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TRADES LABOR COUNCIL 51 TWELVE PAGES—TUESDAY MORNING SEPTEMBER 22 1908—TWELVE PAGES TRADES LABOR COUNCIL 51 28TH YEAR

BORDEN IN ONTARIO REMINDS THE PREMIER 'TIS TIME FOR A CHANGE

Largely Attended Meeting at Pembroke Gives Conservative Speakers Fine Reception—Leader Replies to Sir Wilfrid.

HANNA EXPLAINS WHY PROVINCES PARTICIPATE

PEMBROKE, Sept. 21.—(Special.)—R. L. Borden opened his campaign in Ontario here this afternoon. He was given a warm reception by an audience of about 2500 in the rink, and his speech, as well as those of Messrs. Hanna and Roblin, apparently made a deep impression on the people.

On the arrival of the party from Ottawa about noon a procession was formed, with the Municipal Band of Ottawa at the head, and the route was thru the main street, which was liberally decorated with bunting and arches, to the residence of Gerald M. White, North Renfrew's member in the parliament just dissolved.

Mr. Borden made his appeal to the Liberals to denounce the extravagance and corruption of the men who have misrepresented their deals, and to the Conservatives he appealed for clean elections and vigilance to detect the corrupting influences that will be brought to bear on the transportation question.

He said the policy of the Conservative party always had been to perfect the means of carrying the products of the country from the producer to the market, but he made no declaration as to the Georgian Bay Canal, an issue in the constituency. Another strong feature of the address was the rehearsal of some of the government's purchasing transactions and a comparison of the timber administration with the methods of the Whitney government.

Mr. Hanna made a hit with the audience when he declared the cause of his activity. He declared that he was with Mr. Borden because the Laurier government had invaded the jurisdiction and domain of the provinces in the granting of purely local charters. He also denounced the importation of weak-minded foreigners, a policy that was filling the insane asylums of the province.

The wind up was reserved for Premier Roblin, who dealt with the timber pick-ups of the brother-in-law of Mr. Sifton and other favored Liberals.

Premier Hazen was not present, having returned to New Brunswick. Walter Beattie, president of the North Renfrew Conservative Association, had charge of the meeting.

The Men to Blame.

The presentation of a bouquet was made by a little daughter of Peter White, K.C. Mayor Fraser of Pembroke presented an address to the visitors on behalf of the municipality. Mr. Borden made a non-political reply, saying he realized the broadminded generosity which prompted those who did not agree with him in politics and who were good enough to join in the reception to him and his colleagues. Mr. Borden was received with a rousing cheer and the playing of the maple leaf by the band. His opening reference was to a recent letter on the outlook by Sir Charles Tupper, who he said affords an example to young Canadians by the keen interest he takes, notwithstanding his 86 years in the affairs of the country. The Conservative leader was pleased to see so many Liberals present, because it was to Liberals he wished to address his remarks.

It was not the Liberal party he would indict, but the men who represented the ideals and aspirations of the rank and file of the party. It was gratifying to know that men on both sides had joined together to free the campaign of corrupting influences, a blot that had been too frequent in our history in recent years. To his Conservative friends, he would say: Let us have clean elections and let us be vigilant to see that our opponents employ no corrupt tactics. You may put the best laws you like on the statute book, but unless you have a stern public opinion, demanding the enforcement of those laws, and earnest men engaged in that work, you will not have any improvement. Sir Wilfrid Laurier had expressed the opinion that the people were not ripe for a change. He did not recall his own declaration of bygone days, that 10 or 12 years were too long for any government to remain in power, and that they were likely to get intoxicated with their own success and become intolerant and haughty. At Niagara Falls he had likened himself to Charles II. and recalled the words of Charles to James: "They'll never kill me to make you King."

Simile Completed.

Sir Wilfrid, however, failed to say that the reign of Charles led to the loss of the throne to the Stuart regime or to mention the epitaph of Charles, "Here lies our laughter loving King, whose word no man relied on. He never said a foolish thing and never did a wise one."

Mr. Borden outlined his policy in respect to transportations. The Conservative party must be the party as it had been in the past to develop our waterways and railways. His attitude and that of the party had been misrepresented in respect to the building of the G.T.P. Would it be likely that the Conservative party, which undertook the construction of the C.P.R. when the western country was unknown, would shrink from the building of a second transcontinental railway, when the country had been opened and developed?

Mr. Borden's policy had been to go further and build the whole of the road. The party would respect the contract made just as if they had made it themselves.

Referring to the Hodgins charges he

Continued on Page 7.

