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PARTISANISM IN ONTARIO.

The moral which the By-elections continually draw from Ontario politics is that the party system is out of place in this province. The contest, he says, is not over issues, but over mere shibboleths. There is simply a perpetual faction fight and a senseless division of the community into two hostile camps.
 After all the rancor, calumny, trickery, expense and corruption of a party election, followed by the unwelcome scenes of the struggle in the election courts, and then by the Gagey affair, with the fury of faction which it awakened, and the ultimate defeat of justice, to what have we come? We have come to a government tainted by the process which it has undergone, with more than half the voters of the province arrayed against it, and with a parliamentary majority of four, so that it is at the mercy of any three backbenchers. Such a government will inevitably be tempted to maintain itself in power by means akin to those by which it has narrowly escaped defeat; if not by actual corruption, by unscrupulous use of patronage, by concessions to sinister interests and by demagogic legislation.

In answer to the question, What is to take the place of party? he says: "We have only to fall back upon the natural and constitutional operation of the elective system, give up the shibboleth, disband the organized forces of faction, break up the machines, put an end to nominating conventions, which take the choice of candidates out of the hands of the electorate. Let candidates be open to anyone who can obtain the endorsement of a certain number of electors."
 The meaning of this, we take it, is that the justification for the party system being absent in Ontario, there is no sense in using the forms and traditions of party in and keeping alive party animosities. There is certainly something very remarkable in the fury with which two parties will contend when there is apparently nothing to fight about; when there are no issues and when there are not even enough offices to so round. In fact the unreasoning enthusiasm of the rank and file of the parties can only be explained by the sporting and combative instincts of men. The less there is to fight about the keener the struggle seems to become. The substance having gone the partisans seem to cling with more desperate tenacity to the form.

A STATESMAN OF THE CHURCH.

It is not surprising that the illness of Pope Leo XIII. has been watched with world-wide anxiety and sympathy. The church of which he is the head has hundreds of millions of members in Europe and in America, and their feelings cannot be wholly understood by those of other faiths. But no impartial observer, whatever his faith, can have failed to perceive in his career the evidence of statesmanship, as well as of a peculiarly lovable character. We are all familiar with his picture, in various forms, and every one gives the same impression of benignity, of saintliness without bigotry or austerity; the smile seems to indicate not only kindness, but a certain indulgent humor.

Other qualities are required besides amiability and purity of character. The Pope, to do his duty well, must be a statesman. The controversy about temporal power is largely a question of words. A sovereign, as we know in our own case, may wield power and influence far beyond that designated by the letter of the law. The encyclicals issued from Rome touch on a great variety of public questions, such as the relations of capital and labor, and the amount of influence exerted upon the Catholic mind by these deliverances is a matter that lies beyond the range of law. In countries where there is a large Catholic population, the quality of citizenship must be very largely influenced by the leadership of the church, and it is a matter for general congratulation when the leadership is wise and statesmanlike.

ELECTRICITY IN FARMING.

Some time ago there was a disposition to make merry over the suggestion that electricity might be used on the farm. We commend to the humorists who are doing this in Germany, electricity is largely used in German farming operations. On one farm in Eastern Prussia, for instance, every bit of machinery is run by electric power. Every part of the farm is lighted by electricity and is in constant communication with every other part. Electricity is pumped by electricity. The farm has its own threshing and grist mill run by the same power. Night work can be done in the fields when necessary.

In short, electricity can be put to all the uses on the farm that are possible in the city. The real origin of all this ridicule about the use of electricity on the farm is the old notion that farming is a semi-barbarous business, which does not require to keep pace with the general advance of civilization.

tion. The modern idea is that farming is a scientific industry or rather a collection of scientific industries, in each of which there is as much room for skill and intelligence as in any manufacture carried on in a city. This idea will ultimately prevail and thereby the profits of farming will be greatly increased and the pleasures of farm life much enhanced.

