

THE WHIG, SEVENTY-NINTH YEAR

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A REFERENDUM IS PROPOSED.

There is talk—and it may be idle talk, or talk without any significance—that the people of Ontario will be invited to vote upon the bar and treating questions. Though the government was committed to the anti-treating policy, and because the premier said he was convinced of the evil of treating and had had it impressed upon him by the liquor men, there is an evident indisposition to act. Has Sir James Whitney repeated of his action? Mr. Rowell has not.

In a recent speech the leader of the opposition made his position clear. Said he: "There are in the province of Ontario 1,330 bar licenses and only fifty-three club licenses, half of the latter being in Toronto. The clubs are but a small minority. However, no man would vote for the abolition of the bar and retain the clubs, if the latter were mere drinking places. Some of these are not, and these I would not refuse their privileges. There are others that are, and for this reason I can hardly see the line that divides the two. I do not think it would be possible to draw the line between the two classes of clubs, and for that reason I believe that with the policy of abolishing the bar the club licenses must also go."

THE INFLUENCE OF WOMEN.

The women appear in a new light in New York city. There they have taken pity on the poor horses that have to stumble over the old, rough, and uneven pavements, and have organized a paving league. It is the first of that kind but it is none the less influential on that account. Women are forcing their way into the attention and life of the people. They are, in some of the larger cities, assuming a rare and effective position, that of advocating all reasonable reforms, and in some cases, at their own expense, and after a large expenditure of energy, demonstrating their value.

In Chicago the women have led in education. They introduced the kindergarten, the vacation school, the domestic school, the technical school, the juvenile court, and many other things. They made these schools a pronounced success so that the board of education did not at any time enter upon a doubtful experiment.

THE GALLANTRY OF MEN.

In the discussions of the Titanic accident in England, an issue, or the issue, with the suffragettes was the gallantry or chivalry of the men in standing aside and letting the women and children leave the sinking ship. There is a unanimity in the accounts in this respect. There was no panic on board, but a deep sense of danger, and a deliberate decision in favour of the women and children. The suffragettes are not quite clear as to why this should be so. One has it that the men in the hour of danger simply followed a common and natural law, and this perhaps is the only commonsense opinion that has been expressed. The one who said the women were cared for first, because she is of more value to the world and the race, was creating a false impression, and the one who saw in the safety or salvation of the same an atonement for the many disadvantages from which the women have suffered, was surely beside herself.

The defence that was paid to the women under the circumstances was most becoming. There are brave women, some of them as brave as any men; there are women who have endured great hardships for the sake of others; there are women who ask for no favours, who are fighting their way through life with a courage that challenges admiration, and yet it was a woman, physically, should stand aside in the hour of danger and let the men have first chance for protection. It has not always been thus, and whatever else may be said of the officers of the Titanic it must be admitted that they maintained discipline and that the rescue of the passengers was proceeded with in a quiet and orderly way. Not so long ago it was reported that in a steamship accident men fought their way to the life boats and thought nothing of the women. The theories of the suffragettes are strangely out of place at such a time. They can afford to be as grateful as the facts suggest. The men acted the better part, the part they ought to have acted, and they are deserving of the praise of every one.

THE FILTRATION OF WATER.

The chief consulting engineer for the Bell Bros., of Manchester and Toronto, was in the city this week, and after a talk with him the Whig is inclined to doubt the wisdom of adopting a sand bed for filtration purposes in Kingston. The sand bed is older than most people can imagine. The Moors, we are told, used it for filtration and without good results. The Germans, some years ago, are alleged to have found in the sand beds, a renewed or cleansed from time to time, the media for purifying the water and relieving it from deleterious substances. The results varied, but generally they were satisfactory.

The Bell process is simple and effective. According to the quantity of water pumped, each day, and requiring treatment, one, two, three, or half a dozen, filters may be erected. They are simply constructed. The bottom of each is occupied by the minor or sub-filters, filled with gravel, and representing the last touches which are given to the purified water. Over them rests the sand, and down the centre of it a shaft which is filled with arms and water connections. On the top is a solution of hydrate of alumina, which instantly produces a gelatinous sticky coating, which is impervious to dirt, colour and micro-organisms. Through this coating the water is forced under pressure, which is one of the advantages of mechanical filtration.

