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Senate Reading Room
16 July 03

TWENTY-FOURTH YEAR — TEN PAGES——THURSDAY MORNING SEPTEMBER 3 1903——TEN PAGES — ONE CENT

Exhibition Receipts Ahead of Last Year

Cash Receipts Estimated at $6,000 to the Good

Attendance Manufacturers' Day, 25,000

Live Stock Exhibits Rapidly Filling Up Buildings Set Apart For Them.

CANADIAN DAY.

8 a.m.—Gates open.
9.30 a.m.—Herefords, Aberdeens, Angusses and Galloways judged.
9.30 a.m.—Chesters, Durocs, Jerseys and A. O. V. judged.
11.00 a.m.—Parade of horses, breeding classes.
1.30 p.m.—Parade of cattle.
2.00 p.m.—Concert by Band of Grenadiers.
2.00 p.m., and every quarter of an hour after—Judging of horses.
4.00 p.m.—Concert by Exhibition Band in front of grand stand.
7.15 p.m.—Commencement of vaudeville performance.
7.30—Concert by Grenadier Guards' Band on ground.
8.15—Kiralfy's Carnival in Venice.
9.15—Fireworks.

Official, Tuesday 22,300
Estimated, Wednesday 25,000

The first ray of sunshine for the Exhibition brought a generous crowd to the grounds. The most astonishing feature of the Fair thus far has been the large attendance, in spite of the atrocious weather. Since the gates were opened, each day has been a record-breaker, as compared with previous years. The admissions have reached, for the first four days, proportions seldom attained before the second week.

By courtesy, Wednesday was designated as Manufacturers' Day, but from the jam in the various buildings it appeared to be everybody's business to participate. The big show in the afternoon attracted a large number, but the crowds in the jubilee hall, among the live stock and the different buildings was not diminished. In the evening, "A Carnival in Venice" drew a full grand stand.

At the close of the Fair Tuesday night, the management reported an excess of $2800, compared with the same number of days last year, and estimated that last night the cash receipts were $6000 ahead of last year. Considering the condition of the weather, the management feels that congratulations are in order. It is believed that the first week's record this year nearly equals that of the two weeks of 1902.

The parade of horses, opening of the cat show, live stock judgings, lecture in the dairy building, demonstrations at the woman's building and a number of minor events gave the visitors all the excitement they required.

Live Stock Exhibits.

The live stock has come in with a rush, and the buildings are rapidly filling. The owners were in no hurry to bring their prize animals in during the damp weather, tho the stalls are in good condition. The number of stock fanciers present is very large, and this feature, combined with the fine display of dairy products, will be the centre of attraction for the next few days. The fifty thousand dollars in prizes arranged by the management is the concession this important industry has received. This is the largest amount of cash ever conferred upon the dairy entries. All the best talent in the country will be represented, as well as much foreign goods. Manufacturers from as far West as Vancouver were present, and the Canadian Manufacturers' Association was out in force.

Manufacturers at Luncheon.

Manufacturers' day at the Fair did not bring out as large a gathering at the directors' luncheon as was expected, but those present represented the leading manufacturing industries of the country.

Among those present were:

T. A. Russell, W. K. George, Rev. W. F. Wilson, D.D., Harry McGee, R. A. Donald, T. B. Greening (Hamilton), Dr. Elliott (St.Catharines), Watson Griffin, R. J. Younge, F. E. Mutton, C. F. Wheaton, J. George, James Ryrie, Fred Somerville, J. W. Flavelle, S. M. Wickett, W. Sanford Evans, C. N. Choate (Windsor), W. A. Gerolamy (Tara), Sheriff Hagar (Prescott and Russell), J. F. McLaughlin, J. Muir (Brantford), W. Gillespie (Joliette, Que.), J. P. Murray, John Boag (warden North Gwillimbury), A. C. Larkin, C. J. Silver, Henry Wade, W. H. Evans (Montreal), A. J. Munro (Montreal), Frank Stanley, J. F. M. Stewart.

After honoring the toast to the King in the usual way, President McNaught introduced the first speaker. He said it must be impressed upon the minds of those present, when going thru the buildings, that when Canada can turn out such a quality of production as is seen at the Fair, she must of necessity become, within a short time, one of the leading manufacturing countries of the world. In past years, he said, visitors to the Exhibition were not made aware of the fact that nearly all the exhibits were of material made in Canada, but this year

Continued on Page 4.

DROWNED IN 3 FEET OF WATER.

Kingston, Sept. 2.—A sad accident happened on Buckshot Lake recently, when Robert Laraby, a 14-year-old lad, was drowned in three feet of water. He had been subject to epileptic fits for some years, and there is no doubt this was the direct cause of his falling out of his boat.

