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The Watchman-Warder

THURSDAY, AUGUST 31st, 1899

A Letter from Dr. McKay

The Late Member for West Victoria writes of some Matters.

SAYS HE HAS DONE MUCH FOR THE RIDING-DID NOT WISH TO GO INTO THE CONTEST-HAS LOST MONEY IN POLITICS-THINKS HE WILL GET BACK THE RAILWAY BONUSES OF THE NORTH.

To the Editor of the Watchman-Warder.

Sir, -Permit me, with your usual fairness to make some references to a recent editorial in your journal and to Mr. Hughes' letter, both bearing on the North Victoria campaign, but more particularly I ask your indulgence while I give my views on railway bonuses granted by many municipalities in North Victoria years ago.

Your article summarized says: "Dr McKay did nothing for the benefit of his constituents in West Victoria. He is, besides, a blind partisan and when compared with the great and independent parliamentarian Col. Sam. Hughes he is utterly discredited and consequently will be defeated. The prospects of his party are doomed in the leader." The above is a fair condensation of your article. What I have done during my eight years in the legislature I am quite willing to leave to the Conservatives of Eldon, Carden and Dalton. They at all events are frank enough to tell me that since confederation, I was the only representative who secured for this section justice and proper recognition at the hands of the government of the day, in the matter of colonization road funds. As to my partisanship, allow me to mention that of the more than ten thousand dollars appropriation on roads and bridges during my term, in the above townships, over one half was expended by conservative overseers appointed by me. Do you call this partisanship? I call it practical independence, not lip independence. Compare it, if you like, with your ideal independent parliamentarian who told his friends in convention at Cobocok that "no grit would ever raise a spade on the Trent Valley canal," and to do him justice, I am told, he, for once, kept his word.

It is true our party may be doomed and defeated in their leader. I am quite conscious of my many imperfections and shortcomings, still I can assure you I have no ambition to shine with the same lustre as Mr. Hughes, and I have some consolation that in the recent past North Victoria has not been very exacting, and besides I was elected leader in open day by a large and representative convention which, unlike some North Victoria conventions, was not packed. Personally, I have no desire to re-enter politics. Financially I have heretofore been a loser, and I expect I shall be again. I am not altogether a political adventurer, living on my indemnity and mileage and looking for snaps. I am now in the field on the call of duty, because I am confident I can be of service to my fellow electors of North Victoria in this way.

ABOUT THE BONUSES.

About thirty years ago, Eldon, Bexley, Laxton and Somerville granted large bonuses to the Nipissing railway. We were promised a service of two trains a day, each way, and a certain number of stations, agents and operators. We have now only one train a day each way and half the agents promised. But, sir, the remarkable feature of this transaction is that there is not the scratch of a pen extant to show what service we in Eldon were to receive for our \$44,000 bonus, and I understand other municipalities are in a similar fix. The explanation is that the late Duncan McRae, who was reeve of Eldon and M.P.P. for North Victoria, was also a contractor on the Nipissing railway and thus the interests of this unfortunate riding were early sacrificed to the railways. If we had a written agreement with the Nipissing we could now say to the G.T.R., "Give us the service promised or give us back our bonus," and undoubtedly we would get back our bonus, as it would not pay them to continue the service. Thanks to the treachery or stupidity of our representative thirty years ago Eldon gave \$44,000 for a service, and I venture to predict unless some determined action is

taken to bring this matter before the railway commission, our Cobocok branch within the next few years will be reduced from a daily to a TRI-WEEKLY or BI-WEEKLY train. I ask the electors of North Victoria, "Do you expect to free yourselves from railway domination by electing a man who has demonstrated time without number his servility to railways and who is the very counterpart of the member who blundered and mismanaged your railway matters thirty years ago?"

Our Nipissing railway was bought by the G.T.R., and the contract passed to the Dominion government which shortly afterwards embarked on the policy of subsidizing short roads. This then is our present condition in Eldon and other townships mentioned; after paying our own bonus singly, and without any outside aid the Dominion government steps in, and deprives us first of the control of our road, then changes its policy and starts subsidizing roads, and now for the past 15 years has compelled us to pay our share of all railway subventions from the Atlantic to the Pacific to the extent of fifty millions of dollars. Surely this is not a fair deal for us. You cannot consider it right that Eldon after paying its own bonus should be taxed (be it ever so small) that Lindsay may have its second railway to connect with the C.P.R. How can this injustice be rectified? Only in one way, viz., by the Dominion government handing back to Eldon, Bexley, Laxton and Somerville the full amount of the bonuses paid the Nipissing. This then is my policy; equal rights to Eldon, Bexley, Laxton and Somerville, as well as to Fenelon, which was most brutally grouped and sandwiched with other municipalities and forced against its will to pay tribute to railways. There is no doubt about the justice of our cause. But will the Liberal government recognize a debt that has been overlooked for the past fifteen years? They certainly will. At the very last session they have paid the claims of Bremner for the loss of his furs, confiscated by General Middleton fourteen years ago, and as a fair government they must do justice to our municipalities.

