

SP ECIAL BARGAIN

50 ft. of land and an eleven-roomed house, with two bathrooms, on Peel street, near Jarvis, excellent location for an apartment house; price, only \$2,000.

PROBS: Moderate southerly and southwesterly winds; fine and warm.

FREIGHT BLOCKADE IS GENERAL SHIPPERS OF PERISHABLE GOODS WILL LOSE HEAVILY WITH NOT A WHEEL TURNING

Efforts of G. T. R. Officials Yesterday Were to Keep the Passenger Trains on the Move

BOTH SIDES DECLARE THEY'RE BOUND TO WIN

Thru passenger trains generally running pretty well on time; suburban service at Montreal abandoned.

Freight service all over the system completely tied up. Strikers joined by 350 Wabash Railway employes, operating over the G. T. R. between Windsor and Niagara Falls.

Special police sworn in by company at Toronto, Montreal and Hamilton.

Vice-president Fitzhugh of the G. T. R. says passenger service will be perfected under new conditions in a few days, and then freight movement begun.

Vice-president Murdoch, for the strikers, says they find no fault with operation of passenger service, but depend on freight blockade.

It is rumored at London, Ont., that the roundhouse men may strike.

At Montreal the G. T. R. officially announced having engaged 25 conductors during the day.

Freight traffic is utterly demoralized on the Grand Trunk system. It is somewhat early to make predictions as to the outcome, but several features of the Grand Trunk strike became prominent at the end of the first 24 hours.

In the first place, no attention has been paid on either side to an intimation from Ottawa that Hon. MacKenzie King would, if requested, be glad to offer his good offices.

Then it can be accepted as granted that the C. P. R. will not allow a strike to take place on their system, and is generally understood that the G. T. R. conductors and trainmen's executive did not show their hand before being quite well aware that they would not have to engineer a strike on the rival road.

There will, therefore, be one great strike and nothing more, although friends of the Grand Trunk are already blaming the C. P. R. for what they call want of backbone.

Two short interviews took place between C. P. R. Vice-president McNicoll and Messrs. Murdoch and Berry, and also the former would not say anything, the men were sufficiently jubilant to give the impression that things were going handsomely their way. In fact, the end of the negotiations appears to be in sight.

As to the passenger service on the Grand Trunk, all of the thru passenger trains are running, although some of them are a little late, and it is generally understood that the men in charge are good hands and that they have been carefully selected. In fact, the statement is made that G. T. R. has hundreds of men in hiding all over the system, waiting till the last word was said. This, however, is contradicted to a certain extent by the fact that the suburban trains are about at a standstill. The Toronto train, which leaves at 10.30 p. m., was 10 minutes late, but it appeared to be manned all over by experienced hands. There is very little excitement at Bonaventure Station over the strike.

Passenger Service First. Four correspondents had a very interesting talk with G. T. R. Vice-President Fitzhugh this evening, that gentleman saying that they were going to leave the freight to look after themselves till the passenger service was properly cared for, and to this latter end the best efforts of the company will be directed.

There is a strike of a day," he added, "but we are making preparations to fight the strikers all along the line, and we are not going to lose." He said that the strikers are expected to get the passenger trains running all right, and then the freight service would be attended to. They had no time to discuss details, but the public, he declared, might rest assured that everything possible would be done for the road's customers, passengers first and freight next. As for the suburban service, that is pretty tightly tied up, and people are coming into the city and leaving either on the electric or by the C. P. R., which by the way, is reaping a rich harvest.

Mails by Water. The mails are beginning to feel the pinch, although John E. McLeod, superintendent of the railway mail service, says that things ran very well yesterday—considering.

Some of the side lines will need looking after to-morrow, he said. "The World last night. 'We are arranging to team the mails from Whitby to such points as Port Perry, 20 miles away, and Brooklyn, seven miles from Whitby.' As to the expense of this extra service, I can't say, as, of course, it all depends upon how long the strike is kept going. The mails are being kept going, but there is nothing much to complain of. There may be an occasional office that won't get its mail for 12 hours behind time, but, on the whole, we are satisfied."

Coal by Water. The anxious householder's first thought is probably as to how the coal supply will be affected. Citizens will be relieved to find that there is no danger of a shortage, even if the Grand Trunk takes some time to get the Wabash, the total number of men out being 4000. As a matter of fact, practically all the men employed in the train and yard service

Senate Reading Room SENATE P O

TWO WOODSTOCK PASTORS IN SCANDALS

Baptist Minister Has Gone, After Admitting Foolish Conduct With Young Ladies, and a Colored Preacher Is Under Arrest.

