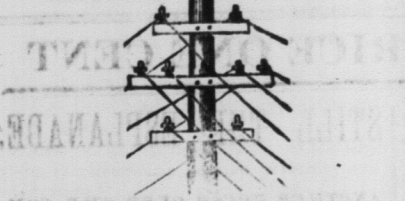


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WEDNESDAY MORNING, APRIL 6, 1911.

HAMILTON'S RAILWAY QUESTION.

For some time back there has been much agitation in Hamilton over the question as to what should be done with the Hamilton and Northwestern railway.

While the Ontario elections were pending the Globe kept quiet; now they are over and it is at its old work of decrying the country and the policy that the people have twice declared for.

The Northern railway and the Hamilton and Northwestern are allied together for working purposes, the management being in the hands of a governing board of eight members.

The general manager is a member of the board, without a vote. Each corporation, meanwhile, keeps up its own board of directors, who choose its representatives on the joint governing board for both roads as one system.

The Hamilton and Northwestern board consists of eight directors, of whom the county member for Simcoe is one, and the mayor of Hamilton another, in virtue of stock held by the city.

The present board is said to have three on the Grand Trunk side and three on that of the Canadian Pacific. A new board must shortly be elected, or, rather, six members only, the other two holding their positions as representatives of the city of Hamilton and the county of Simcoe respectively.

So evenly divided are the two parties that the votes held by the city of Hamilton are sufficient, it is said, to turn the scale either way. And hence the interest which attaches to the next Hamilton and Northwestern board.

To settle this question a meeting of the city council in committee was held Monday night, when every inch of available space was occupied by interested citizens.

Mayor Magill was chosen chairman and speeches were made by aldermen and other leading citizens. Letters were read from Mr. W. E. Sanford and Mr. William G. Dunn, who were unable to be present, strongly urging that a board composed of handing the road over to the Grand Trunk should be chosen.

We quote a portion of Mr. Sanford's letter, which states very clearly the case on the Canadian Pacific side of the question:

In my opinion the future growth of Hamilton and its manufacturing interests depend upon this question of railway competition being assured for all time by placing this railway under the control of the Canadian Pacific, which would forever give us competing lines to the seaboard and the Great Northwest.

The advantages in maintaining an independent line are, to me, trifling. They do not deserve much consideration. If an independent line, the Grand Trunk railway and Canadian Pacific having running powers over it, the road would be used by both companies only for such business as was forced upon them.

The Grand Trunk having access now, directly or indirectly, to most points touched by the Hamilton and Northwestern, it would surely consult its own interests, and use its own railway in preference, while the C. P. R. would naturally cultivate the business of Montreal and Toronto in preference to working up business for a road in which it had no special interest or voice.

On the same side of the question the principal speakers were Mr. John Stuart, Mr. B. E. Charlton, Mr. William Laidlaw, and Mr. Matthew Leggat. The Grand Trunk side, at all events the policy of maintaining friendly relations with the Grand Trunk—was sustained by Mr. John Proctor, Mr. William Hendrie and Mr. Edward Martin. Mr. Adam Brown said he had come in as a citizen to speak on the question in a calm, deliberate manner.

He did not take very great public interest in the question, as he was interested in the road from Gravenhurst to Callendar. He was an advocate of independence. He meant that if the question came before him plain and simple whether the Hamilton and Northwestern way be a railroad by either of the two great corporations, he would decide in favor of the

CANADIAN PACIFIC.

Canadian Pacific. He added that nothing would give him more pleasure than to see the closest alliance with the Canadian Pacific, but he was in favor of keeping up friendly relations with the Grand Trunk.

When the Great Western appeared to have almost sole control of Hamilton traffic, an alliance with the Grand Trunk was sought for purposes of competition. But now that the Grand Trunk has swallowed up the Great Western, alliance with the Canadian Pacific is sought for the same purpose.

That is about the amount of it, as far as at present appears. The thing wanted—the same saw as before—is substantially this, competition against the party in possession.

THE HARD TIMES SQUARE.

The Globe went out of the way yesterday to raise the hard-times scare. The country is going to the dogs, and the N.P. is doing it. Hear it!

The prosperity period has been short, and even now there are many who say that it has passed. Another period of depression is approaching, and the very government, which would do well to begeth in order to secure itself in power for the coming five years, is likely to catch the brunt of the hard times.

St. Leonard now quivers with dread, because he knows that his chestnut will soon be exposed to the comprehension of the simplest.

While the Ontario elections were pending the Globe kept quiet; now they are over and it is at its old work of decrying the country and the policy that the people have twice declared for.

In every line of the article you can see the sentiment "world to ruin the times would get hard and hard to come." And why does the Globe wish this? Through the purest political selfishness, through the most disreputable partisanship.

No true man desires to see the country ruined to vindicate his opinion. There has been a struggle there is a conservative feeling abroad, but times are not hard or likely to be bad for some years unless something unusual happens.

