

# The Daily British Whig

YEAR 76--NO. 235.

KINGSTON, ONTARIO, TUESDAY, OCTOBER 6, 1908.

LAST EDITION

## HE IS THE MAN

To Whom Kingston Should Show Gratitude.

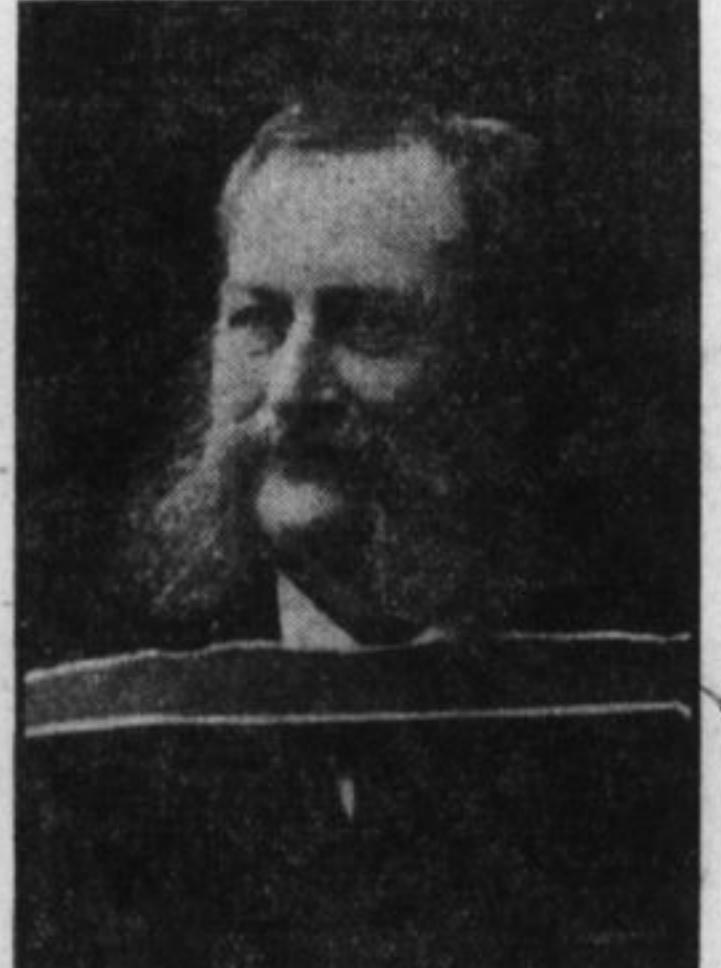
## WARM TRIBUTE PAID

TO HON. WILLIAM HARTY BY SENATOR SULLIVAN.

He Thinks This Great Benefactor of Kingston Should Not Be Opposed By Mayo: Ross Describes a Visit to the Locomotive Works.

Hon. Dr. Sullivan writes an interesting letter to the Whig on civic and political topics. He says he writes not as a senator or a physician, but as a freshman of the city. The doctor addresses himself particularly to the mayor and members of the city council. Addressing himself to the mayor, he says:

"I was astounded, Mr. Mayor, to hear of your nomination as member for the House of Commons, to represent this city. Are you to serve this city or a political party? Because it means that you will do your best to turn down the best friend this city has ever had."



HON. DR. SULLIVAN.

Strange, that what I consider the vilest ingratitude, would be considered by you the proper thing to do. You have, Mr. Mayor, with phenomenal rapidity, been advanced to the highest civic office in the gift of Kingston, and it is your duty to guard its honor and advance its progress without regard to creed or party or man. You recollect, Mr. Mayor, the when-the County of Frontenac decided by an important majority, to give nothing to Queen's University; you remember that then, the principal being very ill, William Harty said: "I will give \$1,000, if you will call it Grant Hall, or \$100 if called by any other name." This was only one thing of the many which he did and still does for that university. Now, Mr. Mayor, you are a professor of standing in that university: Do you think it is your duty to try and defeat Mr. Harty? Mr. Mayor, if you and the city fathers would

### DAILY MEMORANDA.

Queen's Students  
Find Bros'. Hats just right; Queen's Sports, to-morrow.  
14th Band at Roller Rink, to-night.  
City Property Committee, 4 p.m.  
Wednesday, No. 316 meets to-night. Members requested to attend.

Consult your own best interests by reading the Want and For Sale Ads.

Hon. W. S. Fielding speaks in Grand Opera House, this evening. Everyone welcome.

Brown Theatre-Grand Colored Spectacle, "The King's Castle," Fine Sea Drama, "The Press Gang," "Springtime Roses," sung by Edgar Summerville.