Smokers, 10c. cigars for 5c.; Gomez, Garcias, Gatos, Oscar Amanda, Japs Royal Infants, La Arrow and Irvings. Alive Bollard, 128 and 199 Yonge St.

The Only Way to Rochester.

During Exhibition steamers North King and Caspian sail every evening at 10 o'clock from Geddes' Wharf, arriving six hours later next morning, excepting Sept. 5 and 6, when they leave Toronto 9 a.m., arriving 6 p.m. One way, $1.25; return, $1.35. A. F. Webster, agent, corner King and Yonge-streets. 24613

Radnor in the morning.

TO-DAY IN TORONTO.

Dominion Fair, Canadian Day.
Ontario Conservative Convention, Victoria Hall, 2 p.m.
County Law Library Association annual meeting, Osgoode Hall, 11 a.m.
P.S. Board, 8 p.m.
Canadian Horticultural Society, Exhibition Grounds, 10 a.m.
Princess Theatre, Dockstader's Minstrels, 8 p.m.
Grand, "A Gentleman of France," 8 p.m.
Shea's, vaudeville, 2 and 8 p.m.
Star, burlesque, 2 and 8 p.m.
Hanlan's Point and Munro Park, vaudeville, 3 and 8 p.m.
Eastern League baseball, Toronto v. Buffalo, 4 p.m.

DID NOT GIVE 2-CENT RATE THO OLD CONTRACT BINDS

No More Public Money for Grand Trunk Till Clause is Carried Out.

Ottawa, Sept. 2.—(Special.)—Two-cent passenger rates were again discussed in the House to-night. The Grand Trunk Pacific bill was before committee of the whole.

W. F. Maclean referred to a clause in the old Grand Trunk Railway contract binding the company to give a passenger rate of two cents a mile. He read from The Farmers' Sun to substantiate this statement. The Grand Trunk Railway, Mr. Maclean stated, had been given over $50,000,000 of the people's money, but it had failed to carry out the clause which guaranteed the people a passenger rate not exceeding two cents a mile. A clause had been inserted in the C. P. R. contract restricting the reduction of tolls to such an extent that the company must earn 10 per cent. on the capital invested. The move had done nothing to ascertain what the Canadian Pacific Railway had cost; nothing had been done to bring the company under the operation of the Railway Act in respect to the reduction of tolls.

"Why vote a single dollar to the Grand Trunk Pacific Railway or any other railway company that can be traced to the parentage of the Grand Trunk Railway until that two-cent clause is carried out?" demanded Mr. Maclean. He argued that before a dollar is given to the Grand Trunk Pacific Railway the clause guaranteeing the two-cent rate should be obeyed. The people would judge of this phase of the question when they pronounced upon it later.

"That is outlawed," said Bill Galliher.

"You can't outlaw a good act of parliament," declared the member for East York. "Is this contract now before the House to be outlawed, too? I call the Premier's attention to this clause, and also to the C. P. R. contract."

Sir Wilfrid explained that something was being done to ascertain the actual investment of the Canadian Pacific Railway Company.

Mr. Fitzpatrick said that the two-cents-a-mile clause in the Grand Trunk contract had been repealed.

If it was repealed after the company got the money, Mr. Maclean wanted to know what security the people had against the violation of the contract now before the House.

MRS. SPENCER DIED AT MIDNIGHT

Victim of Trolley Accident Succumbs to Injuries at Western Hospital.

Mrs. Spencer, 800 Shaw-street, the lady who met with the trolley accident last Saturday night on Bloor-street, died at the Western Hospital at midnight. She got off a westbound Bloor and McCaul car going at a high rate of speed, and in so doing fell violently to the ground, sustaining a nasty scalp wound of about three inches in length. She was picked up unconscious and conveyed in the ambulance to her home, where, after an examination by the doctors, she was pronounced badly, but not fatally, injured. On Sunday night, after being conscious all day, she relapsed into insensibility, and it was found necessary to remove her to the Western Hospital. An examination there showed that she received severe internal injuries and was suffering from concussion of the brain. The dead woman was a widow, 49 years of age, and leaves three children, two of whom are married.

WORK ON STRIKE PATTERNS.

Montreal Iron Moulders Think They Come From Toronto.

Montreal, Sept. 2.—(Special.)—The local iron moulders at a meeting to-night decided to call to Montreal a representative of the union at Toronto Junction to investigate the presence in some of the foundries here of certain strike patterns alleged to have come from the Canada Foundry Co. at that place. The local men say that so long as the strike is on there they must refuse to do work on such patterns. It is likely that the matter will be settled without trouble.

