THE SHORTAGE OF LABOR IN CANADA.

Trade Takes Issue With Trade Unions.

In a Letter to the London Morning They Were Mountains High, But the Post Mr. Ellis Says That the Ontario and Quebec Manufacturers Could Find Work for as Much More Help as They've Got.

Montreal, July 30-(Special)-The Star's London correspondent cables:

Condon correspondent cables:

"President Ellis, of the Toronto Board of Trade, makes an elaborate statement in the Morning Post, directed against the misrepresentation by Canadian trades unions in denying the shortage of labor in Tanada. He says: "The problem is becoming greater every day. Canadian manufacturers are prepared to give employ—nent immediately to 25,000 skilled labor-

do, that the demand is supplied, is ridict lous. There is not a manufacturer in On tario or Quebec who has one half the number of hands for whom he could find work.

There is not a trade which does not want

ere are 6,000,000 people in Canada. Nowhere can be found men and women wear-

POOR ACCOMMODATION FOR THE CARDINALS.

No Running Water and Little Ventilation in the Cells--Leo's Constitution to the Conclave.

Rome, July 30-The Italia says that the constitution left by Leo to the conclave I as been distributed among the cardinals. According to this authority, it was written

mer constitutions and conclaves, especially that of Pius IX, and then complains of domination," and recommends the ck election of a new Pope.

t advises the holding of the conclave in the enjoyment of full liberty, and content of memory and recommends the enjoyment of the rights as all pi the Pontiff. It enjoins the election of dangerous are pope, not according to the personal dangerop the Pontin. It enjoins the election of recomme new Pope, not according to the personal minion o eference of the cardinals, but according on recell the dictation of their consciences, instarups, ired only by the welfare of the church. Nos. On the cover of the pamphlet containing respons are constitution is written: "To be kept with most absolute secrecy and with the

duty of returning it."
The cardinals today visited the cells Great Reception Being Given King The cardinals today visited the censiving the they are to occupy during the conclave, and it cannot be said that they returned very enthusiastic over the idea of being confined, penhaps for some time, in what are rightly termed "cells," which are not being confined, penhaps for some time, in what are rightly termed "cells," which are what are rightly termed "ceis," which are without running water and necessary ventilation. Perhaps the most dissatisfied was! Cardinal Vaszary who, as primate of Hungary, is the wealthiest of the cardinals. He is credited with an income of \$400,000 annually. He insists that he cannot eat with the others, and must have his meals

YOUNG MAN KILLED

Thomas Murray of Eagle Settlement the Victim--Store at Cocagne

Moncton, N. B., July 30-(Special)-Thomas Murray, aged eighteen, son of John Murray, was struck by a falling tree while chopping in the woods near his home at Eagle Settlement, parish of Salisbury, on Tuesday, and injured so badly about the head that he died yesterday, never

having regained consciousness.

A store at Cocagne, owned by P. R. A store at Cocagne, owned by P. R. Gogins, was burglarized Tuesday night and considerable tobacco and clothing stolen, but no attempt was made to break the safe, showing that the burglar was an amateur at the business. A party is suspected, but there is no trace as yet of him. A constable came to Moncton today in

THE INFLUX TO CANADA.

45,000 Settlers Passed Through St. Paul

Last Year to the Canadian Northwest. St. Paul, Minn., July 30-Estimates mad by officials of transcontinental railway lines, which are usually concluded late in July, show that the total number of setwent to points in Minnesota, North Da-kota, Idaho and Washington. The rest kota, Idaho and Washington. The rest went to the Canadian Northwest, went to the Canadian Northwest.

LIPTON'S NEW BOAT GETS SEVERE TEST.

President of Toronto Board of Challenger Sent Against Her Sister Boat in a Wild Sea Thursday.

25,000 LABORERS WANTED RODE WAVES LIKE A DUCK

Yachts Swept Along at a Tremendous Pace -- Old Boat Six Minutes Behind When Mainsail

Atlantic Highlands, N. J., July 30-In Mr. Fife sent the two boats away for a close reach southeasterly in a wind from III hugging the lee quarter of the other boat. With sheets eased and every stitch of canvas drawing the boats went tearing

off shore at a twelve-knot pace, and right Once it looked to those on the Erin as though the challenger buried her whole, bow clear to the mast in the brine. Even bow clear to the mast in the brine. Even the tall bowed Erin dipped her bowspit once. Steadily the challenger drew away a few hundred yards and to leeward. It was dangerous racing in such rough water, and after half an hour, when Shamrock III had a comfortable lead over Shamrock I, they went about and ran back to Sandy. Hook lightship. They started nearly even for the run back.

