

THE HAMILTON TIMES

TUESDAY, SEPT. 7, 1909.

PEARY AT THE POLE.

Again the North Pole has been discovered, this time by Robert E. Peary, whose last expedition left New York on July 6th, 1908. Word has just been received from him that he reached the Pole on April 6th, nearly a year after Dr. Cook claims to have made the discovery. In the course of a few days the world will have Peary's narrative, and there will be opportunity for comparison of the stories of the two explorers. Doubtless they will be subjected to close scrutiny. Capt. Peary's last message was sent from Indian Harbor, Labrador, so that he is likely, ere long, to be ready to answer in person the many queries which the world has to ask.

So far as can be learned, Peary found no traces of Cook, who claims to have preceded him. Cook left Etah on Feb. 19th, 1908, and claims to have reached the Pole on April 21st. That is remarkably quick time. According to his own story, he did not reach Etah on the return journey until April 15th of this year; so that the journey which was accomplished toward the Pole in two days over two months took nearly a year to accomplish on the return. Captain Peary started from Etah in August, 1908, and did not reach the Pole till April 6th of this year. It would be strange if he did not hear something of Cook, who is said to have so greatly impressed the natives. However, there will be ample time to consider the narrative of both explorers when we have them before us. There will be glory enough for both men if they "make good," and it is to be hoped that when we have the full account of the journey and the scientific observations taken, some information may be gleaned therefrom which will be of benefit to the world.

HOE OUR OWN ROW.

The Mail and Empire aspires to be the leader of the Know-nothings who clamor for a war of tariffs with the United States without regard to its good or evil effect on our own people or trade. In the Southern States there exists a very poisonous snake which is regarded as most dangerous to human beings during a period of the year when they are blind, as then they lie dormant, striking in the direction of the slightest noise. This frequently leads to their being noticed and killed, when had they sought shelter they might have escaped. The Mail and Empire and its following would have Canada imitate this reptile, and strike savagely and unreasonably at anything within tariff sight or hearing, without regard to whether we gained by so doing or whether we actually did harm to our own people. Its proposition, to quote its own words, is that "if the United States raises its tariff against us as a punishment for giving a preference to the mother country, we must reply in kind." Some contemporaries having pointed out the silliness of such an idea, it proceeds to quote the provision of our Customs Act which empowers our Government to impose a surtax of one-third the ordinary duty upon imports entering Canada from any country which treats imports from Canada less favorably than those from other countries, and proceeds to contend that "if the United States under the new tariff law decides that Canada, because of the preference we give to Britain, shall pay higher duties than the United States boundary than other countries are required to pay, our retaliatory provision comes into force at once, unless the Government orders to the contrary, which it surely will not do."

The Mail and Empire is shuffling. There has, as yet, been no issue raised as to our preferential tariff; and no suggestion appears to have been made that we should for it be penalized under the new United States tariff. We can meet such a difficulty, should we be called upon to do so. The Mail and Empire's original cry for a war of tariffs was because of the discriminatory duties levied under the new United States tariff on our pulpwood, pulp and paper. That was, doubtless, a retaliatory measure, adopted because Ontario and Quebec discriminated against the export of pulpwood cut on Crown lands. If discrimination invites retaliation, as the organ teaches, we invited it. Now, it urges that we extend the discrimination to all imports from the United States. If the retaliatory policy automatically "comes into force at once" under the statute, as the organ alleges, why should it cry out for the Government to act? Evidently it knows that it does not. Evidently, too, it appreciates the cross folly of the course it advises in retaliation against Uncle Sam's retaliation against the Ontario and Quebec pulpwood regulations, and it seeks to shift the excuse for retaliation from the pulpwood issue to a general discrimination against us because of the British preference—a question that has not yet arisen.

Canadians who are not tariff drunk will agree that what our Government should be solely guided by in this matter is the good of the Canadian people. In making certain regulations as to the cutting of pulpwood on Crown lands the Provinces of Ontario and Quebec acted within their rights. If Uncle Sam doesn't want his people to buy our pulp or pulpwood, or wants them to get it only after paying a big duty, that is his affair. If we care to give the motherland a preference in

tariff matters, or to admit her goods of those of any British country, entirely free, that is our affair; and we will not be dictated to by Uncle Sam, any more than we should seek to dictate to him as to his state family dealings. Canada does not live by suffrage of Uncle Sam. She is self-supporting. She runs her own show. She will shape her tariff in her own interest. She will not, of course, go out of her way to tread on his corns when he acts discourteously. But she is very busy, and if he cherishes his corn patch down in her way, she will not put herself at a disadvantage to avoid stepping on it.