R. L. BORDEN BETTER.

Ottawa, Sept. 2.—(Special.)—On the request of the colonel of the Coldstream Guards, Major Maude, military secretary to the Governor-General, has gone to Montreal to extend a welcome to the regimental band. The Coldstream Guards is Major Maude's regiment.

Lady Minto and her two daughters, accompanied by Capt. Bell, left to-day for Japan. They will be absent for about two months.

Some improvement is noted in the condition of R. L. Borden. He will leave Ottawa in a few days to take a short rest.

WIRELESS PLAYS QUEER PRANK.

New York, Sept. 2.—Mrs. Langtry saw Sig. Marconi for the first time the other evening, and the incident caused her to tell her own peculiar experiences with wireless telegraphy.

"I had dined with a friend the night before I left London," she said, "and when we passed a vessel I telegraphed by the new method, 'The ocean does not part us.' "Ten days later I had a telegram back from my friend with a request to explain what it meant. It read: 'The ocean has no pants on.' "

ROOSEVELT'S ESCAPE.

Oyster Bay, N. Y., Sept. 2.—A man giving his name as Frank Weilbronner was arrested at Sagamore Hill late last night while making a persistent demand to see President Roosevelt. The man was armed with a revolver fully loaded. He was taken to the village and placed in prison. He is demented.

David Hoskins, F.C.A., Chartered Accountant, 207 Manning Chambers, City Hall Square. 246

WILL AMPUTATE THE FOOT.

Tillsonburg, Sept. 2.—Russel, a young son of Mr. Shaw, operator at the junction, while trying to jump on a moving freight this afternoon, fell between the cars. One foot and a hand were badly crushed, and the foot will have to be amputated. He also received several cuts on the head.

Nothing but the finest goods at Thomas

Smokers, buy Perfection smoking mixture, the only tobacco that is cool and fragrant. Alive Bollard.

Did you ever try the top barre?

Smokers 10c. cigars 4 for 25c.; Marguerites, Boston, Fortuna Alive Bollard.

Rounders on Rising. Rapidly Reduce Remorse with Radnor.

Radnor mixes perfectly with Rye.

First of all a cigar must satisfy the palate. Cost is a secondary, but an important consideration. All desirable features in flavor, satisfaction and price are found in Grandas. "Manana," the Spaniard, is Grandas trade mark.

SUGGESTS UNCERTAINTIES WHICH MAY THE GODS AVERT

Why John A. Paterson, K.C., Regrets That Privy Council's Decision Was So Ambiguous.

"In reference to the decision of the Privy Council in regard to the Lord's Day Act, I do not know that I can say any more than has already been stated by the secretary, Mr. Shearer, in an interview that I have seen already reported," said John A. Paterson, K.C., one of the council who presented the case of the Alliance before the Privy Council, and who returned from England this week, to The World last night.

"It is quite clear that the old Lord's Day Act is still in force," he continued, "and it is equally clear that other statutory provisions affecting work and business on the Lord's Day are also in force, altho not in the Lord's Day Act. The Shops' Regulation Act prohibits bakers and barbers from working and keeping open shop on the Sabbath. The Electric Railway Act, governing the electric railways chartered by the province, prohibits the operation on Sunday of these railways.

"It is a matter of importance to know definitely just where the law-making power is centred—whether it is held in the provincial. The Judicial Committee of the Privy Council say:

"'It is impossible to doubt that the infraction of the act, which in its original form, without the amendment afterwards introduced, was in operation at the time of Confederation, is an offence against the criminal law.'

Decision Clouded With Uncertainty.

"At the same time, Their Lordships say that the Lord's Day Act, 'treated as a whole, was beyond the competency of the Ontario Legislature.' There is certainly an ambiguity cast into these words. 'Treated as a whole' does not necessarily mean that each section of the Lord's Day Act is beyond the competence of the Ontario Legislature, and it contains a suggestion that some portions of it may be. It is unfortunate that the decision on this large and important question should be clouded with uncertainty. It is, however, to be remembered that the same difficulty occurred in dealing with the temperance question. It needed a great many years of litigation and several very protracted arguments to settle the question of the limits of the provincial power over the liquor question, and to differentiate clearly between the Federal and the provincial jurisdiction, and it was not until recently, when the judgment on the Manitoba Liquor Act was given, that we seemed to get the fog cleared and to see some steady and shining light thru the Egyptian darkness.

Result of Respectful Prayers.