At the turn of the lightship at 11.35 Shamrock III was thirty seconds ahead.

Shamrock III was thirty seconds ahead.

Both boats were fairly flying.

For an hour and seven minutes they worked to windward, the sea becoming smoother as they got in the lee of the

At 1 p. m., when off Seabright, eight miles from Sandy Hook lightship, the chal-lenger was six minutes ahead of the old boat and straight to windward of her. In a puff a split about two feet long occurred near the peak of the mainsail of Shamrock

I, and the trial was abandoned.

Edward and Queen in Their Tour able to say just how much it had been improved since before today nothing was

Galway, Ireland, July 30-King Edward and Queen Alexandra continued by motor the local rector, the parish priest and a deputation representing 20,000 inhabitants of the wild Connemara Mountains, presented an address. The king, in replying, the inhabitants that he was equally pleased with the spirit of industrial activity and warm, hearty welcome of the people, which he and the queen would long remember. The hearty tone of his majesty's speech was received with every evidence of ap-

Their majesties drove off in motors through the beautiful lake and mountain country, everywhere greeted loyally by the

The motor journey ended at Recess where the party had luncheon. The town was decorated and the hotel was sur-rounded by a guard of honor of Connemara cavalry, peasants from the sur-rounding country astride of saddless mountain ponies and wearing "Jerry" hats decorated with tri-color ribbon and green

Galway and arrived here late in the afteroon. They met with an enthusiastic re

Galway, Ireland, July 30-At Recess where their majesties stopped for lunch eon, an extraordinary incident occurred A poor old woman approached the queen with a petition for the remission of the remainder of a sentence of six months passed upon her husband. Inquiries proved that the man's character justified elementy, and the queen, with the king's permission ramitted the sentence on the cost occurred, cheered wildly.

SIR WILFRID TELLS OF GOVERNMENT RAILROAD POLICY.

He Generalizes About the Great Need of a New Trans-Continental, and Condemns the I. C. R. as a Useless Spur--The G. T. P. Scheme Stands as Already Outlined--The Premier in re the Transportation Problem Generally.

and people today. The bill for another

in detail by Sir Wilfrid Laurier. The man was worthy of the man. A packed house and jammed galleries surrounded him. For two hours and a half the audience hung a time ada's speakers.

In the most concise language he outlin the project upon which the government has been working and for which the coun try has been waiting so many days. He reviewed the ambitions and the mistakes of Canadian railroad building in the past. He pointed to the present needs and the present dangers of our commerce between the interior and the seaboard.

He peered into the future showing what Canada is to be and invited Canada to make ready for her future.

Time after time the house responded the burning words of the orator. Time a the burning words of the orator. Time after time the chamber rang with deafening applause. Even on the opposition side of the house members could not refrain from testifying their approval of the sentiment uttered. At the conclusion of the speech there was a tumult of enthusiasm in the house and none joined in the applause more heartily than the ex-minister of railways, Hon. Andrew G. Blair.

The premier estimated the entire cost of the line to Canada at from \$12,000,000 to \$13,000,000. This represents the inter-

to \$13,000,000. This represents the interest for the first seven years on the investment. For that period the dominion is not going to charge the company for the

The proposition which was presented by Sir Wilfrid Laurier today was very much different from that upon which Mr. Blair had left the cabinet.

That the contract had been modified and interest of the meantime was already and lay the trade of Canada.

nproved in the meantime was already an-

when Mr. Blair speaks and every one, not only here but throughout Canada is looking for his views, he will be able to deal with the subject not only in an authoritative, but in a satisfactory and masterly way, for no one in Canada is so conversant with the railway problem, of which he has made a close study, than the

ex-minister of railways. Sir Wilfrid Laurier.

Sir Wilfrid Laurier.

The prime minister at the outset said that the bill he presented was divided into two parts. The first provided for the creation of a commission of three members, with power to construct a portion of the proposed transcontinental system; the second part provided for the ratification of a contract between the government and the gentlemen now seeking incorporation under the name of the Grand Trunk Pacific Relivery Company.

cific Railway Company.