SAFETY AIDS FOR TRAINMEN

Continued From Page 1.

for use on the Canadian railways after the passing of this act shall be provided with the following attachments for the security of railway employees:
 Outside ladders, on the opposite ends and sides of each car, projecting below the frame of the car, with one step or rung of the ladders below the frame, the ladders being placed close to the ends and sides to which they are attached;

Hand grips placed anglewise over the ladders of each box car and secured as to assist persons in climbing on the roof by means of the ladder;
 All cars must be fitted to comply with subsection five of this section on or before the 31st day of July, 1903.

I have carefully read the evidence that was given before the hon. gentleman at the time the representative of the several railway companies gave evidence. I find that certain gentlemen belonging to the companies have stated that the railway employees of Canada are opposed to the amendment I have just read.

I can contradict that statement by some other resolutions that I hold in my hand, passed by the railway employees of this country at all the railway centres in British Columbia, the Northwest Territories, Manitoba, Ontario, Quebec and the eastern provinces. In these resolutions the railway employees declare themselves most decidedly in favor of this amendment. I have read the evidence and I am able to make that statement. It is not the officers of the railway companies or the men employed in shunting who are in a position to judge as to whether this amendment is a proper thing. The only men who are competent to judge of that are the men who have to use these ladders when they climb on and off the cars. I know of my own personal knowledge that the side ladders are absolutely necessary to those by which it has so narrowly escaped defeat; if not by actual corruption, by unscrupulous use of patronage, by concessions to sinister interests and by demagogic legislation.

When they are approaching a station, instead of waiting for the train to haul up to the station, they get out of the caboose at the rear of the train, climb up on top and pass over the entire train in order that they may be at the station as soon as the train stops and get off and get their orders. When the conductor says "stop" they stop for the caboose to come along when the train is running at a considerable speed. The object of this is to enable him to get on top of that train without running the danger of climbing up from the ground, where he might possibly fall off and be run over. He gets up on the side ladder before the train has stopped, and by the means he gets on top of the cars and passes back to the caboose. By adopting this method he is saving time and gets the train faster over the road, instead of having the train slacken up for him to get on, as was the case in the evidence here. Therefore, notwithstanding the statements made in this evidence to the contrary, it is abundantly shown that these side ladders are required.

Skill in Doubt.

The Minister of Railways and Canals: The subject of these side ladders has been much considered by me. I had the honor of hearing people representing the railways and some representing the operators, and I felt somewhat embarrassed in trying to come to a conclusion as to whether the disadvantages or advantages of the side ladders preponderated. The more I thought of the question the more I felt that this parliament was not capable of determining a question of that kind, that the board which is to be charged with these duties could much better be trusted to decide this question. Now we have under our general railway law given full power to the board, which is authorized to make proper arrangements are altered from time to time when in their judgment they may deem it necessary. When we here in the House take a particular sort of application should be adopted we are making it imperative upon the board to do so, that the board which is to be charged with these duties could much better be trusted to decide this question. Now we have under our general railway law given full power to the board, which is authorized to make proper arrangements are altered from time to time when in their judgment they may deem it necessary. When we here in the House take a particular sort of application should be adopted we are making it imperative upon the board to do so, that the board which is to be charged with these duties could much better be trusted to decide this question.

Mr. Maclean: I agree with what the hon. gentleman from Elgin (Mr. Maclean) has said. I have heard of a large railway centre, and the hon. gentleman said that the men asked that a bill of this kind should be passed. I took up the question. We were told then that it should be delayed until the next session of the House. In the United States, but we are no further ahead today than we were seven or eight years ago. In the United States they gave the railway companies a certain number of years to provide the equipment, and the men in the United States are, in consequence, in a better position than they are in Canada. It is useless to put this to a board to haggle over; the only proper thing to do is to put it in a law book. The Brotherhood of Trainmen have passed resolutions all over the Dominion in favor of this amendment. I have heard of a man in the east, where an attempt had been made to get an expression of opinion from the House, and he said that he would like to see the proof of that statement. In the interchange of foreign cars the side ladders are used.