THE LAND TAX CAMPAIGN.

By the courtesy of Mr. Finch, of Finch Bros., the Times has been favored with a copy of the London Leader's land tax cartoons, illustrating Lloyd-George's great speech at Limehouse, a pamphlet which is being widely circulated in Great Britain. The title page is illustrated with a picture representing the "get-off-the-earth" attitude of the landlords toward the people. There are about a score of cartoons, each giving point to one of Mr. George's sayings. For instance: "They go on threatening that if we go on proceeding they will cut down the benefactions and discharge labor" is illustrated by a cornetted peer kicking a workman off the premises with the remark: "I'll teach you to be poor." "Somebody must pay for them (the Dreadnoughts), but they would rather that somebody were somebody else," appears below a picture of a peer and a taxpayer standing before the bar, a bottle of "Dreadnought" between them, his grace remarking to the taxpayer: "You might pay for this round again; I don't want to change a sovereign." Another cartoon shows two working men stopping before a building, one asking: "What's all this horrible language coming out of here?" The second replies: "A lot of noble patriots who want Dreadnoughts and want you and me to pay for 'em." Another cartoon shows Mr. Landowner directing a tax-collector's attention to a workman carrying a loaf of bread, and saying: "Look here, if you want to make money, tax his food and leave my land alone." The last cartoon in the pamphlet shows a landowner occupying a seat in a railway carriage while the rest of the available space is taken up with his luggage. Huge valises of "unearned increment," "minerals," "shooting rights," "leases," etc. At the door of the carriage, Inspector Lloyd-George appears with his budget and serves notice: "If you occupy the whole carriage you must pay for it." The consternation depicted on his grace's face is explained by the extract from Mr. Lloyd-George's speech: "In future these landlords will have to contribute to the taxation of the country on the basis of the real value."

The pamphlet gives an idea of the vigor of the campaign that is being conducted in the United Kingdom, and illustrates the methods which have brought about such a striking change in the temper of the British people toward the recently somewhat arrogant aristocratic side of the British Parliament. The automobile promises to become a factor in those "checks to population" of which Malthus spoke. It is little short of startling to note in the exchanges the daily sacrifice of life to motor carriages. A great many of the fatalities are due to sheer recklessness; most of them occur because of flagrant disregard of legal regulations as to their operation. Careful automobilists who keep within the law in the matter of speed, and who possess that degree of competency which is demanded of every man who drives a car in city or town streets are in little danger and constitute no nuisance to the public. But there are automobilists who have no regard for the rights or safety of others—who have not even that caution which regard for their own personal safety should impose upon them. Such men render severe regulation of auto-carriages absolutely necessary. It is they who are to be blamed for the not unnaturally bitter feeling which prevails in many quarters, and which threatens to lead to unduly hampering restrictions upon careful and reasonable automobilists. This class of chauffeur appears to assume that he has right of way against all the community, if, indeed, pedestrians and carriages are not nuisances to be run down or smashed. He turns corners with a rapidity which makes his machine slew to the danger point when the pavement is slippery, and he appears to take something like enjoyment from pedestrians' frantic rush to escape his wheels. He has utterly failed to grasp the fact that other people have rights in the street as well as he; he fancies that at the toot of his horn it is his duty of all and sundry, no matter how crowded the thoroughfare, to scurry for the sidewalks, alleysways and fences. Ladies and children on crossings are expected to sprint at his "honk," and very often he takes great amusement from witnessing their fright and desperation. The lesson this class of chauffeur must be taught is that he has no more right in the streets with his machine than the sleepest old nag that ever drew a quiet old couple's carriage. The street rights of all are equal.

In the interest of automobilism, chauffeurs of the class described should never be allowed to drive a car. If the owners of machines will enforce on their drivers that respect for the equal rights of others, and that care and consideration which will lead to safe automobilism, much of the prejudice which now exists against the machines will die out. It must never be forgotten that the man in charge of such a vehicle must be a

practical gentleman—must have a proper appreciation of his rights and duties as related to every other member of the community. When autos are in charge of such men, their safety and popularity will be much greater.

APPLE WEALTH. Canadian early apples are annually growing into popularity in Great Britain, and this year sales are already reported from Glasgow at 25 shillings gross. The carefully picked and packed shipments which arrived in good condition should at that price yield profitable net returns to the growers.