"And that was the climatic result of many respectful prayers addressed to the Privy Council, of the character of 'Lead, kindly light, amid the encircling gloom,' since the year 1867," said Mr. Paterson. "It is to be regretted that the judgment was not more specific and definitely instructive, especially in view of the fact that so many of the keenest legal intellects in Canada, in parliament and legislature, Ministers of Justice and Attorneys-General, as well as the bench, have during the last 36 years reached a contrary conclusion. The present condition is embarrassing, suggestive of further uncertainties and complications, which may the gods avert."

EXPLOSION KILLS 29.

Austrian Steamer Caught Fire and Had to Be Beached.

Constantinople, Sept. 2.—Three explosions occurred to-day on the Austrian steamer Vaskapu soon after leaving the Bulgarian port of Burgas en route for Constantinople by which 29 persons perished. The steamer caught fire, and had to be beached. A telegram conveying this news was received by the agent here of the Hungarian Levant Line, to which the Vaskapu belongs.

The captain and officers of the steamer and six of her crew were among the dead. The Vaskapu sailed from Varna, Bulgaria, and after calling at Burgas, was steaming thru the Black Sea to Constantinople when three explosions took place on board. The deck of the vessel took fire, and she had to be run ashore at Misivria Bay, 18 miles north of Burgas, where she is still burning.

The steamer was of 1076 tons, 260 feet long, had 36 feet beam and a depth of 16.9 feet.

REVOLT DYING DOWN.

Movement in Monastir Gives Indications of Being Suppressed.

Salonica, Sept. 2.—The revolutionary movement in Monastir gives indications of extinguishment. Boris Sarafoff, who is now at the head of the two sections of the Macedonian General Committee, has severely reproved the Monastir Committee for its inactivity. Fifteen Bulgarian villages have been burned between Klissura and Kastoria.

COL. JANKOFF BUSY.

Constantinople, Sept. 2.—According to government advices Col. Jankoff, the insurgent leader, who, with a strong following, is operating southwards of Demotyka, has been entrusted with the task of destroying the larger bridges of the railroad over the Maritza and Arda Rivers, so as to cut off communication with Adrianople from the south and delay the troops who are on their way to the threatened city.

PORTE'S BROKEN PROMISES.

Sofia, Sept. 2.—The Bulgarian agent at Uskub reports that notwithstanding the Porte's promises on the occasion of the Russian demonstration in Iniada Bay to dismiss 24 officials accused of malpractices by the Russian and Austrian Consuls, only nine of them have been dismissed, while some of the others have been given higher posts.

FAVORS COLONIAL AID.

Montreal, Sept. 2.—The Montreal Chamber of Commerce to-day passed a resolution favoring colonial aid in the defence of the empire.

EDWARDS & COMPANY, Chartered Accountants, 26 Wellington St. East. Geo. Edwards, F.C.A., A. H. Edwards, W. P. Morgan. Phone Main 1163.

Out-of-Town Smokers.

Don't fail to try Clubb's dollar mixture. You have read a lot about it; you'll find it the greatest tobacco you ever smoked. It has a delicious flavor—will positively not burn the tongue—and is sold at a popular price. One pound tin $1.00, 1-2-pound tin 50c, 1-4-lb. package 25c, sample package 10c. At A. Clubb & Sons', 49 King West.

Metal Ceilings, Skylights and Roofing. A. B. Ormsby & Co., cor. Queen and George St. Telephone d7

A Great Ottawa Show.

The Canada Central Exhibition at Ottawa is the second fair in size in Canada. The annual attendance is about 100,000. It will be opened by Lord Strathcona immediately after the close of the Dominion Industrial, and many of the exhibits will be taken there. The Ottawa Free Press is the advertising medium at the seat of government. It has among its subscribers nearly 2000 who are in the civil service. Ottawa has a population to-day as large as that of Toronto 20 years ago.

Try the decanter at Thomas', three for a quarter

WHEAT PROSPECTS BRIGHT CUTTING IS ALREADY BEGUN

Reports From Various Districts Give Great Encouragement to the Western Farmers.

Winnipeg, Sept. 2.—The farming interests of the West along the C.P.R. and branch lines are now actively engaged in the harvesting of the crop, which is assuredly one which augurs well for the prosperity of the country. The latest bulletin report issued by the C.P.R. to-day shows that the cutting operations are general, while threshing has been commenced in a few sections. In a number of districts cutting is finished, and the threshing is in full swing. An encouraging feature of the report is the almost general statement that the weather during this week has been very favorable, which has greatly accelerated the efforts to get the crop cut.

Agents Report Good Progress.

Along the main line, from Rosser to Moosejaw, the agent of the company reports that the weather has been unusually fine, and cutting has been commenced and is progressing well. No threshing has been done yet, but it will be commenced in a few days.

Along the Prince Albert branch, the reports indicate that about 25 per cent. of the crop has been cut. The weather has been fine. Threshing will begin about Sept. 15.