AN UPHEAVAL, WIRES HANNA

Hon. W. J. Hanna, provincial secretary, who is with R. L. Borden on the present tour, last night wired Claude Macdonell, Conservative candidate for South Toronto, the following personal telegram from Pembroke.

"Make Borden's Toronto meeting a record one. From Halifax to here there is evidence of an upheaval such as with Sir John Macdonald in '78."

Everybody will be welcome to the meeting in Massey Hall tomorrow night. There will be no tickets. Doors will open at 7 o'clock and the Grenadiers' Band will play for an hour.

The speakers will include Hon. Mr. Bowser, attorney-general for British Columbia.

SEEK PLAN TO PREVENT ACCIDENTS ON RAILWAYS

Problem of Decreasing Mortality by Mechanical Means is Engaging Official Attention.

OTTAWA, Sept. 21.—(Special.)—Since the great railroad wreck at French River, on May 29, and the recent wreck on the Lake Shore & Michigan Southern Railroad, when several were killed outright and more than a score seriously or fatally injured, the problem of how to absolutely eliminate railroad accidents is now under the most deliberate consideration by Canadian railway officials.

And the evil is appalling. Take the following statistics for a period of five years on Canadian and American railways, and they must call up in the imagination the gruesome picture of tangled heaps of wood and steel; dismembered bodies; the groans of the dying; scalding clouds of escaping steam and the horrors of fire—horrible, gruesome, saddening and disquieting such a picture must be even to the least sensitive soul on reading the details. Yet the facts are these:

On Canadian railways alone—in five years—2125 persons were killed and 10,655 were injured because of accidents.

Take the American roads during ten years. In that time 10,367 were killed and 63,417 injured.

In other words, statistics show that the loss of life on American and Canadian railroads, or rather that the killed or injured on the American and Canadian railroads in the last ten years are approximately equal in numbers to those killed, died of disease, or injured in the South African war. And all this mortality and suffering is due to preventable causes, such as collisions, open switches, derailments due to broken rails, and open draw-bridges. In the case of the Lake Shore & Michigan Southern Railroad accident, the mishap was due to the engineer's failure to heed a signal. This is the general rule—most accidents are caused by despatchers and disregard of orders and signals by engineers. In Canada most of the traffic is operated on single tracks, and this inevitably increases the dangers to the utmost. But what is alarming in the case as Canadian railroad officials regard it is the fact that practically all Canadian roads, with a total mileage of 25,000 miles, are devoid of modern safety devices for the prevention of accidents.

So far as Canada is concerned, there has been no advance in safety appliances for the protection of passengers since the introduction of the air-brake. The semaphore, or block system of signals has failed, not merely because, in a country like Canada, climatic conditions may put the mechanism out of working order, but chiefly because this system cannot eliminate, or does not overcome, human frailty.

There is now a consensus of opinion that the only way by which the disregard of signals and rules can be prechanically) impossible.

But even this device, if it existed, must somehow be forced upon railway corporations. They complain that the block systems now in vogue are only partially effective and cost a great deal of money, so much money, in fact, that the cost of an accident does not amount to the cost of the present system of signals. This, however, does not happen to be true. In Indiana in one year 630 people were killed by railroad accidents, and 1083 injured; and the damages amounted to over five million dollars. It is preposterous to assert that any danger signal system could cost a railway five million dollars in one year.

The whole point is that the railroads are niggardly and are taking chances. What is needed, then, in Canada is the kind of legislation which now obtains in Indiana and other American states—legislation compelling the railroads to install some "automatic" system of signal service which will make railroad accidents from any cause absolutely preventable. Public sentiment must be awakened to this and demand such legislation.

LAURIER AMONG FRIENDS AT TILBURY

Best Meeting of Series, He Tells His Compatriots—Hon. Mr. Graham Makes an Announcement.

TILBURY, Sept. 21.—(Special.)—Sir Wilfrid Laurier spent the day among his own people. Two-thirds of those who thrive in this enterprising village are French-Canadians and speak stil lthe language of the mther province.

To-day the prime minister of Canada was idolized by the people of his own race and religion. Business was suspended and the eye was gladdened by decorations, which smothered the main street in the colors of the rainbow.

"Bon jour, Monsieur," said a little French boy who seated himself on the ra lling of the government car and awaited the handshake which Sir Wilfrid gave so cordially on turning at the sound of the French greeting.

"Bon jour, Monsier" came a soft motherly voice from the steps of the car. It was Mme. Clement Terrieu who spoke, and she told him that they went to school together when they were children together. Her eyes glistened with tears of joy as the prime minister told her how glad to was to meet her after the parting of many years ago.

