

THE HAMILTON TIMES

SATURDAY, JUNE 12, 1909.

A GROWING EVIL.

The United States Census Bureau has just issued a second bulletin giving the results of a statistical inquiry into divorce extending over the 20-year period ending with 1906.

These bulletins contain some facts of great importance to those interested in the study of the divorce question. They show that during the first period of twenty years the number of divorces in the United States averaged 38 per 1,000 of the population.

Parliament, the course of which may in a general way be traced:

- 1856—Bill passed Commons, July 2; rejected by the Lords, July 23.
1862—Bill again rejected by the Lords.
1866—Bill rejected by the Commons.
1870—Bill rejected by the Lords on a vote of 77 to 73.

The deceased wife's sister cause was gaining, however, and on May 6, 1884, the Commons adopted a resolution in favor of legalization by a vote of 238 to 127, but the Lords still remained obstinate, and rejected it in 1886 by a vote of 149 to 127.

But while these marriages are now legal, there is a very strong feeling against them in the church; and the suit referred to in the foregoing is in all the cases covered by the two bulletins children were involved in only 40 per cent.

EDITORIAL NOTES.

NO SPONGING.

Sir Hugh Graham alleged at the Imperial Press Conference that "for long years Canada, under both political parties, has been sponging on the motherland for protection."

DECEASED WIFE'S SISTER.

A very interesting case, an echo of the long fight over marriage with deceased wife's sister, was recently heard and decided in England.

OUR EXCHANGES

THE CIGARETTE.

TO SUE PRINGLE.

NEW RACE CRY.

MUZZLING DOGGIE.

ARE MENACE TO HEALTH.

PLAYGROUND EQUIPMENT.

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INTERRUPTION.

(Toronto News.) A pretty girl, a summer night, Serene and balmy airs, A wild alarm, a sudden flight— Father is on the stairs.

ANOTHER SLUR.

(Toronto Telegram.) Assuredly the General Assembly of Canadian Presbyterianism has more sympathy with higher critics of the Old Testament than with higher critics of the Old Party.

MUST BE SOBER.

(Moncton Transcript.) One of the signs of the times is the recognition on the part of the business world of the advantage of employing only men who are temperate.

BUT IT WON'T.

(London Free Press.) Rev. A. C. Crews appears to think that since men raise their hats and give up their seats in street cars to the ladies there should be a reciprocal removal of hats in church.

REV. DR. PRINGLE.

(Brantford Expositor.) Rev. Dr. Pringle, late of the Yukon, made a sensational speech in the Presbyterian General Assembly on Thursday last, in the course of which he alleged maladministration in the Yukon and attacked certain members of the present Dominion Government.

ONE REASON.

(Ottawa Free Press.) Some people in Canada ask why the Liberals of England are so determined to tax the unearned increment of land.

MONTREAL DRY DOCK.

(Bradstreet's.) The steady growth of the port of Montreal is keeping with the expansion of foreign trade which Canada must enjoy during the next few years.

GOING AWAY?

(Philadelphia Record.) Then consider. You've bought hats. You've lovely dresses. And doubtless you'll have a good time.

THE MINISTER OF LABOR.

(Toronto Saturday Night.) Those who have ever seen the Hon. Mr. King at his work in the industrial investigations will have no difficulty in understanding the appointment to this important post of one so young.

GOOD TEMPLARS.

There was a large attendance at the meeting of International Lodge held in the C. O. F. Hall last evening. Two candidates were initiated and one proposition for membership was received.

public favorite, and he and his owner must walk circumspectly in the ways of the ordinance, which requires the muzzling of every animal allowed at large.

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PLAYGROUND EQUIPMENT.

A Number of Subscriptions Received and More Required.

The Children's Playground Association, which has but recently been organized, met yesterday afternoon in the Board of Trade rooms and discussed the best way to secure money for the furtherance of their schemes to provide for the children during the summer months.

The Patterson-Tilley Co. \$20 Mr. Frank Bruce \$10 Stanley Mills & Co. \$10 N. D. Galbreath \$10 Wood, Vallance & Co. \$15 Robert Soper \$15 Long Lane \$15 Anonymous contribution \$25

Brennen & Co. \$50 All the subscriptions should be handed in to Mr. R. K. Hope, Treasurer. It is hoped by the members of the Association that the citizens will realize the importance of the playground and take in keeping the young children off the streets and be liberal in their subscriptions for such a worthy cause.

The committee appointed to visit the School Board reported that the Board had seen fit to recommend the scheme. The committee granted the request that the Hess street school grounds be used for the summer months as a children's playground.