The mass of the people have not been looting money; the farmers have been and are prosperous; and as long as the bulk of our people are doing well times will be good. It is individuals and firms that are suffering—through over speculation or a reckless giving of credit.

It is not hard times that people must fear; it is extravagance. If the Globe were an honest journal it would warn people not to waste their money in speculation, in dress and ornament, in unproductive pleasures, etc.; but it is only a despotic party back and so it resorts to such beguiles as "hard times," "natural laws cannot be contravened with impunity," and predictions that the next budget speech must be "apologetic." Criticism is dead; such articles as those in the Globe of yesterday only serve to let the public know that the corpse is stinking.

With great reluctance we have been persuaded to print one more letter in the biblical controversy. It will, of course, necessitate a reply from Mr. Allen Pringle, which we shall be happy to give, as, however much we may differ from that gentleman's views, we cannot help admiring the able manner in which he treats his subjects, but that must be the last of a discussion which goes matter how protracted can scarcely lead to a satisfactory result.

The United States long ago went back on that part of their constitution which makes the ownership of real estate a natural qualification of suffrage for all foreign-born citizens; but Rhode Island has determined to make some other qualification necessary to acquire the right to vote besides naturalization and registration.

It proposes to institute a reform requiring all voters to be able to read the constitution of the state. This is really an educational qualification, and if it is practicable can fairly be considered a step in the right direction, but many people will consider it a retro-active movement and will therefore discontinue it.

We certainly do not envy the officials who may have to listen patiently to a series of stammering recitations of a proxy legal document, and surely something better, more entertaining, if less instructive and patriotic, might be got. How would our voters' lists officials like to be engaged for an interminable time in listening to unsatisfactory readings of the British North America Act?

Plymouth church, in Brooklyn, has decided to save the salaries of its paid quartette of singers, and the singing for the coming year will be led by a volunteer choir. The saving of money is the motive assigned for the change.

Last year the church paid \$6000 for the musical services, now the item is to be cut down to one-half. The reason for this, again, is said to be a falling off of nearly \$2,500 in the new terms.

The Belleville Intelligencer says: There is not a ton of stove coal for sale at Kingston, and the inhabitants are reduced to burning wood. The same is true of Belleville, and has been so for some days.

life that's easy and slow, and who on that account deserve the respect of the world, and not the ridicule of a thoughtless reporter. But apart from the respect due the dignity of age, the grey-headed and battle-hardened veterans who draw pensions are as a body as decent and respectable a set of men as any other section of the community.

The men who break out on receiving their petty quarterly allowances for services that at the time of their rendering cannot be valued from a very small percentage of the main body, and it is simply abominable that the whole crowd should be wantonly insulted for the failings of a few.

While many Canadians think the new St. Donald has been discovered in the disputed territory, several eminent English geologists are said to believe the golden region is in Wales. Small pieces of gold washed away from the hillsides have been found in the valleys of Lancashire; and they say if there are nuggets of gold in the valley or in the course of the old riverbed, that there is gold quartz in the mountains.

If some of the mountain ranges were tipped, it is likely a red gold field would be found there. From the run of the hills in North Wales, the gold reefs, if they were worth working, run from the coast line across Merioneth, North Montgomery, a part of Shropshire and Cheshire, near Derbyshire.

From the Brandon, Man. Sun we learn that Gen. Van Horn, the general superintendent of the Canadian Pacific railway, has announced the intention of the company to make an agricultural experiment this season that is likely to prove of great value as an advertising medium.

These farms are to be selected along the line of the railway, of the best, wide, and medium qualities of land, on which thorough practical farmers are to be placed, all fitted out alike and provided with equal facilities for cultivation.

It is intended that the experiment shall be fairly and honestly made. The production of each will be carefully noted and compounded. Visiting delegates or others will thus be afforded an opportunity to judge of the qualities of the Northwest lands by the results themselves as presented for regular proof.

Gen. Deller has a massive block of granite houses in Washington to which he will shortly be called upon to defend his title, and which are built upon land that has quite an interesting history. The land formerly belonged to Thomas Law, a brother of Lord Ellenborough. He was connected with the East India company under Warren Hastings, and came to America to prevent his being a witness in the Hastings trial. He landed in the United States with about \$500,000 in gold, and fell in love with Miss Curtis, the granddaughter of Mrs. Martha Washington.

To ingratiate himself with Gen. Washington, Law made large purchases of land in Capitol hill, and gained his wealth. The marriage was unhappy, and when his wife was about to be a girl a suit for divorce he conveyed his real estate to a friend. The consideration paid was nominal, but the papers are said to be legal, and were recently found by a descendant of Law's friend.

A correspondent signing himself E says he was recently talking with a gentleman relative to the Montreal Witness. The latter said the Witness was a better paper than either the Mail or Globe. Our correspondent writes: "I said I didn't think much of either of them, and that I took a better paper than any of them—The Toronto World. And I see now the same party is a constant reader of the World."