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well equipped to determine such a question. Mr. Maclean: There may be some things, as the hon. gentleman said, of preventing discrimination in rates, that we want the board to deal with, but in connection with mechanical appliances could not be referred to the board. If the board is to be bothered with matters of that kind and if the hon. Minister proposed to refer this question to two or three men to report to this House I could see some sense in a reference of that kind for the purpose of gathering facts. It was even suggested seriously by an hon. gentleman on the opposite side that we should leave it to the commission. I say what shall be a suitable and sufficient cattle-guard. If this board is not able to do its work well it will be a fault, because we have imposed so many duties upon it. If we do agree that these ladders should be put upon the cars it would be well to say so in the bill, as proposed by the hon. member for Elgin.

Mr. Sproule: It seems to me that the parties above all others who will be benefited by the passing of this bill are the train men, and if they desire it they should have it, because the danger all the time. They are the parties who would be injured in the event of the appliance being not proper one, but practical experience convinces them that it would be a benefit to them.
 The Minister of Railways and Canals: They do not agree.

Mr. Sproule: The very fact that the number of resolutions mentioned by the hon. gentleman has been so large, and that passed is pretty conclusive evidence that the great bulk of the employees of the railway companies in this country are in favor of adopting that appliance, and I think we ought to accept that evidence. I am not sure that the railway is very expensive to the companies, and therefore it could not be objectionable to them.

Mr. Maclean: Some years ago the hon. member for East York (Mr. Maclean) introduced a bill containing the same section, and the former member for West Elgin (Mr. Casey) had a bill introduced in the House. Both of these bills were referred to a select committee to inquire into all these matters, and the select committee did inquire into them, and I think you will find on carefully reading over the evidence that was given before the committee that this is one of the things that the railway employees want. I am not sure that the Canadian Pacific Railway and the Grand Trunk Railway Companies both oppose this bill. I am not sure that the companies are doing this now. Other companies are doing this now. They are doing this because they are not sure that they have no opportunity of coming and presenting their case. I am not sure that the railway employees are a little backward about coming to a place of their own choice and differing with the companies on so important a question as this. That is the reason I feel that they should be put to the test. I think gentlemen on both sides who are opposed to this bill, and I think gentlemen on both sides who are in favor of it, should be put to the test. I think that between now and later on the side of the companies there will be a great deal of legislation. The hon. gentleman will look at section 11. He will see that he has specifically defined the terms of equipment that must be provided. We have greater justice now in this respect than we had in the past. The equipment that is to be provided is specified in the bill. The equipment that is to be provided is specified in the bill. The equipment that is to be provided is specified in the bill.

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Men's Neglige Shirts

This kind of weather is hard on a stiff, starched shirt, but harder on the man that wears one. We come to his relief by offering for 50c a negligee shirt, that, but for an imperfection in the laundering, would bring us \$1.00. This imperfection hasn't hurt the shirts—only the price.

1,200 Men's Neglige Shirts; in fine Madras qualities; mercerized stripes; laundered neckbands; pearl buttons; fast washing colors; the patterns include the very latest American designs, in light grounds, with fancy stripes and figures; also in plain white; correct style to wear without a vest; sizes are from 14 to 17 inches; \$1.00 values; Early Closing Sale Saturday.....**50**

Bathing Suits

84 only Men's Bathing Suits: combination style; made of all wool cashmere; knee length; knee sleeves; pearl buttons; splendid value at \$1.50; all sizes; Early Closing Sale Saturday.....**79**

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11 dozen Men's Plain White Straw Hats; boater shape; leather sweatbands; made of fine rustic straw; light and cool wearing; excellent value at 70c; Early Closing Sale Saturday.....**39**

Men's Vests

Men's Fancy Duck Vests; single-breasted style; plain fawn and fawn with neat spots; 4 pocket vests; detachable pearl buttons; knee length; sizes 34 to 40; \$1.25 to \$1.50 values; Early Closing Sale Saturday.....**99**

Black Suits

Men's Black Suits; made from all-wool imported clay twill; single-breasted; square or cutaway style; strong Italian binding; sizes 34 to 44 chest; \$10.00 values; Early Closing Sale Saturday.....**10.00**

Panama Hats

Men's Genuine Panama Hats; crush and fedora shapes; latest English and American styles; natural tan Russian calf leather sweatbands; bleached and unbleached; pure silk bands; prices ranging from \$5.00, \$7.50, \$10.00, to \$15.00.