"Madame," he said, "I am glad, I am very glad to meet my friend, who with me went to school a long time ago."

He alighted from the steps and talked with her a long time.

Speeding westward on the Michigan Central this morning little groups commenced to gather and crowd about the car for a sight of the premier. He appeared on the car steps at Iona and West Lorne to acknowledge the cheers. At Rodney, several hundred had gathered, waving flags and cheering, the premier saying simply, "I thank you all, I hope to see you again some time, perhaps to-day at Tilbury."

The crowd which gathered for the speeches must have been close on to ten thousand. Sir Wilfrid spoke for about half an hour in English, repeating much of his Niagara Falls speech. Hon. G. P. Graham followed, dealing with issues as at Strathroy.

Sir Wilfrid then spoke for twenty minutes in French, his utterances being received with greatest enthusiasm by his compatriots who comprised possibly forty per cent. of the audience, which was swelled by excursions from Windsor, Leamington, Amherstburg and St. Thomas.

The big trees in the park were filled with men who sat thruout in their dangerous points of vantage.

John Auld, ex-M.L.A., presided, and the speakers were A. B. McColg, ex-M.L.A., federal candidate; A. H. Clarke, ex-M.P.; David A. Gordon, ex-M.P., East Kent, and Hon. R. F. Sutherland, the Speaker of the house of commons.

Addresses were presented to the prime minister by the Liberals of Tilbury North and by the farmers' daughters of Essex and Kent. The latter address was presented by Miss Corbett and was accompanied by a large bouquet of red roses.

The premier declared that he must award Tilbury the palm for a large and enthusiastic demonstration.

"My heart is touched far more than I can express. You represent in Tilbury the union of the races. That has been the cause to which I have devoted my life, and what abilities I have to unite together as a people those whom God has been pleased to place together in Canada. We all admit that Ontario is the banner province of the Dominion," acknowledged Sir Wilfrid.

The Ross rifle and Hodgins scandals had been exploded, said the premier. The name of Alexander Mackenzie was lauded now that that he was gone from the scene.

"They laud the dead in order that they may better slander the living," the premier declared.

Hon. Mr. Graham described Tilbury as a land of corn, oil, wine and swine, with a little tobacco on the side.

The minister stated that the Grand Trunk Pacific bargain was so good that another company stood ready to take it over if the railway wanted to withdraw. Mr. Graham did not explain what interpretation the audience was expected to give this assertion.

Referring to the railway commission the minister said: "What we want is not long-drawn-out judgment, but a quick adjustment of any grievances that the people may have."

AT ST. THOMAS

Crowd at Station Pleases Premier and He Says So.

ST. THOMAS, Sept. 21.—(Special.)—Sir Wilfrid Laurier passed thru the city to-night and spoke a few words to a little band of the faithful, who gathered at the Michigan Central station to hear their leader. A number of prominent local Liberals went within the car to shake Sir Wilfrid's hand.

Senator Wilson introduced him to the crowd. The premier said:

"Fellow-citizens of St. Thomas: I thank you for this demonstration. It is especially agreeable to me because it is unexpected. I am pleased to be able to say a few words to you, and I must say I am surprised to know there are so many Grits in St. Thomas. I hope you will show your faith in words and, what is more important that you will show your faith in works. I have no doubt that Dr. Wilson, tho now in a higher sphere and may not have the cares upon him, will be able to explain to you what works I mean.

A DOUBTFUL FRIENDSHIP

CODLIN LAURIER: "Codlin's the friend, my dear—Codlin, not Short."

SALVATION ARMY TO CONSULT WITH LABOR

Hereafter, in Immigration Policy, Will Strive to Please---A Lively Discussion.

HALIFAX, Sept. 21.—(Special.)—Immigration matters formed the subject of importance at the opening sessions of the twenty-fourth annual convention of the Trades and Labor Congress of Canada. About a hundred delegates were present this morning in the legislative chamber when Premier Murray and Mayor Crosby extended welcomes. Attendance has been affecteded by the C. P. R. strike.

Keir Hardie, present, said, as a wandering agitator, was confident of some day uniting the labor and socialist parties.

Premier Murray called attention to the establisment of mining schools in Nova Scotia, the opening of government technical schools last year, and the erection of a government technical college building.

The afternoon session cas mostly taken up with W. R. Trotter's report on misrepresentation to intending immigrants from the British Isles to Canada. It was lengthy and mentioned specific charges against the Salvation Army, in fact half the report was taken up with a slashing attack of that organization.