In most localities there will be a fair crop of late fruit, where the orchards have been well sprayed. Montreal shippers think that the prices asked, \$2.75 to \$3 on the track, are too high. The Canadian apple trade, however, is becoming so important that many English houses send out their own agents, some of whom are now going through Ontario, and the growers will get the best figures going.

Complaints coming from old country apple buyers should be heeded by Canadian shippers. Our fruit is declared to be of the finest quality, but cases of fraudulent packing—apples not true to name and small fruit in the middle of the packages—are reported, which do not help our trade. Honest fruit dealers and growers will hope for the punishment of packers guilty of such practices.

EDITORIAL NOTES.

Cleveland now claims 500,000 inhabitants; but these are directory figures, based on the book containing 260,000 names.

The lake ore shipments indicate great activity in the iron trade of the United States and Canada. The July returns indicate the movement of over 6,000,000 tons.

Yesterday's sports and games passed off without any serious accident, and the day's pleasure was marred by few untoward occurrences. It was a quiet holiday, a day of picnicking and visiting. The various suburban resorts had large crowds, and the cars and steamboats did an immense business.

Remarkable on the announcement that the new United States battleship Maine has already been sent to the dry dock for repairs to cost half a million dollars, a Lowell, Mass., contemporary says: "A Lowellian wears about as well as a 90c parasol." But it is to be remembered that it yields a vast amount more graft.

It is not for a moment to be supposed that mob law even in its incipiently will be tolerated in Ontario. Those Ingersoll liquor cases may have disclosed unpleasant features, but the law must be rigorously enforced. If the law is not a good law, it can be amended. Meanwhile no man must be allowed to become a law unto himself.

Controller Doremus, of Detroit, who has been at the meeting of the League of American Municipalities, at Montreal, has just returned home. He declares strongly against the Commission system of municipal government. He says the placing of so much power in the hands of five men is unwise. Speaking of the Montreal meeting he says "Municipal ownership was not discussed and the idea was very unpopular."

The Toronto World is eager to silliness in seeking to create prejudice against the Government in the matter of cable rates. It persists in treating the matter as one of "ownership" as the only way to get such rates as it desires. But all such services must be paid for by somebody. It is easy to see how the World might profit by a publicly owned cable, operated at less than cost. But just where the benefit to the public, which has the deficits to make up comes in, is not so clear.

At Toronto on Saturday Lord Charles Bessford uttered a sentiment that deserves to be remembered and taken to heart by all Canadians and to be acted upon in no place more than in darkest Toronto. He said: "Remember that the strength of a nation does not depend at all on tons and guns, and batteries and battalions. We have to use these for our defence, but the real strength of a nation is created by the spirit and characteristics of the individuals who compose that nation. That is what makes a nation, and from what I have seen in Canada I am deeply impressed with what I described the other day as the tons of the people."

Lord Charles Bessford has made his last speech at the Toronto Exhibition. He will be able to return to England and assure the people that this is no barren wilderness, and that the masses of our citizens with whom he came in contact are fairly civilized and appear to enjoy a large share of comfort. But he should not make the mistake of thinking that Toronto is Canada, or that the brains and public opinion of the nation are covered by Col. Denison's hat. The average Canadian is too busy in honest productive enterprises to want to devote a great part of his time to exhibiting the cut of his new uniform.

The Pennsylvania law which has resulted in leaving 900 of the 1,300 prisoners of the Western Penitentiary without work to do has led to an alarming increase of convict insanity. The other day about 60 convicts who have gone mad since this measure took effect, were removed to insane asylums. Quarrels among the prisoners, fanatical outbreaks, and melancholia are constantly on the increase, and the Warden is pleading for a permanent insanity commission so that the miserable convicts may be removed as soon as the madness of idleness



"Through the Hudson Valley" flows the tide of traffic and travel of a continent and millions of people delight in the quiet of its magnificent scenery. (New York Post, April 8, '09).

Meaning of course New York Central Lines "The Hudson River Route" TO NEW YORK

Leave Hamilton 6.25 p.m. daily, 10.35 a.m., 4.55 and 8.15 p.m. daily except Sunday. Through Sleepers at 6.25 and 8.15 p.m. Between Albany and New York on Hudson River Steamers, if you wish. No extra charge. For Tickets and Sleeping-Car Accommodations and information apply to T. H. & B. Ry. Ticket Office, Hunter Street Station, or address Frank C. Foy, Canadian Passenger Agent, New York Central Lines, 50 Yonge Street, Toronto.

T. H. & B. Ry. in connection with NEW YORK CENTRAL LINES

Our Exchanges Swarms of Toronto tourists are on their way home, broke and otherwise prepared to love their native city.