Yachting Caps

10 dozen Yachting Caps; suitable for men, ladies or boys; made of fine white duck or pique; self-colored and leather peaks; 35c values; Early Closing Sale Saturday.....**19**

Boys' Suits

60 Boys' 2-piece Suits; Norfolk jacket style; made of imported

Two Refrigerator Specials

A refrigerator is something greatly in demand at this season for keeping fresh and tasty perishable fruits, farm produce, etc. A chance on Saturday to save at least three dollars on one of these. See them on Furniture Floor.

15 only Refrigerators (assorted lines), made of choice ash, golden oak finish; insulated with mineral wool; removable heavy brass hinges and locks; new swing base; sliding, adjustable shelves; some of our choicest lines; \$24 to \$29 values; Early Closing Sale Saturday.....**21.90**

8 only Refrigerators; Michigan cleanable; made of selected ash; thoroughly seasoned and kiln dried; finished golden; eight heavy brass hinges and locks; zinc lined; cleanable flues; galvanized steel ice racks; heavy bronze lever locks; extra well made and finished; Early Closing Sale Saturday.....**15.50**

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Since there are but twenty-seven pairs of these beautiful Net Curtains, worth from twelve to twenty dollars, they should be picked up before nine o'clock Saturday morning. Seeing is believing. Come at eight:

27 pairs only High-class Renaissance Net Curtains; 50 to 58 inches wide; 31 yards long; finished edges; white, ivory or ecru; this is a splendid large well-made curtain, both Battenberg and Renaissance styles; a chance to buy this grade of curtain only comes once in a long time, would be good value at \$12.00 a pair; Early Closing Sale Saturday.....**9.75**

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190 YONGE ST., TORONTO

what they want, I think he is going entirely too far.

The Minister of Railways and Canals: What does the hon. gentleman mean? I did not say that they did not know what they were talking about, and I would think the hon. gentleman not to put words in my mouth which I did not use.

Mr. Ingram: I am simply drawing an inference from what the hon. gentleman has said. The Minister of Railways and Canals: You have no right to draw that inference. Mr. Ingram: When a question comes up in this House involving the rights of the workmen of this country and is treated in a sneering manner by some hon. gentlemen opposite, I want to say that these men have as much right to be treated with consideration in this parliament as any other men.

The Minister of Railways and Canals: I have as much consideration for the rights and interests of the workmen as the hon. gentleman has. Mr. Ingram: Then the hon. oratorical gentleman should not only prevent me putting their case before this House, but he should make a car for them. The Minister of Railways and Canals: The trainmen who are mounting the cars at night and day, in the rain and bad weather, who take their lives in their hands, are to be told that they do not know how to take care of themselves, that they must mount them in the most dangerous way, forsooth, because the master car builders do not favor these side ladders. I know from personal experience the inconvenience that these men have to suffer. I have thousands of times mounted the railway cars of this country, and I am not ashamed of it. While doing that I associated with just as intelligent men as those I have associated with in this House—men who are as capable of understanding their own case as any hon. gentleman in this House. There are college-bred men occupying positions on trains in this country, men who are as capable to be representatives in this House as hon. gentlemen who are here. And are these men to be told that they do not know what they want, and that they are entirely mistaken, and that the master car builders' association know better than they? I tell you it is a matter of life and death to these men. It may be of more interest to the hon. gentleman to have the railway companies pay larger dividends instead of supplying the things that are necessary to protect the lives and limbs of their employees. I have read all this evidence given by certain railway companies, and I say that the statements made there are not justified by the facts. I challenge the hon. Minister to appoint a special committee, and have the railway employees come here, and see whether these statements are true or false. It is all very well for the large corporations to oppose side ladders because they have adopted side ladders. All I have to say is that if the employees do not know better than the companies what they require, then God help the employees. I have not come to this House to give an opinion as to whether the side ladders are a good thing or not. I have come to this House to give an opinion as to whether the statements made there are not justified by the facts. I challenge the hon. Minister to appoint a special committee, and have the railway employees come here, and see whether these statements are true or false. It is all very well for the large corporations to oppose side ladders because they have adopted side ladders. All I have to say is that if the employees do not know better than the companies what they require, then God help the employees. 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