Cols. Lamb, Howell and Adjt. Jenkings of the army were present by courtesy of the convention.

Speaking of government restrictions and results, Mr. Trotter said that the people of Canada, and especially the workers, had suffered many things, but they had reason to be thankful that the time was not yet when the interna policy of this great Dominion could be directed by secretaries of charitable organizations and a handful of aristocratic excursionists.

The Army Policy.

Col. Lamb replied in very moderate terms. The statements in the report he could not help saying wereexaggerations in many respects. If Mr. Trotter had come to him in England and asked about the work he was doing, many of them would never have been written. Immigration existed long before the Salvation Army and before trades unionism. What the army had tried to do in Canada was to bring people to the cultivation of the land.

General Booth had laid down the principle that emigration, as pushed by the army, must be beneficial to the man; must not be detrimental to the country receiving the people. Mr. Trotter had said: "The Salvation Army is out for margins." That is quite right. I am out for that every time, but not for my own profit," said Colonel Lamb. The Army was anxious to develop colonization. We had 20,000 selected, but when conditions changed all we brought was 6000."

James Simpson of Toronto said organized labor had long protested against indiscriminate immigration. The Salvation Army, he believed, was animated by high spiritual ideals, and they thought that emigration from England to Canada might work an economic improvement. He did not believe it would accomplish this.

If the Salvation Army would give more attention to the conversion of property ownership they would be do-

Continued on Page 7.

From Pulpit to His Death Bed

The Late Bishop Carmichael.

Stricken with heart failure after preaching in Montreal Sunday morning, having returned from London he died early yesterday.

6000 CATTLE STALLED GRAIN BLOCKADE REAL

Condition is Reported Resultant From Strike--Gov.-Gen.'s Train Six Hours Behind Time.

WINNIPEG, Man., Sept. 21.—(Special)—Stories appearing in the eastern papers regarding the "excellent crop movement are without foundation, many points reporting not receiving one-tenth part of cars required," said J. H. McVety, of the C. P. R. mechanics' headquarters, to-day. "Elevators at Boharm, Pense, Belleplain, Caron, in Moosejaw district are all full and no cars available for shipments.

"Stockmen report 6000 cattle awaiting shipment and say that thirty letters of protest have been forwarded to the government at Ottawa.

"Passenger train service is becoming worse daily, the governor-general's train being six hours late arriving at Moose Jaw, due to the poor condition of locomotives.

"Grain men here reported thirty-six cars of wheat shipped from Alberta on August 26 not yet arrived in Winnipeg and another batch shipped on Sept. 3 from which no report has been received. Both of these shipments were sold for September delivery.

"The assault on the man Edwards at Vancouver by a strike breaker shows clearly the class of thugs being imported by the railway, as the injured man is over sixty years of age and of a quiet disposition. He now receives his reward for faithfulness to the Canadian Pacific."

JAY PITMAN'S WIFE KIDNAPPED, HE SAYS

On First Night of Their Visit to Cincinnati---Grips Have Vanished Too.

CINCINNATI, Sept. 21.—(Special.)—Jay Pitman, decorator, who came here from his home in Toronto, Ont., with his young bride yesterday, reported to the police to-day that his wife was kidnapped last night.

Pitman left his wife to engage an expressman to haul their goods from the depot and spent several hours after that seeing the sights of the city. When he returned she was gone, and neighbors told him that a strange man took her away.

Pitman and the police searched the city all last night and to-day without finding any trace of the young woman.

Pitman is positive she was kidnapped, tho the police cannot understand why the kidnapper should also take the grips and suit cases belonging to the couple.

LICENSE FOR ENGLEHART?

Residents There Think There's a Chance With Hanna. Away.

ENGELHART, Sept. 21.—(Special.)—It is reported here that a liquor license may be issued for hotel purposes here.

Since Hon. W. J. Hanna went east campaigning and Premier Whitney being absent in England, local visitors to Toronto declare that the acting ministers are more friendly disposed to the license idea, and more inclined to view favorably the request for licenses in the north country.

If Engelhart gets a license, Cobalt could not be refused, and the new Town of Cochrane would also have to be in line.

It is stated here that the temperance people have made so much trouble for the government over the two-thirds clause, which is distinctly a temperance measure, that only Mr. Hanna's personal influence maintains the administration of the present license policy.

NAVY FOR AUSTRALIA

Admiralty Promises to Retain Cruiser in Antipodes.