NOT EXACTLY. (Galt Examiner). Hamiltonians feel hurt because all the big guns that visit Canada give the Ambitious City the go-by.

YOU MEAN CHAMBERLAIN? (Toronto Telegram). If ever in the world's history there was an unnecessary war, the British-Boer conflict was such a war, and Paul Kruger was its maker.

ALWAYS WITH US. (Ottawa Citizen). The drowning season being nearly over, we will now have with us the man who is cleaning the gun, the gentleman who didn't know it was loaded, and the keen hunter who thought it was a deer.

THIS IS CRUEL. (Windsor Record). It seems a little hard on Governor-General Grey to say that while lost in British Columbia woods he leaned on a shadow thinking it was a log, and fell into the underbrush. Is it certain that the underbrush was the real thing?

PRIVATE SECRETARIES. To the Editor of the Times: Sir,—What are the duties of a private secretary? Enquire.

WHERE THE GLADIOLI GROW. Governor Ogilvie, of the city jail, won first prize for his gladioli in the Horticultural show at the Toronto Exhibition, last week. Where are men sent with sentences short of a year? Down where the gladioli grow. Where do their wives go when they are away? Down where the gladioli grow. Where do the gladioli grow? Down where they have to refrain from talking where do they have to refrain from talking? Down where the gladioli grow. Where have they time for quiet reflection? Down where the gladioli grow. And try to remedy their imperfection? Down where the gladioli grow.

OVER 7,000 Went From Hamilton to the Toronto Fair. The excellent weather yesterday was undoubtedly responsible in part for the largely attended excursions from the city to Toronto and to other places. It is estimated that fully 3,500 crossed to Toronto by boat. The Macassa and Modjeska carried 2,500 or more and the Turbulin over 1,000. In addition to these the Grand Trunk railway carried at least 1,000 and the T. H. & B. estimate is placed as high as 2,500. This makes a grand total of over 7,000, who took in the exhibition.

A large number of Hamilton people availed themselves of the excursion rates to Detroit on Saturday and these open the holiday. There were two excursions, one by the Knights of Pythias over the Grand Trunk line, which took 400. The other was the Woodmen's excursion via the T. H. & B. and M. C. R. which left the city about two o'clock in the afternoon. About 300 attended. All the suburban railways did big business yesterday and the day was thoroughly enjoyed.

CHEAP TRAVEL. See the Canadian Pacific advertisement in to-day's paper for particulars of excursion rates to Toronto Exhibition, and farm laborers to Winnipeg, September 7th and 10th. Call at ticket office and get a copy of the official programme and time table for Canadian National Exhibition.

New Pastor for Winnipeg. Winnipeg, Sept. 6.—Rev. A. G. Sinclair, of Dawson City, has accepted the call to pastorate of St. Andrew's Church here to succeed Rev. J. W. McMillan, who goes to Halifax.

New Dress Goods Claim Your Attention Paris and London have contributed their best to our showing of the new Dress Goods and the skilled looms abroad have worked out the problem beautifully, gloriously for only exclusive and correct materials are found here. The season calls for Dress Goods of quality which makes it more necessary to shop at this store where it has long stood for standard quality and value. Besides many special values are here which will be in evidence during the season. We tell you more: New Broadcloths \$1.00 to \$2.50 Cheviot Suiting \$1.00 to \$2 Fashionable Dress Materials Worsteds and Cloth Suitings

AS THEY SEE THE CHRIST. Able Sermon by Canon Abbot In the Cathedral. On Sunday morning last Rev. Canon Abbot preached a very thoughtful sermon from St. John vi. 27. It was his first Sunday at home after his holidays, and a large congregation was out to hear him. His text was "Howbeit, we know this man, whence he is, but when Christ cometh, no man knoweth whence He is." Canon Abbot said that different people demand different things of religion. Some felt that it should be concrete—in contact with daily life. The text points to another class. These men of Galilee found fault with the Christ because He was too familiar. The carpenter's son could not be the outcome of the Messianic forecast. He said that there is a geographical illustration of this difference in point of view. The universe is divided into two hemispheres, the eastern and the western. One half of the world, the east, is mystical. It hates to see things clearly. The dignity of the tomb is that it is vague, and ineffable. The other half of the world, the west, is practical and matter of fact. The eternal forces must be measured and controlled, in so far as they may be of use to man. The preacher said, it is the division between the Orient and the Occident. The east seeks ecstatic impulses; the west practical rules for the government of life.