Oct. 6th. In Canadian History

1741-The Rev. James McGill, founder of McGill University, was born in Glasgow, Scotland. Died in 1813.

1769-Sir Isaac Brock, in command of the Canadian forces in 1812, was born on the island of Guernsey.

1841-Sir Henri Thomas Taschereau, Chief Justice of the Court of King's Bench, Quebec, was born in the city of Quebec.

1847-The first telegram was sent between Toronto and Montreal.

1850-The English Australian, the celebrated electrical engineer, was born in Bolton, Quebec.

1862-The Canadian-Australian cable was completed from Vancouver to Fanning Island a distance of 3,455 miles.

1903-Sir Frederick Borden explained his new policy for the improvement of the military defence of Canada.

## WHITE & GOLD CHINA

We are showing some—very dainty things in rich White and Gold China with a gold border.

## QUINT CUP, SAUCER, AND PLATE SEIS

Sugars and Creams etc.

## ROBERTSON BROS.

Suits cleaned and pressed. My Valet. Try Bibby's nobly \$1 gloves.

give just half an hour to examine these great works which Harty has given to city of Kingston you would be astounded. Not only has he done that, but he has also provided that they shall be the property of Kingston for all time. He is making provision at present for eight work-shops, which will enable these great works to turn out one hundred and fifty locomotives annually, and give employment to more than 1,200 workmen, which means an increase of 5,000 in our population.

"Mr. Harty has destroyed for ever the bonus system in this city, which has plundered Kingston for the past half century. If you take all the money paid the Kingston & Pembroke railway, and all the grants of lands, granted as bonus, the Rathbuns' bonuses of \$75,000, the elevator bonuses of \$60,000, and many others which I cannot remember, to which I may add Queen's University bonus, and yet Mr. Harty's works or the locomotives will outweigh them all."

The occurrence of the fire which destroyed the beautiful dome of the city hall was a melo-dramatic event, of such unique and unusual exhibition of so rare and so brilliant a succession of scenes as to make it ever memorable to the great crowd, who, with rapt attention watched the grand spectacle to the end. The last event was the headlong plunge of the faithful registrar of vital statistics straight and close to the side of the chife it passed into oblivion. This sight could not fail to make every spectator sad.

"Sight so deformed, what heart of rock could long dry-eyed behold?"

It was the expression which fell from the lips of my companion who, with me, was an eye-witness of the fire. "Too bad," I remarked, and then proposed to go and see Mr. Harty's beautiful yacht. As luck would have it, Mr. Harty overtook us, and after telling him where we were going, he came with us. Having examined the yacht I said: "Can we see the locomotive works' power house?" Certainly he answered and ordered the gate to be opened.

To continue our visit to the power house, the first object which met our view was a four-wheeled locomotive, of the largest size, which was finished, and seemed to be chafing to get to work. All that was required was the engineer, for the fire had been started. It was, we were told, not for speed, but for traction power or freight. One could not fail to notice the railway on which it was. It was of heavier rails and far better and closer ties than I had ever seen before. Mr. Harty said later, he would explain the raison d'être. On another part of this railway, there was a huge structure which looked like the pictures one sees of the Trojan Horse, but there was only one man. To me it was more like the elephant Jumbo standing on his hind feet, his trunk high in the air, as if about to trumpet. His trunk was a crane of steel, and was used to remove those heavy loads of steel used in locomotive buildings. He simply puts down his trunk and picks up 6,000 pounds or 30,000 pounds and walks off, as it were with an apple.

We then entered what may be called the gem of the works, which was a great surprise. The air was found to be sweet, on entering without any smoke or dust. The floor was covered with tiles of rich salmon color, giving a very pleasing effect, the whole looking as the hall of a rich man's home. Here were only two men, one of whom was an old friend, John Kane, formerly engineer on the big steamer Columbia, which broke one of her rudder chains as she entered the Split Rock Rapids, nearly upsetting her crew and cargo into the great whirlpool, called Chute a Boule.

There were no stokers because the big furnace stoked itself, there was no smoke, because it burned the smoke, and there were no ashes; so that one could not help thinking it was not working. It reminded one of Prometheus, who was punished for a fraud in his people, whereas Prometheus stole the fire of heaven, but was again punished by being bound and put upon a rock in mid-ocean. This great furnace, which to me, should be dedicated to Prometheus—its fire being celestial. All the power required in these works is generated here, whether they be gas, electrical, or steam, and is carried in an enclosed conduit to any part of the works.