Mrs. A. Woolverton submitted a diagram of the grounds, showing the most convenient places for swings and other forms of amusement. It was decided that a sand-box, baby swings, see-saws, basketball, giant stride, swings, teeters and slide would be good forms of amusement, and some of them have already been offered by kind friends who are anxious to see the work extended.

The advisability of having the different amusements erected or purchasing them ready to be put up was discussed, but before anything definite could be done it was decided to wait and see how well the people of Hamilton will support a movement of the kind.

ARE MENACE TO HEALTH.

Board of Health Protests Against Private Sewers.

"Private sewers of the city are a menace to the public health," said Frank Quinn, acting chairman of the Board of Health, who appeared with a deputation from that body before the Sewers Committee last night to explain why they recommended the building of a number of new sewers.

Wilson street, Emerald to East avenue. Macaulay street, John to Catharine street. Simcoe street, James to Hughson street. Ferris street, Clark avenue to Emerald street.

Contracts were awarded for the following sewers: Aurora street, from Forest avenue to Charlotte avenue, to S. Chessman, at 55 cents a foot; engineer's estimate 68 cents.

Clinton street, from Ruth to Lottridge street, Andrew Mercer, 94 cents a foot; engineer's estimate 81 cents.

Emily street, from Barton street to Emily street, S. Chessman, 60 cents a foot; engineer's estimate 90 cents.

Fishery Inspector Kerr and a large deputation from the north end appeared and protested against the Canada Sewer Company being permitted to drain water containing sulphuric acid into the Wellington street inlet, because it was injurious to fish and damaged boats anchored in that part of the bay.

The city engineer said he had investigated, and assured himself that the water draining into the inlet was not harmful to fish. J. Orr Callaghan explained that the company was installing another settling tank, which would remove the nuisance complained of by boat owners.

Thomas Barnes, who made application to connect his property on King street with the Sherman avenue sewer, has not executed the necessary agreement yet. This was the case over which the city had litigation.

The old question of township people connecting their houses with city sewers was up again. W. H. Yates, president of the London Machine & Tool Company, built a sewer at the cost of \$400, and was prepared to connect with the Main street sewer, when the department stepped in. He will be permitted to make the connection, subject to an agreement. The committee was informed that other property owners had connected without permission, and they will have to sign a similar agreement.

THE BRAKEMAN IS HAPPY.

He Sleeps on the Company's Time and Has All the Leisure He Requires.

"I have slept in my own home only one night the last year," said the brakeman of a passenger train which carries commuters chiefly, "and that was only because I was transferred to another run for a few days to substitute for a man who had to testify in a damage suit. It seemed very odd indeed sleeping at home."

"Where do you usually sleep?" was the natural question. "In the cars, of course," said the brakeman. "Most of us who work on the trains that take care of the suburban travel do all our sleeping on the job, on the company's time, mind you, and we have nearly half of every twenty-four hours free for full, wide awake enjoyment of our homes."

"Then you are not of the opinion that your lot in life is hard?" asked his listener. "Not on your life," said the brakeman. "I might kick on the pay, but I have no kick coming as to hours. Now, take my regular job."

"I live in Jersey City. I have to report for duty a little before 8 in the evening in time to get the lights on in my train, which starts out about 8 o'clock. We go thirty-two miles up the line, to the limit of strictly suburban travel, arriving at 9:25. We start back at 11:02."

"There's a good hour and three-quarters to loaf, and we all get a preliminary nap. It comes easy when you get in the habit, and as far as I can see a railroad can sleep anywhere and under any conditions if he's a mind to."

"We got back to Jersey City at 12:23 and then we got our regular sleep, a good stretch of nearly four hours, for we don't start out again until 4:15. We sleep comfortably, too. We keep blankets and pillows in the baggage car. You may not have noticed it, but the backs of the seats in the smoking car lift out, and on two seats we can make a very comfortable bed."

"Noisy? Well, the shrieking of locomotives and the rattle of cars over switches seem to affect us as much as the croaking of the frogs and the singing of the tree toads affect the dwellers in the country. We get a good sound sleep of at least three hours and sometimes more."

"Once in a while the passengers by the early morning train surprise us at our toilet and I have to hustle to get the tail lights on and the car lamps lit before the train pulls out. We get twenty-five miles out on this morning trip and there's a wait of about an hour and a half before we start in again."

"In that wait we round off our night's sleep and quit work, when we reach Jersey City at about 8, in fine shape for a long day of anything that suits us. Of course most of us work in a nap before we start out again."