WOODSTOCK, July 19.—(Special).—The pastor of the First Baptist Church given his holidays, with orders never to return because of the circulation of certain rumors as to his associations with two supposed young ladies of his church, and the allegation against a colored Methodist preacher, against whom the charge is laid of having illicit connection with a girl between 14 and 16 years of age, constitute the sensations in this city.

No specific charge has been laid against Rev. Warren H. McLeod of the Baptist Church, but to the deacons of the church his indiscretions, which he is said to have admitted to them, have been sufficient to warrant asking for his resignation. This they expect to receive from Chicago, for which Mr. McLeod and family left last Friday.

What the deacons of the church were unable to justify in the former pastor's conduct was his associations with at least two young ladies. Although quite ready to believe his story that he had no immoral relations with them, they had informed them that his daughter had acknowledged to him that Mr. McLeod had been guilty of grave indiscretions. The girl's father is a prominent member of the church.

The minister, when asked by the deacons as to his conduct, is said to have admitted that he had been foolish. He would not admit that he had been guilty of any wrong towards either of the young ladies.

Rev. J. W. Davis, pastor of the Methodist church in Woodstock, was raised from Amherst, N.S., where he was a year ago last April. He received his college education in Chicago. He is a married man, and has two children, both girls. Previous to leaving here, his wife was ill in the hospital, having undergone an operation at the same time as he was when they left. It is said that she was entirely ignorant of the rumors about her husband and of the trouble which he was having with the church deacons.

What action the church committee will take is yet to be decided. If they should deem it fit they can refuse to give Mr. McLeod a letter of release, which constitutes his credentials to become the pastor of any other church. It is argued by some members, however, that if they accept his resignation, the letter must be delivered to him.

Colored Preacher Accused. The colored pastor against whom the serious charge has been laid of seducing Martha Ann Selby, colored, under 18 years of age, is Rev. James Davis, of the First Baptist Church, Woodstock. He is a married man, and has a wife and one child in Woodstock. He is a regularly ordained minister, not very dark in color, and has been preaching for 18 years.

DAVID ARRESTED HERE. Last night Detectives Archibald and Mitchell, accompanied by James A. Davis, now pastor of the British Methodist Episcopal Church at 97 Chestnut street, who came to this city two weeks ago from Woodstock, Davis was got at 135 Lindsay avenue, where he was boarding. He was delivering an address to a select supper party when taken. He is 52 years of age and has a wife and one child in Woodstock. He is a regularly ordained minister, not very dark in color, and has been preaching for 18 years.

PROVIDES FOR NATIONAL ANNUITIES. (Canadian Associated Press Cable.) WELLINGTON, July 19.—(Special).—Premier Ward's budget speech, legislation is fore-shadowed providing for national annuities, it is stated in certain cases contributing proportionately to the number of children in a family. There is a scheme for the extinction of the national debt by the creation of a sinking fund, which provides for repayment of the whole except 10 per cent, but the loan being treated on the same basis.

THE MAILED MUST BE SENT. The mails ought to go thru in spite of any strike. Has the postmaster-general done anything to this end? Has he anything to do with it? The president of the United States ran national mail trains in spite of any strike. But the Canadian prime minister is in the west. The minister of railways is in the west. And the mails may be stalled.

Ontario Holds Her Own

This is a great year for Ontario. Not that she is doing better than ever she did before, but she is doing just as well, and is getting ready to do a great deal better.

Ontario is the finest country on the face of the earth, and the people of Ontario should stand by it, and stick to their old home. We have given freely of our wealth, of our sons and daughters, and sent them to the west and to the 'Greater Canada' beyond the lakes, and we are glad that we sent them there, and we know we will get full return for all we have sent to the west.

But just now the main point in the minds of most of Ontario's population is that this province is good enough for them, and that they intend to start a fresh movement for its further development and improvement, and for the welfare of all who cast in their lot with them.

The crops in Ontario are surprisingly good when you judge by the returns of the last few days. The fall wheat crop is one of the best that ever faced the binder, and all the other cereals are to be up to the average, with here and there an exceptional field. Great improvement has taken place in the output of fruit in the district from Toronto around the lake, and thru the Niagara country. The cities of Ontario are all busy; the manufacturing towns are busy; the railways have lots of freight to carry; new industries are being started.