Harvesting operations in the Lariviere section show unusual advancement. The cutting is just about completed, and threshing is general.

Rain Does Little Damage.

About half the cutting has been finished in the Napinka section, and threshing has been commenced.

Souris district shows an early harvest. The reaping is about completed, and, tho there has been a good deal of rain, it has not materially interfered. Considerable threshing has been done.

Over the Estevan section thre has been favorable weather, and the cutting is either finished or will be completed this week. No threshing has been done yet.

At Reston, in the Arcola district, there was heavy rain and hail on Aug. 3 and slight damage. There has been considerable rain over the district. Cutting is well advanced.

In the Emerson, Otterburn and Dominion City localities cutting is almost complete and threshing is progressing.

Threshers Are at Work.

Threshing is general in the Gretna section, the crop being nearly all reaped.

Binding and threshing is progressing favorably in the Minnedosa, Yorkton, Shoal Lake, Gladstone and Arden districts. The weather has been favorable, but not much threshing has been done.

At Forrest, Hamiota, Crandall and Manitou, the weather has been fine, and about 60 per cent. of the crop is cut.

At Stonewall, Toulon and Stony Mountain, cutting is finished.

At Snowflake and Mobray, the reaping operations are finished and threshing started. The weather is favorable.

Shortage of Harvesters.

The demand for farm laborers will continue in Manitoba, and Immigration Agent Obed Smith has received no less than 60 long-distance telephone messages asking for farm hands. Harvesters that went thru to the West arrived, in most instances, to find the crop not ready, and have found employment on the railroads and other means of making a livelihood. In all probability, the men will continue at their present occupation, consequently the farm hands will be few and far between in the Territories.

WHITBY'S WATERWORKS SYSTEM.

Whitby, Sept. 2.—A conference between Engineer Speckman and the committee of the Town Council and Board of Trade having charge of establishing a $65,000 municipal system of waterworks and electric light, decided to go on at once with the installation. Plans and specifications will be ready for inspection by the contractors by Sept. 16, and tenders must be in a week later.

RESUME CATTLE SHIPMENTS.

Boston, Mass., Sept. 2.—To-morrow morning the first live beef cargo to be shipped abroad from this port since the embargo placed upon the exportation of cattle by the government on account of the cattle disease went into effect nine months ago, will be taken out by the steamer Kingstonian for Antwerp. This first shipment will consist of 400 head of cattle, of which 240 are from Canada and the remainder from the Western States.

Sideladders for Trainmen Harvey Hall Now Satisfied

Senators Want Cities to Have Right to Order Wires Placed Underground.

Ottawa, Sept. 2.—(Special.)—Clauses 5, 6 and 7 of the Railway Bill, regarding works for the general advantage of Canada, were subjected to a keen analysis in the senate to-day. Senator Beique moved to strike out Clauses 5 and 6, providing that railways crossing or connecting with federal lines shall only come under federal jurisdiction so far as the crossings and connections and the rough traffic are concerned. The amendment also provided that the federal government should not exercise power over thru freight on provincial government railways without obtaining the consent of the provincial government.

Senator Scott favored this, as he believed the original clauses trenched on provincial rights. Senator Lougheed protested against any attempt at delegation of authority by parliament.

Senator Dandurand said he preferred to lean toward provincial automony.

Senator McMullen suggested that the question be deferred to the Supreme Court.

The amendment carried.

Put Wires Underground.

Senator Beique moved another important amendment, which was accepted in the face of considerable hostility. It provides that: "Whenever any city, town or incorporated village is desirous of having lines of telegraph, telephone, or for the convenience of light, heat, power, or electricity, placed under ground, the board may, on the application of such city, town or incorporated village, require the company to thus place its lines or wires under ground, and abrogate the right given by this section or by the special act to carry lines on poles in such city, town or incorporated village, the whole on such terms and conditions as the board may prescribe."

The expected happened when Senator Ferguson raised objection to Clause 197, regarding drainage. He said he could not see the justice of allowing the owner to find out after years have elapsed that he wanted a drain, and reopened the question.

Senator Power reminded the House that on two occasions the senate had passed a bill embodying the principle contained in this clause. He saw no reason why railway companies should be treated differently from other landowners.

Senator Kerr Heard.

Senator Kerr of Toronto pointed out that landowners demanding drainage rights never have received any compensation nor heeded it—their lands immediately adjoining the railway. They could safely leave this clause as it came to them.