A C. P. R. freight train which left St. John, N. B., was stalled near Fredericton Junction by catpillars, which covered the track an inch or more deep, for nearly two miles. The train crew had to shovel the track clear.

SHEA'S BARGAIN DAY

Monday, June 14, 1909

You Can Always Save Money By Shopping on Monday at

HAMILTON'S GREATEST BARGAIN HOUSE

Rousing Bargains in Dress Skirts, \$5 for \$2.49

200 Women's Dress Skirts, black and a full range of colors and sizes, trimmed with broad folds and buttons; all thoroughly well tailored; Skirts that are worth \$4.00, \$4.50 and \$5.00, Venetians, Lustras, etc., on sale Bargain Day for \$2.49

Biggest Bargains in Muslins Ever Offered

10,000 yards of Fine Muslins, Fancy Lawns and Linens, etc., etc., goods worth from 18 to 50c. We have divided this lot up into four lots, and you can have all you want of them on Monday at the following cut prices:

18c Muslins for 10c 25 to 30c Muslins for 15c 20 and 25c Muslins 12 1/2c 30 to 50c Muslins for 19c White Swiss Muslins 18c for 12 1/2c Mill Ends of Victoria Lawn, 42 inches Wide, 12 1/2c for 7 1/2c

Women's Underwear Worth 50c for 29c

Knitted of fine double thread Egyptian halbrigan cotton. Vests are long sleeves, short sleeves and no sleeves. Drawers are umbrella and fitted knee styles, full 50c values, on sale to clear at per garment 29c

Women's Ribbed Vests, 3/4 Sleeves and No Sleeves, 20c for 10c

Made of fine white mill with long sleeves, neatly embroidered fronts, worth \$1.00, on sale Bargain Day for each 50c

Women's Waists \$1.00, Worth \$2.00.

Made of fine lawn in tailored style, with collar and cuffs, also embroidered fronts, lace trimmed, \$1.75 to \$2.00 values, on sale Bargain Day each \$1.00

Women's Black Satin Underskirts, 50c, Worth 75c

Made of satin, all black, with wide pleated flounce, full value for 75c, on sale Bargain Day for each 50c

Bargain in Window Shades, 65c Value for 39c

Made of opaque shade cloth with either lace or insertion at bottom, mounted on good spring roller, easily worth 50 and 65c, Bargain Day each 39c

A Clear-up in Floor Oilcloth

Good patterns, 1 1/2 yards and 2 yards width, worth 20c, a clearing up of odds and ends at per square yard 11c Table Oil Cloth, old patterns, to clear at per yard 15c

Bargains in Notions

Tourist Ruching, per box 10c Side Combs, worth 20c, for 10c Fancy Silk Hose Supporters 50c, for 29c Lace Collars, worth 75c, on sale for 29c

A Big Bargain in Table Cloths

Pure Linen Table Cloths, fine Damask patterns, 2 x 2 1/2 yards, a grand assortment of patterns, worth \$2 and \$2.50, on sale Bargain Day for, each \$1.48

A Special Sale of Lace Curtains at Less Than Wholesale

White Saxony Flannelette 15c, for 9c Bleached and Cream Tabling, 50 and 60c, for 25c Factory Cotton, 34 and 36 inches, 5c, for 3c

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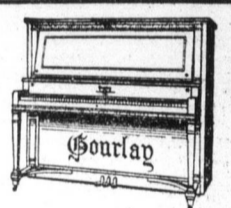
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ALL THE GOOD THINGS YOU HAVE HEARD ABOUT

Gourelay Pianos

will be abundantly verified if it should be your good fortune to possess one.

They charm the most critical and astonish those who are inclined to be incredulous.

GOURELAY, WINTER & LEEMING

66 King Street West.

It's Just This Way

If your eyes or your glasses give you any trouble, you have the assurance of having them put right—just right—quickly and at moderate cost.

Call on

GLOBE OPTICAL CO.

111 King East. I. B. ROUSE, Proprietor.

that night, but practically the whole day is ours.

"Two round trips of fifty or sixty miles each makes a day's work and not a very hard day either. In fact, I rarely take a day off, for I have all the leisure otherwise that I care for."

"Even the men who have day runs get in a good lick of sleep on the waits they have. If you must be a brakeman give me a pair of suburban runs out up as mine are. Deliver me from freight trains; that's all I ask. I tried freighting for a year and don't want any more of it. It's all work and no sleep."—N. Y. Sun.

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