burdensome. I believe the attitude of every manufacturer here present when I say that in times of business adversity we exhaust every other means of economy before attempting to economize on productive labor.

ference by men of this stamp as well as most disinterested for all interests concerned. Prior to the advent of the foreign agitator the men were directing their own affairs through a provincial organization and work was proceeding quietly and peacefully. A contract was entered into between the company and its employees fixing until December 31st next, all details as to wages, hours and conditions of labor. This was a business agreement which both parties were in honor bound to live up to. If, as claimed by some, it operated unfairly against the men in some few cases it is all the more to their credit that they showed themselves both willing and anxious to carry it through. The high standard of business morality here displayed would, I am happy to believe, be characteristic of the great mass of Canadian workmen if only they could be protected against the alien mischief maker. But this gentleman recognizes no code of honor. He draws his salary for promoting trouble; he knows that when he ceases to make trouble his occupation is at an end. The incentive therefore is ever present with him to arouse the laborer to the point of striking, regardless of the means that may have to be adopted or of the consequences that may ensue.

In the case under consideration a Board of Investigation under the Lemieux Act reported practically no case for the trouble maker. Notwithstanding this fact, and in the face of adverse public opinion they persisted in calling a strike. In their efforts to make that strike effective they stopped short at no form of intimidation to coerce loyal employees into the dishonorable act of breaking a contract. Whatever may be the final outcome of the struggle, their unsolicited interference has already cost the country many hundreds of thousands of dollars, and but for the fortunate fact that the company had large supplies of coal banked, the losses resulting from the stoppage of industry in the territory, from Montreal east, might have been too terrible to contemplate. At Springhill production has been stopped at all appearances permanently, a busy town bids fair to be wiped off the map, and hundreds of happy homes, representing years of hard earned savings, may have to be abandoned.

I trust that the Government will realize their responsibility and their duty in this matter, and take immediate and effective measures to shut the doors of the Dominion against the foreign agitator.

TEA TABLE GOSSIP. The city firemen are out in their new uniforms, and look quite natty. Mr. James Trainer, of the Street Railway Company, sailed on the steamship Megantic from Montreal, for Liverpool.

MAPLE LEAF. The sheriff's sale of Maple Leaf Park, which was announced for Friday next, will be stayed. Messrs. Bruce, Bruce & Counsel have filed a petition to wind up the company. The matter will be heard at Osgoode Hall Tuesday next. The petition will be served on the company to-day, and proceedings stayed until the Judge appoints a liquidator.

TEA TABLE GOSSIP. The fire department had two runs this morning, one to 268 Hughson street north, where there was a great deal of smoke issuing from a stove, but nothing more serious. The other was to 293 King street east, but there was no fire.

OPENING DAY. Commencing to-morrow and continuing throughout the week, The Thomas C. Watkins store will hold its annual fall and winter opening display, and every lady and the men as well, are cordially invited. It has taken three buyers, travelling independently in Europe, and a host of home buyers to aggregate the extensive importations of this fall's exclusive showing.

TRANSPORTATION. Transportation, to my mind, has long been one of the biggest problems before the Canadian public. To-day it takes a new significance in view of the hostile attitude of the United States. Foreign markets are always an uncertain quantity, because we may be legislated out of them at a moment's notice. Unless we anticipate and prepare for such action on the part of other countries we are not true to our own best interests. The salvation of our great

national industries depends upon the development of strong home markets under our own control, and despite tariff barriers our home markets never can be under our control unless we bring out means of internal communication to the highest degree of efficiency. It is largely transportation that has made the Canadian farmer what he is to-day. It has enabled him to penetrate to the centre of a continent, to utilize for his labor the whole world, to plant, cultivate and harvest his crop with the aid of the most modern appliances, to market his produce at his very door at the highest ruling prices, and to enjoy in his home practically all the comforts of city life.