Senator Wood thought that Clause 196 provided all necessary provisions for drainage. He argued that Section 197 should not be in the act at all. They were creating a board, and he could conceive of no more proper duty for the board than deciding the drainage question. He did not think it a wise provision to make the law of the province apply. He thought drainage should be left in the hands of the board. He would like to see the whole question taken out of the bill.

Senator McMullen would be willing to leave the whole drainage question to the board, but he was not willing to have the provincial law ignored.

After a long argument, Senator Ferguson's amendment was defeated. The clause stands as it was drafted in the Commons by M. K. Cowan, M.P.

On clause 198, regarding farm crossings, Senator Ferguson objected to the company being mulcted in costs of a crossing the value of which had been included in the original compensation.

Senator Dandurand agreed.

Senator Beique moved an amendment providing that the question of whether the value had been calculated in the compensation or not should be stated.

This was adopted, and the clause as amended reported.

TO THE GREAT JOY OF HARVEY HALL THE CLAUSE FOR THE EQUIPMENT OF FREIGHT CARS WITH SIDE LADDERS WAS PASSED WITHOUT AMENDMENTS.

The Senate was far from unanimous in regard to this clause.

To Save Human Lives.

Senator Ellis said the whole evidence of workmen was in favor of this, and they were the men who suffered. It was all very well for the Railway Company to say what they wanted. One gentleman who examined 400 men found only two in favor of end-ladders.

Senator Scott urged that if it would save human life the slight cost should not be considered.

Senator Watson thought it would be a mistake to legislate on the point, and would leave it to the board.

Senator McSweeney held that the men were better judges of what they wanted than were the Senators.

Senator Drummond did not consider the cost for a moment, but thought the best policy was to leave the matter in the hands of the board, with instructions to secure the best devices possible.

The amendment was lost, and the clause enforcing both side and end-ladders was adopted.

Clause 238, requiring railway companies to keep their right of way free and clear of all inflammable matter, was amended to limit the companies' responsibility to keep the right of way clear of dead grass, weeds and other unnecessary and combustible matter.

An amendment to the clause governing passes provides for the issuing of passes to such other persons as the board may approve or permit.

An important amendment was made to clause 234, regarding stray cattle. Under the clause as it stood the railway company was required to pay damages for cattle killed at crossings unless it could prove negligence. THE AMENDMENT RELIEVES THE COMPANY OF THIS OBLIGATION AND PLACES THE ONUS ON THE FARMER.

SINKS ALL DIFFERENCES SUPPORTS G.T.P. BILL

Hostility of Mr. Blair's Personal Organ Ceased With Vote in the House.

St. John, N.B., Sept. 2.—(Special.)—The Telegraph, the personal organ of Hon. A. G. Blair, which has strongly opposed the Grand Trunk Pacific project, to-day comes out for the measure. After referring to the vote on the bill in the commons last night, it says: "From this time forward the Grand Trunk Pacific plan must be regarded not as a proposal, but as a fact, concerning which further argument is useless. The clear and unquestioned duty of the Liberal party hereafter will be to apply itself with wisdom and diligence to the work of making the Grand Trunk Pacific a mighty agent for the progress and prosperity of Canada. To that high end all differences of opinion as to the details of the government's policy should now be subjugated."

The Telegraph expresses its conviction "that the government is determined to guard as carefully as possible the interests of St. John," and believes "the engineers, most of whose work is yet to be done, will of necessity alter the scheme in some measure to its betterment." The article continues: "While The Telegraph holds, and will hold, itself free to criticize any public policy which does not square with its judgment, its hostility to the Grand Trunk Pacific ceased with the vote which placed that plan in its main features beyond the pale of useful opposition, and imposed upon all Liberals the duty of united and loyal action in seeking to make the new transcontinental a mighty contributor to the progress and prosperity of that greater Canada which commands the full allegiance of all good Canadians."

After pointing out the impracticability of the Borden scheme, The Telegraph continues: "On the other hand, the Liberal party, which has wrought so intelligently and so well for the country, and which enjoys the confidence of the country in these its most prosperous days, will now address itself to the perfection of the most important national work ever undertaken in the Dominion; indeed, we doubt not, will by high purpose and practical wisdom in guarding the public interests in respect of the railway, make that railway perform the mighty work sought from it in binding closer the provinces of the Dominion, developing the rich but unsettled districts, meeting the immense demands of present traffic, multiplying that traffic, and carrying it into Canadian ports. As for this great national task, there is but one party which may undertake it with promise of complete success, and enjoying the full confidence of the country, to whose well-being it has contributed so greatly, and that party is the party of George Brown and Alexander Mackenzie and Wilfrid Laurier. After the vote of yesterday there is no longer a railway question for Liberals in the sense that there was before parliament committed the country to the plan. There is now only the duty of making the most of the great undertaking, which will occupy us for the next few years."