And, perhaps, the greatest impetus ever given to this province will come within a few weeks, when the Hydro-Electric Commission starts in to distribute cheap electrical energy for power and for lighting. None of us can imagine what this great work will do within the next few months and years. It ought to transform all the country that comes within its range, for power and light are two of the great requisites.

What we also want next is cheap local traction of the electric type, but rates controlled, administered and regulated by a commission of the same class and enterprise as the Hydro-Electric Commission. In fact, it looks to us that the time has about arrived when Sir James Whitney ought to consolidate these two into one big commission of well-paid, high-class men.

But in the meantime let every Ontario man, woman and child be proud of his native province, and make the development of this province the thing most dear to his heart. Let us get a lot of good settlers on our uncultivated lands; let us encourage them by giving them good roads; let us give them reasonable freight charges and electric cars; let us give them cheap power and light, and let them see that the finest piece of territory on the face of the earth lies right within the present bounds of this province.

And, above all, let us be proud of the fact that this province is good enough for them, and that they intend to start a fresh movement for its further development and improvement, and for the welfare of all who cast in their lot with them.

This is Ontario's year.

IDEAS ARE SUGGESTED FOR PEACE BENTONARY

Organizing Committee Making Progress—Will Hold Next Meeting in Toronto.

NIAGARA FALLS, Ont., July 19.—(Special).—A meeting of the organizing committee of the Hundred Years of Peace Association was held this afternoon at the Clifton Hotel, with full attendance of members. Geo. D. Evans, superintendent of education, Buffalo, was chairman.

A draft constitution was presented, and after discussion adopted. The main features of the organization are that it is proposed to have a large executive of representative men from throughout the province, and a committee of 25. There will be two joint honorary presidents, viz: the governor-general of Canada, representing Great Britain, and the president of the United States, and there will be five vice-presidents from each country.

The scope of the movement will be very broad. Under the style of a branch any organization in Canada, the United States, or any part of the English Empire, whether military, naval, historical, patriotic, commercial or national in character, may affiliate with the association and thus be represented in membership, which may consist of three delegates for each branch.

How to Celebrate. In discussing the methods of the celebration—which will take place between July 1 and Oct. 1, 1915—it was agreed that in planning the program of the celebration, emphasis as possible should be laid upon the ideas and influences that make for the world's peace, while there should be little saying in the pomp and circumstance of war. Dr. J. J. Larned, of Toronto, made an eloquent appeal for a display of the triumphs of peace in the relationship of the two nations, while J. L. Tryon, Ph.D., of Boston, assistant secretary of the American Peace Society, following in a practical address, showing by the example of the recent remarkable demonstration, that the world could be made striking and attractive to the young people, and that it is a matter of the greatest importance to bring all nations into an attitude more favorable to peace.

Major Collins of Toronto suggested that if any military parades were held the troops should parade without arms of any kind, and that in any naval displays guns should be covered. These suggestions met with the general approval of the meeting.

Opposed to Militarism. One instructive fact, as showing the steady growth of a real desire for peace among the people of the United States, was brought out by Dr. Tryon, who mentioned that the financial failure of the Jamestown exhibition was due directly to the undue prominence given to the naval and military displays, and that the promoters realized too late, when protests came from many quarters of the United States, especially from the working class, that the military displays were not what the people wanted.

F. M. Parke, secretary of the chamber of commerce, Buffalo, who acted as secretary of the meeting, read a letter from H. C. Phillips, secretary of the peace movement initiated by Mr. Phillips at Mohawk, N. Y., regretting his absence, but enclosing a report of a speech in support of the present movement by Hon. W. L. Mackenzie King, Canadian minister of labor, delivered at Harvard University. In this speech the hon. minister warmly espoused the idea of the celebration.

It was decided by a unanimous vote to hold the next meeting in Toronto within a fortnight, when the movement will be further advanced.

OFFICES TO LET

Standard Bank Building, corner KING and JORDAN STREETS. Apply H. H. WILLIAMS & CO., 28 VICTORIA STREET, TORONTO.

30TH YEAR

REVENUES OF THE RAILWAY SHOW BIG INCREASE

Official Preliminary Report of Interstate Commerce Commission Indicates That Pessimistic Statements Are Unfounded.