We hear a great deal about the necessity of making things easy for the farmer. In this we heartily concur, for we recognize that agriculture is the very foundation stone of our national wealth and prosperity. And I think we may claim that as business men we have helped in our own quiet way to smooth the farmer's path. We have given him unretained credit; through the agent, the retailer and the jobber we have carried him from seed time until harvest; through our financial institutions we have provided him with safe funds to meet his further requirements; through competition we have been compelled to absorb the high freights on the manufactured goods with which we supply him, while by assenting to these rates we have enabled the transportation companies to give the farmer rates on grain that are little more than the bare cost of haulage. These and other things we have been glad to do, because we do not hesitate to admit that the farmer's money has helped materially to keep the wheels of commerce and industry in motion.

But we want to do more. We want to help him to the fullest extent by the geographical advantages with which he is favored. We want to keep improving and extending the transportation facilities at his disposal until he is able to forward his surplus produce to the great consuming markets of the world by the shortest, quickest and cheapest route.

A glance at the map will show that nature has provided us with three great waterways extending far into the heart of the continent, and all but tapping the wheat lands of our middle west—the Mississippi River, Hudson's Bay and the St. Lawrence River, with the great lakes. The Mississippi River is navigable for 2,000 miles from the Gulf of Mexico, but its value as an outlet for grain consigned to Europe must always be impaired because of the indirectness of the route. The two other routes are controlled by Canada. The difficulties incidental to navigation via Hudson's Bay are such that we cannot expect to utilize that highway for more than a portion of each season. The St. Lawrence route, however, is open for seven months in the year, and affords continuous navigation to the Atlantic Ocean to the head of Lake Superior, a distance of 2,500 miles.

Here surely is a great way assigned by an all-wise Providence for our use, and for our profit, a waterway which at once places us in a position of supreme advantage with respect to transcontinental traffic, a waterway which if properly improved and properly equipped should enable us for all time to come not only to keep the traffic flowing through Canadian channels and under the control of the Canadian people, but to secure a large portion of the grain-carrying trade of the western States as well.

But upon its improvement and upon its equipment we must concentrate all the energy of which we are capable, and that too without delay, for American interests are steadily at work in an almost superhuman effort to negate our advantages, and by the construction of an expensive system of artificial waterways to divert into channels of their own the trade that legitimately belongs to us.

To appreciate the situation it is necessary to remember that three principal routes to tide water are available for eastbound traffic from the head of the lakes—the first by boat to Georgian Bay and Lake Huron Ports, thence rail to Montreal; the second by boat to Buffalo, thence by canal to New York; the third by the all-water route via the Great Lakes and the St. Lawrence to Montreal. The relative advantages of the two last-named routes, one Canadian and the other American, are thus summarized by the President of the major commission for Montreal: The St. Lawrence route to Montreal is shorter than the American route to New York by 110 miles, the number of miles of slow speed canal navigation by way of the Canadian route is less by 242 miles; the Canadian water route furnishes more draft than the American by 8 feet; a boat using the Canadian water route can carry in one voyage 3,544,000 bushels of grain more than can be carried by one boat using the American route.

The improvements recently effected in the terminal facilities at Montreal have had a wonderful effect in popularizing the Canadian route, so much so that a large portion of the business that used to go to New York is now coming to Montreal. The increase alone in the exports of American grain via Montreal for the first six months ending June last, amounted to over 1,000,000 bushels.

To offset these advantages the State of New York has voted an appropriation of \$110,000,000 to deepen the Erie Canal to 22 feet. This work when completed will materially reduce the cost of grain transportation by the American route, though the relative superiority of the Canadian route will still compel the bulk of the traffic to move via Montreal, providing always that the terminal facilities are adequate. The fact is, however, that the point of peculiar significance to us Canadians is that if, without the expenditure of another dollar on our waterways, we will still be in a better competitive position than the Americans after they have spent so enormous a sum on their Erie Canal, what overwhelming advantages would be ours if we deepened our Welland and St. Lawrence Canals to a uniform depth of 24 feet, or if we cut 400 miles off the route by the construction of the Georgian Bay Canal, and so provided ourselves with a waterway stretching in a straight line nearly half way across the continent, far removed from the attack of foreign foes, and opening up for development a territory of untold wealth in minerals, in timber and in power.