The present bill would have to be supplemented by resolutions which he would lay on the table later. "The house," said the premier, "has been impatient, and not un-naturally so, to be informed of the leading particulars of the policy with regard to the building of another transcontinental "It is now my duty to give all the infor-

mation in my power, and to satisfy its legitimate curiosity, and first it would not be amiss if I address myself to a question which has come to us from different quarbut deep sentiment which is today in the minds and still more in the hearts of all Canadians, that a transcontinental railway from the shores of the Atlantic to the shores of the Pacific and to be every inch of it on Canadian soil, is a national, as well as a commercial necessity. That such a road must be built, that it is a national and a commercial necessity, that it is a corollary to our status as a nation, that it is a requisite to our commercial development is a proposition to which up to this moment I have heard no dissent. Exception has been taken to the immediate necessity of building such a road, exception has been taken to the immediate necessity of building such a road, exception has been taken to the immediate necessity of building such a road, exception has been taken to the immediate necessity of building such a road, exception has been taken to the immediate necessity of building such a road, exception has been taken to the immediate necessity of building such a road, exception has been taken to the immediate necessity of building such a road, exception has been taken to the immediate necessity of building such a road, exception has been taken to the immediate necessity of building such a road, exception has been taken to the immediate necessity of building such a road, exception has been taken to the immediate necessity of building such a road, exception has been taken to the immediate necessity of building such a road, exception has been taken to the immediate necessity of building such a road, exception has been taken to the immediate necessity of building such a road, exception has been taken to the immediate necessity of building such a road, exception has been taken to the immediate necessity of building such a road, exception has been taken to the such that those who conceived and carried out this great and useful enterprise, but if the truth must be told, it must be admitted that those who conceived and carried out this great and useful enterprise, but if the truth must be told, it must b

Ottawa, July 30—(Special)—A great rail- tion has been taken to the policy we sug project was presented to the commons gest, but as to the idea itself, I have never

those who tell us to pause and consider, to reflect and to inquire, our answer is no, this is not a time for deliberation, this is a time for action. The flood tide is upon us that leads to fortune; if we let it pass it may never recur. If we let it pass, the voyage of our national life, bright as it is today, may be arrested in the shadows. We cannot wait because time does not wait, because time lost in these days of wonderful development is doubly lost.

"We cannot wait because at this moment there is a transformation going on in the conditions of our national life which it would be folly to ignore, and a crime to overlook. We can not wait because the prairies of the northwest, which for countless ages have been roamed over by wild herds of bison, or by the scarcely less wild.

The fire caught about the kitchen range. The property loss was \$4.000 and the insurance \$2,500.

In addition to John F. Woodbury, of Waterville, the proprietor, his wife and six children, and Mrs. Stevens and Mrs. Martin, the following were in the hotel when the fire started:—

Thomas S. Willey.

Thomas S. Willey.

Mrs. G. Wilton Lewis, Malden (Mass.); S. E. Packard, Brockton (Mass.); Mrs. Caroline M. Hooper, Manchester (N. H.); Mrs. and Mrs. Joseph Terrill. Manchester (N. H.); Mrs. E. D. Hooper, Paris (Me.)

The dead women were elderly ladies, of voyage of our national life, bright as it is today, may be arrested in the shadows. We cannot wait because time does not wait, because time today to wonderful development is doubly lost.

"We cannot wait because at this moment if there is a transformation going on in the conditions of our national life which it would be folly to ignore, and a crime to overlook. We can not wait because the prairies of the northwest, which for countless ages have been roamed over by wild herds of bison, or by the scarcely less wild tribes of red men, are now invaded by the white race. They came last year 100,000 strong, and still they come in greater numbers. Already they are at work tilling the soil, sowing, harvesting and reaping. We say that today it is the duty of the Canadian government and parliament to attend to the requirements of this vast, growing country, to heed the condition of things.

"We consider that it is the duty of the Canadian government and parliament to attend to the requirements of this vast, growing country, to heed the condition of things.

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"We consider that it is the duty of the Canadian government and parliament to attend to the requirements of this vast, growing count

other channels, and that an ever vigilant competitor does not take to himself the trade that properly belong to those who acknowledge Canada as their native or their adopted land. Upon this question we feel that our position is absolutely safe and secure. We feel that it corresponds to the beating of every Canadian heart, though there may be a difference of opinion as to the methods we have employed to secure the accomplishment of the task we have in view.

we have in view.

"Sir, we recognize that upon this question of policy there may be an honest and honorable difference of opinion. We know that there have already been such differences of opinion, honorable and honest, because it has been our misfortune to lose a colleague upon this question. We recognize, though, that we stand upon very firm ground, and it will be my duty to present the reasons which have led up to the policy we have adopted.

No One Seriously Hurt.