In my nomination speech I found no fault with Mr. Hughes for voting against his party, but I charged him with sacrificing his party, his principles and everything else in sight, even to the section men, for the aggrandizement of the railway companies. Mr. Hughes accuses me of button-holing electors and of urging them to vote for me. He is certainly misinformed. I urge them to vote for themselves, for their own interest, for their own pockets. I can assure Mr. Hughes I shall do my best for an honorable campaign. I will not travel a free "variety show" in the riding. I will not deal in canal tickets. I will not even peddle my photo. I purpose confining myself to legitimate discussion of the questions of the day, but more particularly our local railway question compared to which all other issues are but as dust in the balance. The tariff question is now on the shelf and if the Conservative party were in power to-morrow, they would make no changes. I submit then that the Conservatives of North Victoria when they meet and put a candidate in the field should weigh carefully our local railway question and in view of its vital importance should allow partyism for the present to lie in abeyance and permit an advocate of this policy to be elected by acclamation.

J. MCKAY.

Somerville Council Proceedings

Council met at Cobocok, Aug. 19th, 1899. The minutes of the last meeting were read and confirmed. A number of pathmasters' returns were examined and passed.

On motion of Couns. Callan and Stewart a by-law to levy rates was read and passed in the usual way.

Mr. Ham addressed the council asking a grant to aid in furnishing the lockup at Cobocok.

On motion of Couns. Bartchell and Stewart, grants of \$10 at each place were voted to be expended on the sidewalk between lots 6 and 7 in the first concession and on the Monk road near G. Barkwell's and \$15 on the Lutterworth road. Mr. Callan was authorized to have a stone culvert put in at the top of the hill near the village of Cobocok.

A number of small accounts amounting to \$41.90 were passed and orders given to the treasurer for the several amounts. The council adjourned to meet at Kinmount on the 30th day of September.

-During a trifling altercation at London, Ont., on Monday, George Harding struck Andrew Gowanlock a blow on the chin. Gowanlock dropped and died in five minutes. Harding was locked up on the charge of manslaughter.

-Mr. James Emory of Kingsville, aged 70 years, was found dead in a fence corner Monday after an all-night search by his neighbors. He had gone to the pasture for the cows, and is supposed to have died on the way from heart trouble.

-Mr. John Miller's son William, of the tenth concession of Markham, and two children of the late Wm. Beattie of Stonville, a boy and girl, aged respectively ten and twelve years, while crossing the railway track at Markham on Monday in a buggy, were struck by the Sutton flyer, taking off the hind wheels, and hurling the two children into the air some twenty feet. The boy sustained a bad scalp wound and interal injuries, so that there is little hope of recovery. The girl is badly bruised about the head and body, but is expected to recover. The young man was drawn over the dashboard by the lines, sustaining a number of bruises. The children were taken to the station and medical aid procured. After their wounds were dressed they were taken to their home in Stonville in a cab. The young man was able to drive home after having his injuries dressed.

FROM THE EMERALD ISLE

Mr. Robert Bullick is visiting in town and talks of some things.

HAD A PLEASANT VOYAGE-IMPRESSIONS OF THIS COUNTRY-MONTREAL A GREAT CITY-DUBLIN BANKRUPT-THE TENANT AND HOME RULE QUESTIONS.

Mr. S. Bullick of the east ward, who is himself an Irishman, is this week entertaining his brother Robert who arrived from the old sod on Saturday night. Mr. Bullick is manager of the estate of Lord Louth, eight miles from Dublin city, and has the intelligence, activity and good nature, together with the facility of utterance that characterizes the sons of the shamrock. In a brief conversation with him some points of interest were gleaned.