We receive scores of such letters, but our innate modesty usually prevents their publication. The writer, however, of the particular letter in which the extract quoted appears, would evidently be greatly disappointed if it was not mentioned. We therefore refer to it, and at the same time would remark that the general testimony warrants us in applying the words to The World of a publisher of another local sheet: "It is universally admitted to be a spicy little paper."

BIBLICAL CONTRADICTIONS.

To the Editor of The World. Sir: Anyone who attacks the literal teaching of scripture, on the ground that they are not scientifically true, ought to be careful that he is himself scientifically correct in his literal references. Will Mr. Allen Pringle kindly state the passage in scripture from which he calls the following remark: "The bible teaches us that it is only about 6000 years since Adam and Eve, our first parents, and all other terrestrial life were made and placed on the earth."

No date is named for either, but simply "in the beginning." Now it is stated at what date God said, "Let us make man in our image after our likeness." I admit there is no force in this objection of mine except to a literalist, but then Mr. Pringle is a literalist.

It is a very extraordinary piece of logic indeed, to allege that because matter and force are indestructible, therefore neither ever had a cause—or, as Mr. Pringle puts it, "never were created." This is to say that an effect is its own cause, and that which is logically consistent to conclude that an effect is found to be "indestructible" and therefore its cause must be also as unceasing and indestructible, however widely we may differ as to what or who is that cause.

There are more contradictions in the early chapters of Genesis than even Mr. Pringle has pointed out. For instance there are two distinct and differing accounts of the creation of man. In Genesis 1st and 2nd it is said, "God created man in His image and brought him into the world." And the 7th which the Lord God had taken from man made a woman, which things are an allegory, as St. Paul says of some

other portions of scripture, an allegory whose meaning it would be hardly fitting to do more than hint in the space afforded me in your columns. But it is to say that just as mention is first made of the creation of the "heaven," or the spiritual realm, and then the "earth," or natural realm comes in, so in the second chapter the spiritual being of man is described in the first narrative of his creation and the physical or material in the second. While by the creation of the woman, who is the symbol of love, is typified the creation of the natural affection which is the "oil" or structure built from the natural truths nearest and most dear to the heart.

Mr. Pringle must be well aware that allegory was the universal style in use for the conveyance of truth in early ages in eastern lands, and that Moses was initiated into all the learning of the Egyptian priesthood, as he may not be aware that these were in possession of much of the most ancient divine word of which the first nine chapters of Genesis are probably a fragment. Is there anything inimical to a belief in the existence of a divine revelation, in a revelation in the language and style of the ancient people to whom it was meant to convey the truth? True we had not the key to it, it is later ages, but we are finding it again—it is given to us; and scientific research has largely confirmed the allegorical character of the Bible.

The Bible treats of the inner causes of things, not of the external effects and their phenomena, except in so far as the latter are connected with the nature, attributes, character and being of Him who is the God of the universe, and of all created things both visible, man and beast, and his universe.

I am not mistaken Mr. Pringle would scarcely consider himself a preparator if he taught his child to understand that where he sees the sun rise in the east, and where it sets in the west, it would be true in his appearance; it would be true in his appearance; it would be true in his appearance; it would be true in his appearance; it would be true in his appearance.

Second Fiddle. "What is that noise we hear, mother?" "That is a man learning to play the violin, my child." "Is he sick, mother?" "No, he is not sick, my child, as you suppose, but every one in the neighborhood is. They wish he would be sick and die." "Will he die, mother?" "No, my child, he will not die. He will keep on this way for years, and finally get to be an expert second fiddle in a very poor orchestra." The coffee prepared by the Li-Quor Tea Co. is perfection.

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ment has effected permanent cures after all the efforts of the physicians had failed. I am convinced, simply from what I have seen, that almost any disturbance of the human system that results from disorders of the stomach can be alleviated, and, in most instances, cured in the same way. The very simplicity of the thing may cause some to hesitate about attaching much importance to it; but, like the proper sanitation of your dwelling, it is the truest disease and it cures where all the drugs of the pharmacopoeia will fail.

Somebody's child is dying—dying with the flash of hope on his young face, and somebody's mother, whose notice of the time when that dear face will be hidden where no ray of hope can brighten it—because there was no cure for consumption. Reader, if the child be your neighbor, take this comforting word to the mother's heart before it is too late. Tell her that consumption is curable; the men are living to-day whom the physicians pronounced incurable, because one lung had almost been destroyed (your dwelling), it is the truest disease and it cures where all the drugs of the pharmacopoeia will fail.

The Bank of Emigrants. From the Detroit Evening News. The immigrant business over the Canada Southern and Michigan Central has of late been something extraordinary, and the season promises to be unprecedented for the rush of people from Europe to America.

Most of the immigrants for the northwest seem to be provided with sufficient provisions for their journey, and their destination. The immigrants are so thick at the Central depot nowadays and bound to so many and so far that it is necessary to attach them to some of the trains, and to send them from that point taking wrong trains. As none of them speak English, it is no easy matter in the confusion of travel to avoid mistakes, but the railroad men have now reduced the immigrant business to a system and see that none of them get lost.

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