I. C. R. Was Never Intended for a Transcontinental Road

"We think that this road, in order to we think that this road, in order to give to the people the full benefit which they have a right to expect from it, should extend westward from the heart of the maritime provinces, from the town of Moncton, at the juncture of the two lines which proceed to Halifax and St. John. I know that there are a good many who know that there are a good many who maintain that it is sufficient that such a maintain that it is sufficient that such a road should be constructed from Quebec westward to the Pacific Ocean, and a good many who oppose this scheme pretend there is no need whatever of extending this road to Moneton, because between Quebec and Moneton there is the Intercolonial. Sir, the answer to this objection is plain obvious, exterorisal peremnwhich has come to us from different quarters, and which may find an echo outside as well as inside this house. Why this new enterprise? Why this expenditure? We ask parliament to assent to this policy because we believenay, we feel certain, and certain beyond a doubt, that in so doing we give voice and expression to a sentiment—a latent but deep sentiment which is today in the minds and still more in the hearts of all three to Moncton, because between Quebec and Moncton there is the Intercolonial. Sir, the answer to this objection is plain, obvious, categorical, peremptory and paramount. The answer is that the I. C. R. never was intended for transcontinental traffic. It was first conceived as a military road. It was built and located for political reasons, not from any commercial considerations. Far be it

TERRIBLE FATALITY AT

Two Elderly Lady Guests of an Old Orchard Hotel Suffocated.

Their Bodies Were Burned to a Crisp. and Others Had Narrow Escapes.

L. Martin and Mrs. E. A. Stevens, sis ters, who resided at East Grafton (N. H.), third story. Mrs. E. D. Hooper, of Paris ing ther way to the second story, where she was found by firemen. Several other inmates just escaped in their night cloth-

The dead women were elderly ladies, of considerable wealth, who for several summers have passed their time at the Sea

Colonial Secretary Says That

London, July 30-In the house of con mons today, during the discussion of the colonial office vote, replying to a bitter at-Action is Imperative.

"This is our duty. It is immediate and imperative. It is of this hour and minute. Heaven grant that it be not already too late, Heaven grant that by reason of delay the trade of Canada is not diverted to other channels, and that an ever vigilant competitive does not take to himself the

NOVA SCOTIA FAMILY

House Shattered to Pieces by Lightning While All Were in Bed, but and the big steamer swerved in the current and struck bottom opposite the Longueil wharf.

Clark's Harbor, N. S., July 30-(Special) -During an electric storm of great vio-lence which passed over here this morning, the house of Crowell Pennys, at Southside, was struck and shattered from roof to

oundation.

Every room in the building was broken floors torn up and furniture destroyed. The family were in bed at the time. In the dhildren's room the ceiling fell on the bed, but strange to say none of the in

PRESBYTERIAN MINISTER'S

Rev. Donald Sutherland, of Gabarus, (C. B.) Dropped Dead Wednesday

THORELLA BEATS KOLUTOO EASILY,

Cup Won by Canadian Yacht.

AMERICAN OUTCLASSED.

Minutes Ahead of the Challenger When the Latter's Rudder Broke and She Retired--Another Race

The Canadian yacht showed remarkable sailing ability, and in the opinion of Lake St. Louis yachtsmen she is the fastest craft which has yet sailed for the International

tional cup.

The course was three times over a triangle, a mile and a third to each leg, or twelve miles altogether. On the first leg the Thorella showed her superiority in windward work and led four minutes and twenty-two seconds, turning the first The yachts crossed the starting line al-

The yachts crossed the starting line almost together, with the American in the windward position, but she was not able to long maintain this advantage, as before 200 yards were sailed the defender was in the lead. Which she steadily increased. After the second leg, when, on a reach, the challenger cut eighteen seconds off the lead at the first mark.

Second Round.

Third Round. Irreconcilables Will Be Deported Thorella. 3.29.30 3.37.00 3.44.20

The Thorella seemed to be increasing her The Thorella seemed to be increasing her lead on the leg when the challenger was disabled. After the race the American yachtsmen admitted their yacht was outclassed in the prevailing conditions, but thought she would have a good chance in light weather. She will have a new rudder

LAKE MANITOBA

C. P. Liner Got Out of Her Course in a Thick Fog -- Vessel Lies Easy and Cargo is Being Lightered.

Montreal, July 30—(Special)—The Canadian Pacific Railway Company's Atlantic liner, Lake Manitoba, went aground in the river as she was leaving this port for Liverpool this morning. A heavy rain storm set in just after the Lake Manitoba left her dock, and it was so thick on the river that it was impossible for the pilot or ship's officers to distinguish the course,

wharf.

Despite the efforts of half a dozen tugs to float her the steamship is still aground. The vessel is in no danger, but it will be necessary to discharge about 1,000 tons of cargo before she can be floated. Work of discharging will appreprie tonight. scharging will commence tonight

THE MONTEREY'S CARGO.