Regarding his journey Mr. Bullick said: "I sailed in the Parisian. She is a capital boat to travel by. I believe new boilers and engines have lately been put in that give her increased speed. At any rate she made a record trip. The weather was fine although at times we had good stiff winds that piled the water up in grand style. A false keel has been added to the Parisian that makes her very steady even when running 'cross seas.' For a day or two we were close to icebergs. One of them was a magnificent sight. An immense mass, it towered high above the rest while its icy sides reflected the blaze of sunlight. While we were near these masses the weather was very cold. All the wraps we could put on did not make us comfortable. Coming into the Gulf of St. Lawrence we saw the whales blowing. As many as thirty of these monsters shot columns of water into the air within sight of our ship.

From Gaspe to Quebec the country is very wild and poor although along a wonderful river and having many features altogether new to a resident of the old country. The trip from Quebec to Montreal was magnificent. There, I believe is the finest scenery in the world. The country stretching away from the river seems to be fertile and well-farmed. I was most impressed with that part of my trip. Montreal is a great city. In many respects it surpasses the capital of Ireland. Its docks and streets and business places all give the impression that it is a commercial city of the first order. Their system of electric trams is the finest I ever saw. I visited their fire department. It was a revelation. Men in uniform were sleeping in their bunks and I was informed that in seven seconds after an alarm is rung, the fire brigade is on the street.

I was disappointed by the country between that city and here. Why that stretch between Montreal and Port Hope is worse than the wilds of Conynarra and they are the wildest in Ireland! I should say men have to work hard and endure hardships in that country for a very poor living. Why the oat crops were not more than a couple of feet in height. In Ireland they grow as high as a man's head. [Of course it is hard for a Canadian to understand how Mr. Bullick got such an impression of a part of the country that certainly contains large areas of the very finest agricultural lands in Canada. The dry season likely accounts for the short straw.]

SPEAKING OF IRELAND.

When comparing Montreal with Dublin, Mr. Bullick said a thing about the latter city that will be a surprise to Canadians and perhaps an encouragement to those who respond to the tax-collector's demand for 25 mills on the dollar. "Dublin," said he, "is a bankrupt city. It is mortgaged to the last shilling. Some time ago an effort was made to include the townships near by, in the corporation, but the measure was thrown out by the House of Lords and properly so. The object was only to bleed those municipalities and try to improve the fortunes of the city. Its rate is ten shillings on the pound, while that of the townships is only two. Dublin has come to that condition through municipal corruption. Jobbery and boodling among the members of the city council has been rife for years. Everything is farmed out. Every man is burdened with hangers-on who compel him when elected to procure them jobs. These evils are fast bringing Dublin to an impossible condition and nothing but the most vigorous reforms can save the capital from financial disaster. The debt is £2,000,000, and as I have said, nobody would lend a shilling on the city's bonds."

Speaking of the social conditions that prevail among the people generally, Mr. Bullick said: "The tenants are prosperous. There is no complaining and no hardship. The question of rents is practically settled since the courts have been given power to decide in case of difference between landlord and tenant. If the tenant thinks his rent is too high he and his witnesses are heard as are the landlord and his. Then the court sends out two commissioners to value the property. If either party is not satisfied with the finding, an appeal can be lodged with a higher court clear up to the Queen's Bench. When the rent has been agreed upon it stands at that amount for fifteen years. At the end of that time either party can raise the issue again.

Home Rule is a dead issue. We have all the home rule we need or want. At one time it was comparatively popular in many sections, but Gladstone is gone and his favorite idea has died with him. It has, however, been used as a great money-making scheme by the Irish leaders. Servant girls in the States contributed to huge funds that went into the hands of men like Tim Healy who never gave any account of them, but who from being poor men have become shareholders in every important Irish monetary concern. But that has come to an end and the Home Rule agitation as a national issue will not again be heard of."

Mr. Bullick will sail for home on September 14th.

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GRAHAM's new store is in league with gentlemen who love NEWNESS. No house-cleaning season needed here. It's a moral certainty you'll find nothing musty, dusty, shopworn or unfashionable. No clothing left over from last season or legacies of season before. Our stock argument is OUR STOCK. Summer's Brightest Bargains in Summer's Newest Novelties is the business birthright we pride ourselves on. You can account quite easily for

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from the fact that all our summer garments were bought after the regular buying season was over-when makers were most eager to sell. At a time, too, when we had our pick of the cream of the latest creations of the Tailor's Art. In this way we actually make you a present of the regular profits on good bought earlier in the year.