FOUND IN SACK. Detroit Mystery With Woman at the Victim. Experts Say Her Limbs Were Amputated Before Death. Detroit, Mich., Sept. 6.—The headless, armless and legless body of an unidentified woman, enclosed in a coarse coffee sack, was found in Ecorse Creek, at the city limits early this morning. The body was badly decomposed, but it is judged to be that of a woman of about thirty years. The torso was naked. The body is that of a woman between five feet two inches and five feet five inches in height, weighing between 120 and 130 pounds, and well developed. Two bricks were enclosed with the torso, holding it down. The head and limbs of the victim had been cut cleanly from the torso. A sharp instrument was used, and evidently by an expert. The head and neck were cut from the shoulders, the arms cleanly, taken off and the legs cut so far up that the intestines protruded. The woman was alive when cut up establishing the fact that murder was committed.

MAPLE LEAF HAS CLOSED. Amusement Park Had a Good Day as Wind-Up. Large crowds were at Maple Leaf Park yesterday, as it afforded the last chance this year to visit the various concessions. From the time the gates were opened the people began to arrive, some with lunch baskets to spend the whole day. Confetti was handed to each person as they passed through the gate, and it was showered over everyone entering. The concessions all had a good day from a financial standpoint, for the people spent freely and enjoyed themselves to the utmost. In the afternoon a programme of bicycle races was run off, and the competition was good. In the one mile event race, Boden, of Hamilton, at the end of the first lap came up to fourth place. From then until the last quarter they fought, but in the last quarter they sprinted. W. Anderson, of Toronto, kept first place, and was closely followed by two other Toronto riders, Smith and W. Andrews. In the five mile race Anderson got away to a poor start, and it took him considerable time to get in a good position. Andrews would have won had it not been that he got into a bad rut and was also crowded. Anderson took the lead, and kept that position until the finish. Boden, a Hamilton boy, had the tire pulled off his wheel by running into a rut, and that prevented him from continuing the race. The finishing order was as follows: Anderson, Toronto, time 13 minutes 17 seconds; Andrews, Toronto; Smith, Toronto. After the concessions had closed last night the employees had a dance in the "Fall of New York" building, and the majority of them tripped the light fantastic until the wee small hours. The "Fall of New York" also ran a free show for the benefit of the employees and their friends. The majority of the concessions will agree to open up next year, and some new ones will be installed.

SLIDES ON FORK. Kent County Farm Hand Impaled When He Jumps From Mow. Blenheim, Sept. 6.—John Spangle, a Harwich man, residing on Neil Sinclair's farm, two miles south of here, met with probably a fatal accident this afternoon. He was assisting at threshing, and slid from the mow to the barn floor. In doing so he struck the butt end of a pitchfork that was standing upright, and the handle ran into him more than a foot. Two surgeons were summoned, but his injuries were dreadful, and he is not expected to recover. DIES FOR KILLING DOG. Spanish Mob Beats a Lad to Death for Shooting Vicious Animal. Madrid, Sept. 5.—The villagers at Astudillo, Province of Valencia, yesterday lynched a law student named Manrique, seventeen years old, son of a member of the Cortes, in revenge for killing a dog. Manrique was bicycling, when a big dog sprang at him. He had a revolver and shot the animal dead. The people, hearing the shot, rushed from their houses and chased Manrique, stoning him. He would probably have escaped, but a stone hit him on the head and knocked him from the wheel. He addressed the Canadian Club here to-day.

THE WORST YET. Clarkdale, Miss., Sept. 6.—Unable to get their hands upon a negro, McDaniel, who is alleged to have shot and killed a policeman in a raid on a crap game on Saturday night, and who was captured by a posse at Duncan, Miss., a mob of hundreds of citizens caught McDaniel's brother, Hiram, at midnight and lynched him, stringing him up to a telegraph pole on the spot where young Marshall fell dead after being shot. Was Murdered. Cobourg, Sept. 6.—The ballet is general news that the man found with a bullet wound behind the left ear, lying in a pool of blood between the rails west of Grafton station, was foully murdered. When found his coat was soaked with blood, and there were bruises on his forehead. No weapon of any kind has been found. The man, it is believed, was in Cobourg on Saturday night, and another man, who was recently in his company, has apparently disappeared, and the police are looking for him with the belief that he is not far away. Strathcona Hurt. Calgary, Sept. 6.—Lord Strathcona was badly injured in a runaway accident at Vernon, B.C., while driving out to see Lord Aberdeen's estate. He was thrown out of the rig, and as a result is still carrying his arm in a sling. He addressed the Canadian Club here to-day.