I left these to my wonderful, apples with deep regret. I nearly forgot to mention that in one corner of the room was a small engine in full motion. You fancied you could put it under your arm. It was working so smoothly, so rapidly, so free from the slightest sound of friction that I said, "This is the poetry of motion often heard of." On looking around I asked, "Where is the wharf?" The reply was, "You are standing upon it." The greatest thoroughfare that Kingston at one time had. The big steamers Northern, New York, Bay State and five more made the finest fleet; it's true they had no doubt of state rooms, but looked much better as we can imagine, having two gangways forward; these boats went to Ogdensburg, connecting them with boats for the rapids and Montreal. This big fleet all disappeared at the outbreak of the civil war, never to return. By the irony of fate, the only building to be recognized in the square between Earl and William streets, is the small house where lived the most faithful of warehousemen, John Corrigan and Thomas Clancy.

After leaving the wharf we came to a stone structure, neither door, window or chimney could be seen in it, while its height was over twenty feet. Mr. Harty said, "This is a very important structure, as you can understand when I tell you the walls of masonry are four feet thick, and within there is a steel safe of the strongest kind. We feel sure it cannot be destroyed by any storm or fire. It contains the archives of the works; every pattern is there—every part of any locomotive going from these works, even to the smallest screw, we can duplicate if we have sent to us the number of the engine and the diagram of drawing of it, thus complying as fast as the train

regular can carry it." Turning to us he said, "Now I will explain to you what I said and intended when you asked me why the rails and ties were so close together. When I began this or any other new work, or replacing of old work, I had in view two conditions. One was expressed by the word 'Permanence' and the other by the word 'Capacity.' When I finish, Kingston will have works which cannot be removed. The materials I am using and will use are the only ones which can carry out my designs. They are 'concrete' and 'steel.'" Mr. Chisholm interposed, saying, "Mr. Harty's cost will be enormous."

Mr. Harty answered, "I am well aware of that. The leases give the firstlings of their flocks to Jehovah, but you give after paying wages, your net profits to Kingston." "This country is growing, and will grow," said Mr. Harty: "it will be needful to make provision for the locomotives necessary for this increase. We have made in these shops ample provision for this."

Now, my dear Whig, I must bring this letter to a close, thanking you for your kind consideration. It is addressed to the mayor and city council, and the freeholders of Kingston, one and all, great and small, because the great works which owe their very existence to the genius of the Hon. William Harty, M.P., whose efforts in behalf of Kingston, will be readily admitted by every important citizen, to be far beyond the merits, not only of this city, but of any other in Canada. I say without fear of contradiction that they cannot be surpassed in all that constitutes ideal workshops, light, ventilation, cleanliness, and economy and steel. I was told

on every hand that the thought of annexation, very popular a decade ago, has passed for good, and the central reason is that Canadians realize now, as they say, that their country is too big to be annexed to anything. They are sufficient unto themselves.

Prof. W. D. Lyman, of the chair of civics and history, at Whitman College, Walla Walla, Wash., makes the foregoing statement in closing a series of travel sketches dealing with the Upper Columbia river and touching upon the state of Canadian politics and thought regarding the United States as he found them on his rambles in the north country during the summer just closed. He says:

"I took pains to converse with a large number of people of various occupations and degrees, and I found universal a feeling of friendliness and good brotherhood toward the United States. I found a sentiment that there should be the freest possible trade relations between the two countries.

"I was especially impressed with the thought that Spokane, beyond all other places, is in a position of advantage in respect to the enormously productive country now developing just north of her across the line, and that the establishment of active relations will be a tremendously potent influence in the great Spokane of the future.

"But with all these indications of amity and comity, I was told on every side that the thought of annexation, very popular a decade ago, had passed for good. And the central reason is that Canadians realize now, as they say, that their country is too big to annex to anything. They are sufficient unto themselves.

"They will be an independent country of their own some time. They are substantially independent now. There was some talk, indeed, of the feeling of the vast imperial empire of Greater Britain. But generally speaking, the sentiment in Canada may be summed up as one of filial attachment to Britannia and pride in the grandeur of the English empire and the English name, together with an equally warm fraternal feeling toward the United States and a sentiment that the interest of both demand complete freedom of trade; and yet with these sentiments the overshadowing conviction that Canada will be neither American nor English, nor Canadian; that Canada will in due time become an independent nation."

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Turning to us he said, "Now I will

explain to you what I said and intended when you asked me why the rails and ties were so close together. When I began this or any other new work, or replacing of old work, I had in view two conditions. One was expressed by the word 'Permanence' and the other by the word 'Capacity.'

When I finish, Kingston will have

works which cannot be removed.

The materials I am using and will

use are the only ones which can

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'concrete' and 'steel.'

Mr. Chisholm interposed, saying,

"Mr. Harty's cost will be enormous."

Mr. Harty answered, "I am well aware of that. The leases give the firstlings of their flocks to Jehovah, but you give after

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