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LABOR AND IMMIGRATION

A thorough inquiry such as that advocated by the liberal leader of the opposition in the legislature into the condition of labor in the province and the causes of employment, might well be considered by the government. It, as has been stated, the farmers want men and cannot get them because those out of work in the cities will not go on the farms, more strenuous efforts should be made by the provincial immigration agents to bring out workers who will be satisfied to go on the farm and stay there.

Why does the Whig think so well of the Wilson administration? Because he rules over a republic that lies so close to us, and what he and his government do deeply concern Canadians.

COMPENSATION FOR INJURY

The Legislature of Ontario will, at this session, dispose of the Workmen's Compensation Bill, which Chief Justice Meredith framed after a study of the question for some years. He heard evidence in Canada. He went abroad and examined critically into the laws of several countries. His measure may, therefore, be assumed to represent experience and thought upon the subject.

The workmen, through their representatives, are understood to approve of the bill. It has two distinguishing features: (1) It provides for compensation for every one injured while at work, in any shop, under any circumstances. The liability for accident may be greater in some cases than in others. The employers run the greater risk of compensation for injuries the less efficiently their shops are equipped and the men protected against accident. (2) It provides for the continuance of this compensation by a system of state insurance to which the employers are made to contribute according to certain plans and tables.

Mr. Wolfe, consulting actuary of New York, has been addressing the Board of Trade in Toronto, and discussing the Ontario measure. To the state insurance feature he takes exception. He holds that it is not justified by the experience of the day. New York's new Compensation Act gives three methods of meeting contingencies, (1) By providing for accidents through a state fund; (2) through an accident or mutual company; and, (3), through the individual, in supplying to the commissioner the evidence that the employer is financially in a position to carry out his contract.

If Mr. Wolfe's plea means anything it is that there should be an alternative plan in Ontario for meeting the employers' liability and that all employers shall not have to make payment to a state fund. The main object of all law is to afford ample and adequate protection to the workmen, and the employers' contention is that he should have some latitude, or something to say, about the manner in which this is to be accomplished.

The bride who wants the church marriage ceremony must still promise to honour and "obey" her husband. The average bride finds no difficulty in doing this and the House of Convocation need not worry her account.

A MAN OR A MACHINE

One reads in the Ottawa papers and despatches of certain "insurgents," and their attitude towards the Canadian Northern Railway company, which is asking for provincial favours under very unfavourable circumstances. The opponents of this loan are improperly described. "Insurgents" are those who are opposed to constitutional authority in government, and the opponents of the Canadian Northern cannot be grouped or entered under this category. They are not hostile to the government and its general policy. They are simply hostile to a scheme which does not invite their approval.

If the member for Kingston went to Ottawa as a machine politician, without aim or plan in political life, and desiring peace at any price, he would fine up for action on any question which suggested anxiety. The Whig can never forget the answer of an old friend, one who had been an official for many years; and somehow managed to keep out of scrapes and worries. He was asked, confidentially, "How did you manage it?" The answer came, candidly: "By following the line of the least resistance." And the Whig believed him. He had not collided with any one. He had not asserted his individuality. He had not accomplished anything. Failure in his ambitions did not trouble him in the least. His had been a tranquil career, and in his innocence that was the summum bonum of his official life.

Mr. Nickle went to Ottawa to play the man and the patriot. Free of all care politically—free, as he once declared, in a speech in the city hall, to follow the bent of his mind without fear, favour or affection—he is one out of many who can afford to stand up in parliament and express his convictions independently. As a conservative it is to be expected of him that he will be true to the principles and teachings of his party, and give to the government of the day a loyal support on all questions which command this support. There are, however, times when a strong man must say to his political friends, as Mr. Nickle can say with regard to the Canadian Northern railway, "This is a non-political issue, and because it is I propose to exercise my judgment and to oppose it."

Our member has not discussed the matter publicly, and no one can say just what his position is, but it would be safe to infer that he thinks the country can hardly borrow money for the railway, to the extent of say \$20,000,000, without some other security than the common stock of the company.

A loan, on common stock, is practically a gift, and another gift, following that of last year, inspires the thought that if the country must finance these railways it should own them. It will not, then, be surprising that our member may give some evidence of the fact that he is not a machine politician, but a member of parliament who is serving the people for their good, and who will not be influenced by any motive which is not in harmony with the public interests.

EDITORIAL NOTES

The express companies are meeting the competition of the parcel post, it is said. Yes? Well they can meet it a good deal more before the people will be able to appreciate it.

Some "mere man" has come into the life or vision of Sylvia Pankhurst and she has ceased to be a suffragette of the militant brand. What a pity that her's is an isolated case?

The old time watch-night service may be tame compared with the splash with which a certain party heralded the New Year at McConkey's, in Toronto, but the after effects and thoughts and morals are much more comforting.

Belleville was disturbed out of all reason, by the life, the hilarity of the people in the streets, and occasional fights in the hotels, one evening last week. Was that the occasion of a certain hockey match? No troublers from Kingston we hope.