(Canadian Associated Press Cable.)

LONDON, Sept. 21.—A cable from Melbourne says Lord Crewe has sent Premier Deakin a despatch which has pleased the Australian Government, as the admiralty promises to retain certain cruisers in Australian waters, besides actively assisting the genesis of the commonwealth navy.

OBJECT TO LOWERING STEPS.

St. Thomas Street Railway Co. to Fight Innovation.

ST. THOMAS, Sept. 21.—(Special.)—The St. Thomas Street Railway Commission, at a meeting held to-night, decided to fight Dr. Helen MacMurchy's proposed bill for the lowering of street car steps. It was pointed out that as no one in this city wanted the change the entailed expense would be a needless one.

ENTERS POLITICS AS PATRIOTS SHOULD

Mackenzie King Resigns as Deputy Minister of Labor to Enter Campaign as Liberal Candidate.

BERLIN, Sept. 21.—(Special.)—William Lyon Mackenzie King was nominated at the Liberal convention of North Waterloo in the Waterloo town hall this afternoon, his being the only name put before the meeting. The nomination was moved by Leander Bowman, Woolwich, seconded by John Hosteler, Wellesley, and elicited enthusiastic cheering.

A telegram was sent advising Mr. King of the nomination, and after an hour's wait his telegram of acceptance came, causing a renewed outburst of cheering.

The telegram also stated his intention to resign forthwith his post as deputy minister of labor, and that he would be in Berlin to-morrow to remain until after election.

Arrangements were made for series of meetings in all parts of the riding, beginning this week. The speaker of the day was H. M. Mowat of Toronto.

In accepting the nomination Mr. King said:

"My acceptance is a step which has not been taken without long and earnest consideration. My work of the past eight years, during which time the department of labor has grown to be one of the most important departments of the government, has afforded me too many opportunities for public service, and is too near my heart to be quickly or lightly parted from. Indeed the serious responsibility involved in giving up a position of such great public usefulness has been realized so fully that were it not outweighed by the deepest of convictions as to what is at the present time a public duty, I would certainly not sever my connection with a department with which I have been associated from its very creation.

Example For Others.

"Of these convictions there lies deepest perhaps the feeling that membership in the house of commons would afford greater scope for furthering those very purposes for which the department of labor has been established—the promotion of industrial peace, the amelioration of social and industrial conditions—and the belief that the younger men of Canada should demonstrate their willingness to share more largely in their country's affairs and to be prepared to make sacrifices if need be toward that end.

"I have long felt that except as applied to the church, where their significance is perhaps even deeper, nothing could be truer than the words of Mr. Goldwin Smith, that politics is 'the noblest of all callings, but the meanest of all trades.' What our country demands to-day is that young men, whatever their party, should recognize the greatness of the inheritance given them by God in this Dominion, and should train and discipline their lives with a view to bringing to the councils of the nation a guidance that is worthy of its destiny.

"In accepting the nomination so heartily tendered by the Liberals of my native county, and in seeking the support of the electors I trust that the sacrifice I am making in resigning my present position to devote myself to the larger duties of public life, will be of itself sufficient to show that I have no end in view but the well-being of the people at large—no ambition to serve but that of contributing to the happiness and prosperity of our common country."

Resigns From Labor Department.

In his letter of resignation to Hon. R. Lemieux Mr. King says:

"There is hardly a phase of our national life which does not affect industrial conditions and which industrial conditions do not in turn affect, and my interest in the welfare of Canada and the people of this Dominion leads me to desire an opportunity of sharing in the solution of some of the larger problems which are arising and will continue to arise in this connection.

"The interests and future of the department of labor are so near and real to me that I would hesitate even now to take the step I do were I not entirely confident that the welfare of the department would be fully protected and promoted by F. A. Acland, the present secretary, and the officers associated with him.

"Next to the immediate work of the department, I regret most my separation from the civil service of Canada. An association of over eight years, in every respect so profitable and pleasant, is not easily broken, but I shall carry with me into my new sphere of duties, a knowledge of the needs of the department and the service, and shall thru the future lose no opportunity of furthering both."

HAT FOR THE YOUNG MAN.

Something New at Dineen's for Race Week and Business Wear.

A young man's hat that gives a smart appearance to the whole of his apparel and makes him look as wide awake as he ought to be is a new arrival at Dineen's. It is a soft round felt shape with a medium wide brim, braided to match the band. It's a snappy hat for the races and nice for ordinary street wear. The colors are grey, brown and black and the price is $2.50 at Dineen's, Yonge and Temperance-streets.