Much of It Being Landed at North Sydney -- Father O'Neil Holidaying in Cape Breton

North Sydney, July 30-(Special)-The steamer Bruce this morning brought from Port Aux Basque over 700 cheese and 300 boxes of butter from the wrecked steamer Monterey. These goods will be shipped to Montreal by rail.

More than 2,000 bags of flour landed here

from the wrecked steamer Norwegian and stored in warehouses, are being loaded in-to cars at the terminus wharf for shipment to Montreal.

The Rev. Father O'Neil, of the University of St. Joseph's, Memramcook, arrived in town today on a vacation tour of Cape Breton and Newfoundland.

500 Stone Workers Locked Out.

Pittsburg, Pa., July 30-Five hundred stone cutters and stone masons were locked out today by the contractors in accordance with the action taken by the builders' league. This is the first step taken in the impending fight between the builders' league and the building trades councils.

DAVID MORROW, EX-M. P.P., VERY ILL

First Race for Seawanhaka Going to the Toblque to Organize Courts of the 1. 0. F.

THE CANNING SEASON.

The Defender Was More Than Ten Bishop Kingdon on a Confirmation Tour in Charlotte County -- The Scionda and Thistle at Fredericton --- Takes a Bride to the

Word comes from French Lake, Sunysis yesterday and his condition is quite critical. Mr. Morrow has been in failing

health for some inonths.

James Carr's mill at Carr's Mills, twelve miles below Woodstock on the Giben branch of the C. P. R., was totally destroyed by fire Tuesday night. A great quantity of lumber was also burned, the total loss being not less than \$8,000 it is estimated. At present it is not known how the fire caught.

estimated. At present it is not known how the fire caught.

The sail yacht Thistle arrived in portlast evening and anchored off the club house. On board are a party composed of Gabriel Deveber, Thomas Powers, a graduate of the U. N. B., and A. F. McIntyre.

Last week Bishop Kigdon went down to Charlotte county for confirmation. Or Saturday he went to Campobello, where the rector had lately died, and where a lay reader was in charge. On Sunday morning the bishop baptized three infants and one adult, and then held service, preached and celebrated the holy eucharist. In the afternoon he was interviewed by the church wardens on the state of the parish. In the evening he held confirmation when forty-four were confirmed, thirty of them being girls. Their veils were made by the daughter of the governor of the Bahamas, who is a visitor on the Island. On Monday the bishop went on board the steamer Viking and arrived at St. Stephen in good time. There he was met by the Rev. J. W. Millidge, who drove him to his parish for confirmation. met by the Rev. J. W. Millidge, who drove him to his parish for confirmation. On Thesday they drove to Tower Hill, where the bishop confirmed fifteen candidates. On Wednesday they drove to St. Thomas' church, Moore's Mills, where six were confirmed; and in the evening they

George Hoegg, who returned last even-ing from the North Shore, where he has been for the past few months, states that his factories there have been closed down the North Shore this season, despite reports to the contrary was up to the general average and the factories were never stinted for a supply of these than which are Mr. Hoege's chief pittput on the North Shore. The factories there completed a

most successful season.

Mrs. George-Brooks, of Gagetown, is in the city and declines to return to her home unless a stepson with whom she can-The Hudlin assault case was before the police magistrate today and the prisoner further remanded until Monday.

OF LIGHTNING.

Lynchburg, Va., July 30—At 2 o'clock this afternoon three persons were killed and more than a score injured by lighthing at New Hope Church, Appomotox County.

Paul Cowen, Charles Austin and Aubery Paul Cowen, Charles Austin and Aubery Wingfield.

A meeting of the James River Baptist Association was in progress and a large number of men took refuge under an awning near the building when the storm came up. Lightning struck a tree in front of the awning, causing the disaster and throwing the great crowd on the ground into a panic.

Trolley Men Charged With Manslaughter. Trolley Men Charged With Manslaughter.

Worcester, Mass., July 30—On the charge of manslaughter in having caused the death of a passenger in an accident at Westboro, Saturday, when two Boston and Worcester electric cars collided, killing one person and injuring 50 others, Leon B. Downs and Dahiel T. Daly, the motorman and conductor of one of the cars, were arrested today. They were arrested today. They were arrested today. They were arrested the did in \$1,000 bonds until August 11. It is contended by the prosecution that Downs and Daly had orders to wait at a turnout for the eastbound car, orders which they disobeyed, their negligence being responsible for the accident.