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The evidence accumulates on one point, namely, that the Titanic was going so fast that, in the night, the iceberg was no sooner detected than the great ship was against it. The first officer had not time to change the course or slack the speed. The moral—less speed and more safety.

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The closing lines of this extract are the most important. It has been made to appear that he would suppress the tavern, the club of the workman, while he would spare the club of the rich man, or the man who is well-to-do. But there are clubs and clubs. There is a difference between them. It may not be distinctly drawn. Mr. Rowell admits that it is hard to define, and for that reason he is prepared to abolish all bars, everywhere, in the clubs as well as in the hotels.

But the women of Chicago did not accomplish all this for the purpose of magnifying themselves. They were content to transfer all their trusts unconditionally, though it is assumed that they had many regrets in handing over interests in which they were not allowed to have any further share. Not one of them became a member of the school board.

In New York the women are not quite so active as the women of Chicago, or they do not co-operate so well. The pavement league, however, is an evidence of the wisdom of their plans, and it is hoped they will have the usual success.

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PREFERS THE WARSHIP

DEWEY CALLS THE ATLANTIC TRAVEL DANGEROUS.

Admiral Sigsbee's Companies Do Not Take Human Life Into Consideration at All.

Washington, D. C., April 20.—Admiral George Dewey, in an interview on the wreck of the Titanic here today, said: "I think that every passenger who crosses the North Atlantic takes his life in his hands every time. For myself, I would rather go around the world in a well-equipped man-of-war than make a trip across the North Atlantic in a trans-Atlantic vessel. The greed for money-making is so great that it is with the sincerest regret that I observe that human lives are never taken into consideration. It is appalling to think that the Olympic, when she struck the cruiser Hawke, according to reports, had boats sufficient to carry only one out of every six passengers."

"In 1871, when I was commander of the storeship supply, carrying provisions to the starving French, we sailed from New York on March 2nd. Not long after, by the temperature, we felt we were in the neighborhood of icebergs, but all the books on the subject indicated that they never had traveled so far south. One night about 9 o'clock the first lieutenant and I were in the cabin, when we heard the officers of the deck give the order 'hard up the helm.' We knew some danger was imminent, but I never gave icebergs a thought; I feared a collision with another sailing craft. I hurried to the deck, and had the pleasure of gazing on a collection of icebergs about the size of the capitol. We spent the rest of the night dodging icebergs. The passage of the fort at New Orleans, the battle at Port Hudson, in the civil war, and the battle at Manila Bay weren't in it, compared with that night dodging icebergs."

WOMAN A JUDGE.

Melbourne, April 20.—Nancy Isaacs, the daughter of Justice Isaacs, has been raised to the bench in the Commonwealth High Court, and will be her father's judicial associate. The appointment is regarded as the greatest triumph for women lawyers.

THEY SAVED ONLY THE BABE AND ITS NURSE

Mr. and Mrs. Allison, of Montreal, and One Daughter Among Titanic's Victims.

New York, April 20.—With a nine-month-old baby wrapped in her arms, Jane Smith, an English nurse, came down the gang plank. The child was all that was left of the family of Mr. and Mrs. J. W. Allison, of Montreal. Mr. Allison, his wife and three-year-old daughter went down with the Titanic. Mrs. Allison refused to leave the side of her husband and went down with the Titanic.

"Shortly after midnight I went into the room where the baby was sleeping, to see if it was all right," said Miss Smith. "Just as I got into the room I felt a shock. The engines suddenly stopped. I ran to Mr. Allison's cabin and awakened him and Mrs. Allison. The three of us went on deck and at first saw nothing unusual. Mr. Allison making light of his wife's fears. We thought everything was all right and went below."

"In a few minutes an officer came and told us that the ship was sinking. I grabbed up the baby and rushed on deck. It was a hellish confusion. The sailors were grabbing women and children and forcing them into the lifeboats. They tore many women away from their husbands. Suddenly I was picked up and thrown into a boat. We were lowered at once and two men rowed us away from the ship."

"It must have been long after midnight then, but we could see the lights of the Titanic. A long, long time after that we heard a great plunge and knew that the big boat had disappeared. When day broke we could see nothing but small black specks riding the waves in the distance. They were the other lifeboats."

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