President Wilson proposes that the Panama canal shall, according to treaty, be free to the ships of all nations. The man who can make a restless people play fair, and in harmony with law and common sense, has surely something of a pull.

The Lynch-Staunton-Gutelius \$65,000 report will not be in the hands of the M.P.'s for a couple of weeks yet. Rumour has it that a minister has been editing with scissors and blue pencil. Which accounts, perhaps, for its appearance in the party papers in partisan colours.

It seems that Mr. Bennett, when he became a member of parliament, resigned a retainer from the C.P.R. which was worth \$10,000 a year. A man who makes a sacrifice like that can surely be depended upon to stay any one who dares to question his bona fides.

Barring the examination and the valuation of papers, which, without the authority of the Education Department could not be enforced, the scripture reading and memorizing in the public schools has been quite as

good as Dr. Seath now recommends. On this subject the department has been asleep for years.

Mr. Bennett, M.P. for Calgary, is said to be an insurgent for the purpose of saving the west to his party! Roosevelt undertook to save the country and the republican party and we know what happened. The bull moose as a kicker is an interesting animal. Only that and nothing more.

Canada in the grip of an Ocean or Transportation Combine. This is the latest and most direct menace to the trade of Canada. The government is inclined to delay action, but the western grain producers are behind this ominous demand. The trusts have the people, metaphorically, by the throat. Will they stand the throttling?

Graft in connection with the Panama canal. The manager of the Comisariat Department, who posed as an innocent when the eye of suspicion rested upon him, appears to have been paid gratuities to the extent of \$140,000. Suspended is he? He won't mind that unless Uncle Sam chides and takes from him his all-gotten gains.

Dr. Seath's scheme of religious teaching in the public schools has been approved by certain religious bodies. The lessons will consist of certain selected passages from the Bible, and moral precepts or teachings from the Golden Rule Series. The outlook is rosy, but it is well to remember the Ross Bible and what happened to it.

PUBLIC OPINION

Sound Doctrine Toronto News. If we must build railways, let us own the railways.

Good Service Recognized Ottawa Journal. A bequest of \$50,000 to his secretary of fifteen years' standing does honor to the memory of the late Senator Cox.

Something to Do. Ottawa Free Press. The C.P.R. are spending \$80,000,000 in extensions in the west. Why don't they take on Mr. Gutelius and Mr. Lynch-Staunton to show them how to do the work without waste?

Once Bitten, Twice Shy Toronto Daily Star. After this anybody who comes along with a wad and wants to bribe members of the Quebec legislature will need to bring with them a certificate of honesty from his local clergyman.

Only a Joke Toronto Telegram. On motion of the Borden government, seconded by the Laurier opposition, Sir William Mackenzie will probably get that \$25,000,000 on condition that he leaves the hinges on the doors of the national treasury.

Something in That Montreal Star. Bishop Farthing condemns the action of women who, in pursuit of fashion, risk their lives; but the pity is that the pursuit of fashion will not allow such women any time in which to read what the Bishop said.

Here's a Joker Ottawa Journal. "What good is Hansard?" demands a Kingston editor. Well, not much but it appears to be used for visiting the sins of the fathers upon the parents themselves. And it's a great volume with which to refresh the memory, at times.

Kingston Events 25 YEARS AGO. C. C. Livingston sold a lot, to-day, on Nelson street, for \$375. The overflow pipe for the water tank arrived this morning for the east.

It was cold to-day. The thermometer registered fifteen to twenty degrees below zero. The race track at the fair grounds has been put in good shape for races. Messrs. A. Chown and J. Carswell addressed a meeting at Wolfe Island, in the interests of the Scott act.

Birthdays Note MONDAY, FEBRUARY TWENTY-THIRD. Albert Edward Dymont, one of Canada's best known horsemen and a one-time winner of the King's Plates was born forty-five years ago to-day. He was for several years interested in the lumber business and when living in the north was elected to Parliament. He represented Algoma in the House of Commons for twelve years, being at the time one of the youngest members in the House. Latterly he has been engaged in the stock broking business in Toronto. He is a director of numerous industrial companies and is very popular on the "street." Though a millionaire and always accustomed to the use of wealth, he is entirely without "side" and does not let the consideration of money interfere with his friendships.

WANTS A CAR FERRY

KINGSTON SAYS THE CAPITAL CAN BE RAISED

Board of Trade Members Believe That Proposition Will Prove Profitable as Well as Convenient Oswego, N. Y., Times.

The Kingston, Ont., Board of Trade at last has awakened to the possibilities in the establishment of a car ferry between this city and that port. Manager Lachlan Macleay of the Chamber of Commerce Development Bureau, today received a letter from J. H. Macnee, secretary of the board, stating that after Mr. Macleay had delivered an address at the meeting of the board last month, the members had become interested in the car ferry which he had advocated and had made some investigation as to its possibilities. The letter states that the matter was referred to the Industries Committee, with the result that the members looked around Kingston and found that it would be a comparatively easy matter to secure capital to finance the establishment of a car ferry, as there are two railroads there which own considerable property and which handle practically all of the coal business of that portion of the dominion.