WASHINGTON, July 19.—That the railroads of the United States are each year increasing the tremendous value of their property, and, what is more important, that they are increasing their earning capacity, is shown by a preliminary report issued to-day by the Interstate Commerce Commission. The report covers the fiscal year ending June 30, 1909, and marked advances over the condition of the railroads in 1908 are indicated.

The figures of the Interstate Commerce Commission come as a blow to those who have been vainly endeavoring to convince the people that the country is facing financial depression of a serious character, and that there is a substantial reason for the present depression in railroad stocks. While, of course, the commission has not had time to compile railroad statistics for the fiscal year 1910, it is evident from the very fact that the report is made that the movement is decidedly forward and not backward. Not by any form of swiping can the report be made to serve the purposes of the pessimist.

Probably the most important fact that the report shows is that the excess of the operating revenues for 1909 over the operating expenses was \$319,294,123. For the fiscal year previous it was \$724,237,113, a difference of \$404,942,989, another important fact being that the amount of dividends was \$221,071,628. This is equivalent to 6.53 per cent on the dividend paying stock. Of the total capital stock outstanding \$3,746,104,427, or 55.98 per cent, paid no dividends. No interest was paid on \$718,351,332, or 7.57 per cent, of the total amount of funded debt, including debentures, debenture bonds and trust obligations.

The summaries show that on June 30, 1909, there was a total single track mileage in the United States of 228,983.53, indicating an increase of 221.13 miles.

CALLS MONK AN INCUBUS His Alliance With Bourgeois Delights Ottawa Journal.

OTTAWA, July 19.—(Special).—The Ottawa Journal, Independent Conservative, in a strong editorial says: "The Conservative party of Canada meets a stroke of good fortune in the person of Mr. P. D. Monk, hitherto recognized as the leader of the party from the Province of Quebec, who has now joined forces openly with Mr. Bourgeois. That Mr. Monk has not merely been a dead weight on the party but a drawback and a danger to it, has for some time been recognized by most of the party in the other provinces. Now that he has removed himself, the situation is much better. The party is no longer to be charged with his narrowness, nor pointed to as in confusion, owing to his utterances."

ELABORATE SUICIDE Tied Shotgun to Tree, String Attached to Trigger.

PORT ARTHUR, July 19.—Tying a shotgun to a tree, attaching a string to the trigger, blindfolding himself and then pulling the trigger, sending a charge of buckshot into his back, is how Peter Kurts committed suicide last Wednesday in a garden at the rear of his shack on his homestead in Dorion Township.

The body was found four days later by neighbors, whose suspicions were aroused by his non-appearance. His age was 26. He was unmarried and came here from Duluth.

A HERO HONORED. (Canadian Associated Press Cable.) LONDON, July 19.—The chapter general of the Order of St. John of Jerusalem has awarded Thomas Reynolds the silver medal of the order for bravery in the Spanish River smash.

HE MAY COME BACK. OTTAWA, July 19.—(Special).—There was a peculiar rumor around here to-night that The World gives for what it is worth. It was that if the G. T. R. strike persists, Sir Wilfrid will be back in Ottawa within four or five days.

A RETROSPECT. July 20, 1814—Eight traitors, Americans, who had settled in Upper Canada, were hanged at Amherstburg on July 20, 1871. British Columbia was admitted to the Dominion. July 20, 1895: Private T. H. Hayhurst of Hamilton won the Queen's Prize at Bisley.

ATTENTION, VISITORS! Of course this is summer and the weather doesn't suggest in the least that it might ever possibly be cold enough to wear furs. Just the same, we think that we should hint gently that you are in one of the biggest fur countries in the whole world, and that your chance to purchase good furs at the right price is here, in Toronto, and to-day. Let's call to your attention also that the Dineen Company, 147 Yonge street, are "some large dealers" in native furs and in Alaska seal, and that this company deals direct with the trappers in our own Northwest, and with the big agents for foreign furs. The showrooms are worth a visit.

Sizes 34 to 44. Regular price 88c. WS For 98c. and negligee shapes, new d. semest. brides, silk. Regular \$2.00. Wed. Sailor Hats, turban and is, bound on edge, Regu. WEDNESDAY \$1.99. and kid leathers, business wear, sizes 5 to 11. 1.99. Filed. Selected blucher top, 100m heavy and half. 2.29. a.m. 2.29. Filed. Half Price

Prices for way ahead. Stock the better lines, so that will move them. Linoleum, in marble designs to select from, per yard, \$1.35. Linoleum, in block, floor, \$1.15 to \$1.25, laid, \$1.10, laid, Wed.