FIRE LOSS $12,000.

Fredericton, N.B., Sept. 2.—W. J. Scott's saw mill at Springhill, five miles from here, was destroyed by fire to-night, loss $12,000, with $5000 insurance. Forty hands are thrown out of employment.

Mr. A. S. Sellers of 64 West King-street announces in another column that he has just received a number of the very latest plates from Paris, and that he is prepared to quote special prices to early buyers. Leave your order for your fall costume now.

Radnor and Scotch mix deliciously.

DEATHS.

COLEMAN—At her residence, 214 Jarvis-street, Sept. 2, Mary A. Coleman.

Funeral from above residence to St. Michael's Cathedral, thence to Thornhill Friday at 9 a.m., Sept. 4th.

McINTEE—On Sept. 2nd, 1903, Rose McIntee, in her 49th year.

Funeral from 222 Queen-street east, to St. Patrick's Church, Friday morning at 9 o'clock.

Get Information Before Paying Money

Member for East York on the G.T.P. Proposition.

Project Is Not a Transportation Solvent

Relation of Senator Cox to the Scheme Aired in the House of Commons.

Ottawa, Sept. 2.—(Special.)—The division on the national transcontinental railway resolution, which took place early this morning, seems merely to have marked the lusty prime of the debate on the big issue. At this morning's sitting of the house, the bill was taken up in committee of the whole. The opposition fell upon it with surprising vigor, and at 6 o'clock this afternoon, when the house adjourned, only the preamble had been passed.

F. D. Monk of Jacques Cartier pressed for definite information concerning the route. Incidentally, he suggested if fuller particulars were not forthcoming the passage of the bill would not be expedited. Notwithstanding this threat, the Premier mildly responded that further information could not be given until the government was in possession of reports of surveys. He justified his position by pointing out that when the Canadian Pacific project was launched, the contract simply stated that the line would run from Calgary to the Pacific coast. Sir Wilfrid assured Mr. Monk that the Grand Trunk Pacific would not run between the C.P.R. and the Canadian Northern. He said it would probably run north of the Canadian Northern.

W. McCreary of Selkirk insisted that the G.T.P. was projected to relieve the congestion in the West. As such, it should take the route that would furnish most traffic, regardless of even the 30-miles limit.

The Minister of Justice invited the house to place complete confidence in the government, which would determine the route.

Shape the Location.

W. F. Maclean declared that there were urgent reasons why the location of the line should be specifically stated. "Whatever," he said, "an agreement with the Grand Trunk Pacific Railway could do, in connection with that agreement, there is a large subvention for the avowed purpose of solving the transportation problem and of affording some relief in that direction called for by the people of the Northwest. To-day the confession is made by the government that there is no exact location of the line. There is a project before the house to build a railway, and there are no surveys made. Does it not follow, or is it not likely to follow, that when surveys are made in the country specified, a suitable route may not be found? And yet we are called upon to give a large subvention out of the people's money when it may turn out that we have not solved the transportation problem at all. The first thing we must have in order to solve this problem, from the opposition point of view, is the possession of accurate information, based on an examination of the country. Can the government go to the country and say that they have not a proposition that is based on an examination of the transportation problem, that is based on an examination of the country, and ask the people to endorse that proposition? They have no information on which to base that claim. Therefore, I say we ought to have this information, and the government should delay action until such time as they are prepared to go to the country and say, here, at least, is a solution of the transportation problem as it affects Canada.

Problem Not Solved.

"But what we have is the C.P.R., constructed largely at the expense of the people, and now owned by a private corporation, and we next have the C.N.R. system, a transcontinental system, built largely by the people, and owned by a private corporation, and now we are to have a third system, in the same direction, largely subsidized by the people, and given over to a private corporation. In the face of these three great transcontinental roads, we have not yet obtained a solution of the transportation problem. That is the question the people will vote upon. I say that, in the settlement of that, parliament is not in a position to-day to endorse the scheme that is before us. What we are willing to endorse is a scheme that will settle the transportation problem. Can the Prime Minister tell the country to-day that the construction of this road, which is given such a large subvention, is a solution of the transportation problem? The chances are that it will not be a solution, because the solution of that problem

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20,000 PEOPLE MAY HEAR JOSEPH'S LIVERPOOL TALK

Proposed to Erect a New Building in Order to Accommodate the Expectant Crowds.

TIMES ON ALASKAN COMMISSION

If Law Question is Settled by Practical Compromise, Other Questions Ought to Be.

SPECIAL CABLES.