One of these railroad companies is willing to give a terminal for the car ferry landing in Kingston and Mr. Macnee suggests that perhaps an interested railroad company in this port might be willing to provide the American terminal. These two railroad companies control the coal business of the Ottawa valley, furnishing coal to the capital city as well as to Renfrew, Pembroke, Carleton Place, Almonte, Perth, Smith's Falls and other places to which much of the coal shipped out of this port goes. In past years there have been hold-ups in the shipments of coal which would be done away with if a car ferry were in operation. The ferry would also take much of the business which is done at Prescott now and would practically cheapen the cost of the commodity in all of the Canadian cities and villages mentioned. It would give Kingston a better and cheaper coal service, one that could be depended on, and would afford a better opportunity to ship coal from here in quantity. It is the desire of the Kingston committee that the local chamber make a complete investigation on this side and see what can be done in the way of picking up business and this Mr. Macleay will do, and forward the information as soon as possible. The car ferry contemplated would carry about thirty carloads of coal on cars and in addition would carry passengers and a good business could be worked up under proper direction.

Operations will not be concentrated on the Oswego harbor alone, but will be distributed at the ports along Lake Ontario from Okeet on the west to Ogdensburg on the north. Much attention will, however, be given to improvements at the local harbor with the completion of the canal. Oswego will be the only terminal of the improved inland waterway system on Lake Ontario. In connection with the improvements in the harbor the state will use this spring begin the construction of a station on the water front at which the trans-shipment of freight on the canal will be made. As there will be no apparent delay in their construction of the terminal the government engineers will probably push the proposed harbor improvements along as rapidly as possible. With the appropriation contained in the rivers and harbors bill, made public last week, there will be available for harbor work at Oswego the sum of \$210,000. There is no provision how the money is expended. It can be used in deepening the harbor or continuing the reconstruction of the breakwater. The plans must, however, be approved by the government engineers' department at Buffalo. No announcement will be made for several weeks regarding the work that will be proposed, but it is expected that another breakwater contract will be suggested. Harry Buller, Ridgeway, deaf and dumb since childhood, has recovered his hearing as a result of a gun which was fired nearby. With his hearing he also came his power of speech, as he has not been able to talk for some time past. E. Gregorie shot and killed himself at Embury, Ont., where he went to shoot rabbits. When leaving, his gun was discharged. The bullet entered his brain, and he was picked up dead. The Kron Prinz, the 17th German battleship of the Dreadnought class, was christened at Kiel on Saturday by the Crown Princess Cecil. Crown Prince Wilhelm, who was to have made the address was kept away by illness. It is probable that this fall will see a weekly service established by the Canadian Northern Royal Steamships between Montreal and Bristol. A bill to forbid Canadian papers publishing portraits of criminals was introduced in the senate.

BEGIN TO MAKE PLANS

ENGINEERS AT OSWEGO WORK ON SPECIFICATIONS

Will Build Freight Station—State Must Provision on Water Front for Trans-shipment of Goods on New Barge Canal.

Oswego, N. Y., Feb. 23.—The corps of engineers employed in the local United States engineer's office have begun the work of preparation of plans for the work that will be done in the Oswego district during the coming season. Resident Engineer John C. Churchill is in charge of the district.

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Bibbys FEBRUARY SALE. MEN'S SILK SCARFS \$2.75 and \$3.00 values for \$2.00, two tone knitted silk scarfs. MEN'S SCARFS Silk squares, regular \$1.00, \$1.25, \$1.50 values for 69c. MEN'S OVERSHOES First quality \$2.00 goods for \$1.50, all sizes. Overcoat Snaps Society Brand and Semi-Ready Overcoats, hand tailored in the absolutely correct models. Colors are browns, blues and greys, sizes 34 to 40. Regular \$18.00 and \$20.00 values. Your Choice for \$12.50 \$2.75 \$2.75 Men's Trousers Snap \$4.00 and \$4.50 Values for \$2.75 We were able to procure another lot of these trousers from a first-class pant maker, hand made goods, imported worsted fabrics, good patterns, all sizes, five pockets, belt loops, side straps, medium peg cut. See our window display of these trousers. NECKWEAR SNAP 50c Ties for 25c. MEN'S WORK SHIRTS Special 50c. Heavy twill shirts, strongly made, tans or blacks, also black and white stripes, sizes 14 to 17. MEN'S SOCKS Black worsted yarn, Scotch heather, regular 25c and 35c values for 17c per pair.

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T. J. LOCKHART, Real Estate and Insurance Clarence and King Sts. Kingston Phone 1055 or 1050

Men's Working Boots for \$1.25 Men's Boots, Box Kip and heavy grain, would make a splendid working boot, regular \$1.50 to \$2.50 for \$1.25 Sizes 9 and 10 only. H. JENNINGS, King Street.

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