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Only 60c. on the \$ for the MULLETT Stock

-for everything you're likely to need in the way of Swell Summer Hats, Shirts, Ties, etc. Goods that tell their own story. We only wish we had more of them. "Beauties"-that's what the boys call them. It was a most fortunate purchase, and the way sales are being made, the people think so, too. Don't delay coming. Notify your neighbors--their approval is certain.

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- 25 Doz. Men's Shirts, just the correct shirt for correct dressers, regular \$1 and 75c shirts, cheap..... 65c.
- 800 Men's Ties, most up-to-date ties you will find anywhere, made to sell for 25c. your choice 15c.
- Men's Fine Quality Stiff Hats, in black and other shades, all sizes, regular \$1 and \$1.25 for 70c.
- 100 Dozen Men's Linen Collars newest turn down and roll shapes, sizes from 12 to 18, made to sell at 20c. or \$2.25 per doz. One doz 60c.
- 20 Doz Fancy Colored Shirts, acknowledged superior in design, quality and finish, laundered beautifully..... 50c.
- Boys Suits for..... 75c. to \$5
- Boys Knee Pants from..... 18c. to \$1

Saturday is a good day to come, but any other day is just as good and you won't be so rushed.

TELLING BARGAINS.

- Men's Serge Suits, in navy black, indigo well made and trimmed, single and double-breasted style, for \$25, \$27.50, \$30, \$35, and \$40.
- Men's Fine imported English Tweed Suits, single-breasted, square style, dark brown heather mixture, faint overplaid, first-class cloth and linings, an elegant fitting suit, sizes 35 to 44, our price, only..... \$5.00
- Men's All-Wool Imported Clay worsted Suits, single-breasted, silk stitched edges, best of farmer satin linings, well interlined, sizes 36 to 44, our price, only \$5.
- Men's All Wool Imported Clay Worsteds Suits, single-breasted, silk stitched edges, best of farmer satin linings, well interlined, sizes 36 to 44. This suit is worth \$10, our price..... \$5.00
- Men's Stiff Hats, fine quality, fine felt, light weight, latest summer stock, neat roll curl rim, and medium full crown, silk trimmings, colors nut brown and black, easily worth \$1.75, for..... \$1.00

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All the Blouses left in stock have been put on tables and all will be cleared out at these prices, all this seasons goods:

- 35c. each for Blouses that were 50c. to 60c.
- 50c. each for Blouses that were 75c. and \$1.00
- 75c. each for Blouses that were \$1.00 to \$2.00

During a two days visit to wholesale markets last week, picked up some bargains, here they are:

- Ladies' Chocolate Shoes, fancy vesting top, worth \$1.25, for 90c
- Men's Grain heavy Lace Boots, worth \$2.00, for \$1.50
- Men's Scotch Wool Shirts and Drawers, heavy, at 60c, worth 90c
- Pure Linen Towels, large sizes, for 10c each, regular 12.5c to 15c
- Men's Waterproof Coats, \$5.00, regular price \$7.00
- Ladies' Waterproof McIntosh Coats, very fine quality, silk lined, extra worth \$5.00, price \$4.00

Every department is well stocked, and you will find a good selection of goods to choose from, the buying is done on the most favorable terms, that is for cash, which is the first step towards selling at low prices. The store has been rearranged and all stocks are kept well assorted and in the best of light. CHOICE BUTTER AND EGGS WANTED, either in exchange for goods or 1 cent less for cash.

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The old reliable publishers of the well-known and highly interesting Family Magazine are offering HANDSOME SILK DRESSES-full 10 to 15 yards. This offer is open to all persons who will send for it at once and promise to show it with the paper. If you wish to receive a silk dress offer, you must first send 25 cents-silver or postage stamps-in part for postage on the paper we send three months on trial, and you will receive it by return mail. Mrs. F. Thoebe Nash, Williamstown, P., writes: "Just received the black silk dress-14 yards worth \$5.00, price \$4.00. The quality is magnificent and I thank you a thousand times over." Mrs. Elizabeth Brown, New Haven, Conn., writes: "I scarcely believed it, but this morning my dress arrived. I have shown it to a dozen neighbors. They all intend sending for one. It is beautiful and I will do all I can for your paper." We can show proof of thousands of dresses given away to those who have answered our advertisement. All dresses sent promptly. Address: HOUSEHOLD JOURNAL PUBLISHING CO., Lock Box 16, Philadelphia.