NOTICES OF BIRTHS, MARRIAGES AND DEATHS which are inserted in the Daily Times also appear in the Semi-Weekly Times. 50c first insertion; 25c for each subsequent insertion.

BIRTHS. ORR—At Fruitland, on September 12th, 1909, to Major and Mrs. J. E. Orr, a son.

DEATHS. FILE—In this city on Tuesday, September 14th, 1909, at the residence of his son-in-law, H. J. Cummer, Blake street, East Hamilton, Daniel File.

SHAW—At Boston, Mass., on Monday, Sept. 13th, 1909, Naomi Binkley, wife of John Shaw.

YOUNG—On September 8th, 1909, at High River, Alberta, Alice Eleanor, only daughter of Norman and Edith Young, aged one month and 11 days.

THE WEATHER. FORECASTS—Moderate to fresh southeasterly to southwesterly winds; fair and very warm to-day, some local showers or thunderstorms to-night or on Wednesday.

Small Accounts as well as large ones are welcome here. You need not wait until you have a large sum to deposit before opening an account.

Do it To-day and get THREE AND ONE-HALF per cent. from day money is received until day withdrawn.

Dissecting Cases Suitable for students' use. They contain scissors, scalpel and thumb forceps. We also carry specimen needles, microscopic slides and covers, etc.

Taxes, Taxes General taxes (on real property, taxable income and business assessment) cement tax, curbing, sewer and roadway rates for the year 1909 must be paid at the collector's office, City Hall, on or before the 15th day of September, instant, to avoid the penalty.

Marmalade Wagstaffe's, Grosse & Blackwell's, Cramer Marmalade, Kellier's, Shirriff's, Cairn's, Hartley's, Fig Marmalade.

FOR SALE Three High Grade Bicycles, Hislop make, new, packed ready for shipping. Can be seen at Times business office.

SCHOOL BOOKS AND SCHOOL SUPPLIES AT THE Lowest Prices. A. C. TURNBULL TATIONER 17 KING EAST

Natural Gas Stove Sale Now on at BIRMINGHAM'S 20 John Street South

COAL INLAND NAVIGATION CO., Limited 604 Bank of Hamilton Bldg. PHONE 2882 AND 2883

Lawn Mowers Get yours sharpened early and avoid the rush at E. TAYLOR'S Phone 2541. 11 MacNab North.

IT STOPPED And caused you to lose time and temper. Kiddy let us repair your watch or clock. We warrant our work done well, and at very small charge to you. See our large new stock of clocks, watches and rings, brooches, neckties, bracelets, fobs, links, diamond and other gem rings, wedding rings, marriage licenses. E. TAYLOR, English Jeweler, 31 John street south.

Greater Effort is Required

ON our part to engage the attention of small depositors than the larger. VERY many accustomed to large financial transactions know of and avail themselves of our services. BUT those whose banking is limited, or to whom the occasion is rarely presented, can avail themselves just as well with every assurance of careful attention and courtesy extended.

The Traders Bank of Canada 21 and 23 King West WOMEN'S DEPARTMENT—King Street West.

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Table with 4 columns: Location, Temperature, Wind, and other weather details for various cities like Victoria, Calgary, Winnipeg, etc.

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AMUSEMENTS. BENNETT'S EVERY AFTERNOON AND EVENING. Foy & Clark, DeWitt, Burns & Torrance, Clifford & Burke, Mr. and Mrs. Edward Desmond, Jack Lee, Savo, The Kinograph and others.

GRAND OPERA HOUSE THURSDAY NIGHT. KING DODO. The Comedy Opera With ELEANOR KENT and Fifty Others.

MOUNTAIN TO-NIGHT THEATRE. THE SUMMERS STOCK CO. My Old Kentucky Home. TORONTO STEAMERS MACASSA.

EDUCATIONAL. Night School. At the CANADA BUSINESS COLLEGE, Y. M. C. A. Building.

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