One of These to-morrow of Salt Boxes, to hang and Coffee Pots; Nickel cans, large size; Small Butcher Knives; 10- and Coffee Canisters; 10-quart Galvanized quart Tin Pails; Fancy Preserving Kettles; Rubber Dusters; self-righting bakers (pair) Wednesday 29c.

necessities shopping list, ment: 50. Wednesday \$1.10. of of buffer, nail pen boards. Regular 15c. Wednesday 10c. Wednesday 10c. Wednesday 15c. Wednesday 15c.

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Passenger Service First Freights in a Few Days

That's the Intention of Vice-President Fitzhugh Who Says That Company Will Fight to Finish.

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Some of the side lines will need looking after to-morrow, he said. "The World last night. 'We are arranging to team the mails from Whitby to such points as Port Perry, 20 miles away, and Brooklyn, seven miles from Whitby.' As to the expense of this extra service, I can't say, as, of course, it all depends upon how long the strike is kept going. The mails are being kept going, but there is nothing much to complain of. There may be an occasional office that won't get its mail for 12 hours behind time, but, on the whole, we are satisfied."

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Extent of Grand Trunk System; Scene of Strike

Grand Trunk and leased lines ..... 2526 Canada Atlantic ..... 498 Grand Trunk Western ..... 288 Detroit, Grand Haven and Milwaukee Air Line ..... 191 Toledo, Saginaw and Muskegon ..... 116 Total mileage operated ..... 4648

Trunks of the following lines are used under lease: Atlantic and St. Lawrence, United States and Canada, Buffalo and Lake Huron, Owen Sound and Canada, Michigan Air Line, Champlain and St. Lawrence, Intercolonial Railway, Lewiston and Auburn, Norway branch (Maine), Cincinnati, Saginaw and Mackinac.

New York Central (Port Erie to Black Rock), The Central Vermont, owning 295 miles and operating 536, is controlled by the Grand Trunk. The Grand Trunk owns a majority of its capital stock.

between Portland and Chicago are on strike. Telephone advice says that there are no more men at work than those who voted against the strike. Mr. Murdoch emphatically denied that Mr. Hays offered 13 per cent. increase, let alone 18 per cent. "The company," he said, "made an effort at Detroit this morning to break our ranks by offering the yardmen three cents per hour over the rate the men were asking, and which the company refused to grant. The rise proved unsuccessful, as the men were not to be lured away from their loyalty to the movement as a whole."

When asked whether he knew that the principal trains on the Grand Trunk system were being operated as usual this morning, Mr. Murdoch replied: "We quite expected this. Of course we had no idea of being able to tie up the passenger service completely, and we prepared to see the passenger trains operated. We will not be distressed if the trains continue to run so far as the passenger department is concerned. Where we will harass the company most is in its operation of freight trains and in the suburban services, which are abandoned this morning. The yards are being piled with freight cars."

Police at Depot. The Bonaventure station this morning was surrounded by police; the station itself was as usual, but as soon as a person tried to go on the platform he was stopped by a man in blue and asked for a ticket or pass; no excuse was accepted. Without ticket, no one was admitted to the platform. At Point St. Charles, where the shops are closed down, there was a great deal of murmuring, the men complaining that as they had made no demand on the management they should not have to suffer for the trainmen's dispute.

Hays Replies. President Hays to-day issued an answer to the statement of Vice-President Murdoch of the trainmen. "There are," said Mr. Hays, "a great many different rates of pay involved. In some cases the increase offered by the company was as high as 40 per cent, in others, as low as 10 per cent, but the company's proposition contemplated meeting the very argument which the trainmen gave as their reason for being unwilling to accept the major report of the conciliation and investigation board, viz. that it did not deal with the relative rates of pay of conductors, baggagemen and firemen on any given principle established by precedent."

The Mails Must Be Sent.

The mails ought to go thru in spite of any strike. Has the postmaster-general done anything to this end? Has he anything to do with it? The president of the United States ran national mail trains in spite of any strike. But the Canadian prime minister is in the west. The minister of railways is in the west. And the mails may be stalled.

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