The first cables sent thru the newly organized Canadian Associated Press were received in Canada yesterday. The object of the service is to give the people of this country news of such happenings in Great Britain as are of special interest to Canadians. The correspondent is chosen by the newspapers receiving the service, and the news comes entirely thru British and Canadian channels.

(Canadian Associated Press Cable.)

London, Sept. 2.—The demand for tickets of admission to hear Hon. Joseph Chamberlain speak at Liverpool is so great that it is proposed to erect a special building to hold 20,000 persons. It is believed in well-informed quarters that Premier Balfour's statement before the conference of the National Union of Conservative Associations in Sheffield will have an important effect, resulting in subsequent consideration of the fiscal question.

There is much talk in political circles to-day of a possible compromise at next Saturday's meeting of the cabinet on the tariff question.

The Standard, the chief Conservative organ, whose recent denunciation of Mr. Chamberlain's proposals aroused so much interest, suggests that a small duty might be imposed upon grain and flour for revenue purposes only. If the cabinet agreed upon these lines, the Unionist free traders might accept it. "Then," says The Standard, "when the present heated discussion has subsided, we can calmly canvass any proposal which Canada is inclined to lay before us."

A letter in The Morning Post suggests that wheat from the colonies should be admitted free, and that emigration to Canada should be assisted by the government.

QUESTION OF LAW.

The London Times, commenting on the Alaskan Boundary Commission, says: "Questions relating to occupation may give rise to difficulties, due to feeling and sentiment, but they cannot affect the question of law, which is the main question referred to the commission. When that is settled by a practical compromise other matters ought to be."

WHY THE AWAKENING?

The Morning Chronicle says that the parliamentary paper recently issued concerning the dispute between Germany, Canada and the United States, has contributed nothing toward the elucidation of the question why the Imperial government suddenly woke up to the recognition of Canadian grievances, which it had treated for years with indifference.

HUTTON IN AUSTRALIA.

The Melbourne correspondent of The Morning Chronicle says that General Hutton has not only unified the federal defences, but also has conceded much to Australian democracy.

STICKS TO MARCONI.

A protocol has been adopted at the International Congress of Wireless Telegraphy held at Berlin, and signed by the United States, Germany, Austria, Spain, France and Russia. But England dissented to the majority of its conclusions, affirming that no sys-

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BOUNDARY ARGUMENTS PUT IN.

Canadian Counsel Thinks Britain Has "Fighting Chance."

London, Sept. 2.—The arguments of the United States and Great Britain based on the cases and counter cases in the Alaskan boundary arbitration already filed, were submitted to-day by counsel of the two governments to the Alaskan Boundary Commissioners.

ONE OF THE CANADIAN COUNSEL SAID, AFTER READING THE AMERICAN BRIEF, THAT IT WAS A STRONG DOCUMENT, BUT HE THOUGHT GREAT BRITAIN HAD A FIGHTING CHANCE.

It is expected that the meeting of the commissioners to-morrow will be brief and merely for the purpose of organization and fixing a date for hearing the oral arguments.

A New Ladies' Ha Store.

The newest store in Canada is in the W. & D. Dineen Company establishment, corner of Yonge and Temperance-streets, a store for ladies' hats and rainproofs, and, outside of New York, there is no better on the continent. In fact, the stock is the same as you'll get on Fifth-avenue to-day. The showrooms themselves are splendidly appointed, well lighted and furnished in good taste. If you want to know what is proper in society, see the big display at Dineen's.

FAIR AND WARM.

Meteorological Office, Toronto, Sept. 2.—(8 p.m.)—A few light showers have occurred to-day in the western portion of the Territories, but elsewhere in Canada fair weather has prevailed. It has been moderately warm from the lakes to the Atlantic, and cool in the Territories and Manitoba.

Minimum and maximum temperatures: Victoria, 46—66; Kamloops, 42—68; S. Current, 42—66; Winnipeg, 42—68; Parry Sound, 58—72; Toronto, 52—78; Ottawa, 58—74; Montreal, 60—74; Quebec, 58—76; Halifax, 56—72.

Probabilities.

Lakes and Georgian Bay—Light to moderate southerly winds; some local showers, but mostly fair and warm.

Radnor at night.

STEAMSHIP MOVEMENTS.

Sept. 2.	At.	From.
New York	Southampton	New York
Pretoria	New York	Hamburg
Liguria	New York	Genoa
Rhyniand	Philadelphia	Antwerp
Ivernia	Boston	Liverpool
New York	Southampton	New York
Noordland	Liverpool	Philadelphia
Oceanic	Liverpool	New York
Hellijoar	Copenhagen	New York

Men of strong commercial instincts who desire value for their money smoke Grandas Havana cigars. "Manana," the Spaniard, is Grandas trade mark.