

BRITAIN'S GREAT STRIKE SETTLED

Railway Strike Was Ended at 11 O'clock Last Night.

Victory of Trades Unionism as Recognition of Union is Conceded by Managers.

Believed That Riots in Wales, When Citizens Were Shot By Soldiers, Did Much Toward Settlement.

London, Aug. 20.—A great wave of relief swept over the country tonight when, shortly after 11 o'clock, the announcement was made from the Board of Trade offices that the railway strike had been settled and that the men would return to work immediately.

Telegrams were quickly despatched to all important railway towns, bearing the information, and crossed in transit messages to London, describing the strike in the kingdom. Most of the credit for settlement seems to rest on the shoulders of David Lloyd George, Chancellor of the Exchequer, who, in his statements to parliament and interviews with the managers and the men, worked for conciliation when all others of the interested parties seemed to have been given up.

A joint committee of five members, composed of two representatives of the railway companies, two of the men and a non-partisan chairman, will be appointed Tuesday to investigate the workings of the conciliation act of 1907, which the men claim is the root of all their grievances. This device overcomes the men's objections to a royal commission, which, they contend, always has been in practice a synonym for delay. The men claim a technical advantage in the compromise goes, it appears to be in the men's favor, particularly as the managers consent to meet their representatives. The officials' statement concerning the agreement, says the managers consent to the scheme on the view of certain representations made them by the government, including a promise of legislation to permit of an increase in railway rates. The men claim a victory for unionism on the point of recognition of the unions, which was one of the most vital principles at stake.

A Victory for Unionism. Messages were sent to 1,800 branches of the labor unions tonight saying: "The joint commission has settled the strike. It is a victory for trades unionism. All men must return to work immediately."

As a result of the settlement the soldiers who had been scattered at strategic railway points about the country will be withdrawn as fast as arrangements for transporting them can be made.

There is no doubt that today's affair at Llanelli, Wales where troops fired on a mob of striking men and wounding two others, had much influence in ending the strike. The Liberal government had almost its existence at stake because of the strike, as it depends on the working classes for its power. The shooting of citizens by soldiers occurred less often in the United Kingdom than in any other European country and is particularly repugnant to all classes. The settlement was reached at a conference between David Lloyd George, the chancellor of the exchequer and the executives of the men's societies.

Premier Asquith returned to London this afternoon from the country where he had expected to stay over Sunday and his secretary made constant trips to the conference of the board of trade and the headquarters of the railway magnates. At the conclusion of the conference, the following official statement was issued:

An Official Statement. "Acting on representations made to the railway companies by the gov-

CAPTAIN AND CREW MAY HAVE BEEN DROWNED

Schooner Minnie, Owned in Halifax, Abandoned Off The Massachusetts Coast — No Trace of Her Crew.

Nantucket, Mass., Aug. 20.—Whether Captain F. Langville and the crew of the two masted British schooner, Minnie, which was found abandoned off Great Point yesterday, made their escape in safety, or have been drowned in their lifeboats in which they left the ship, was not known here tonight, although lifesavers along the Cape Cod and Nantucket coasts looked for them last night and today. The crew of three men left their vessel, apparently in great haste, although the schooner is in fairly good condition, except for opened seams.

The ship's papers show that the Minnie is owned in Halifax, N. S., and has 206 tons of hard coal aboard. New York to Canso, N. S. With the assistance of the revenue cutter Aqueduct, the Caskata lifesavers ran the Minnie ashore in shallow water inside of Great Point today. She has taken in 100 feet of water. Wreckers have taken possession of the schooner and will institute claims for salvage on the vessel and cargo.

The issue before Canadians today is the same as that upon which the general election of 1891 was decided. Then it was called commercial union. Now it is Reciprocity. Both lead to the same goal—Continentalism.

Mr. Cloughton stated that upon certain representations by the government he and Sir Guy Grant had the authority of the railway companies to meet the representatives of the men with a view to discussing terms of an agreement. The terms having been discussed and agreed to, Mr. Cloughton and Sir Guy Grant stated that the recommendations of the men could be accepted by the companies, although they were adverse to the companies' contentions on any question of representation, and should the settlement be effected any traces of ill feeling which might have arisen certainly would be effaced."

The terms of agreement follow: 1. The strike to be terminated forthwith and the men's leaders to use their best endeavors to induce the men to return to work at once.

2. All the men involved in the present dispute, either by strike or lockout, including casuals who present themselves for work within a reasonable time, to be reinstated by the companies at the earliest possible moment and no one to be subjected to proceedings for breach of contract or otherwise penalized.

3. Conciliation boards to be convened for the purpose of settling forthwith all questions of the dispute so far as they were within the scope of such boards provided notice of such questions be given not later than 14 days from the date of this agreement. If the sectional boards failed to arrive at a settlement, the central board is to meet at once. Any decisions arrived at are to be retrospective as from the date of this agreement. It is agreed for the purposes of this and the following clause that rates of wages include remuneration whether by time or piece of work.

4. The reduction in forces will apply to all departments. The employees will not be discharged, but will be laid off with no time set for their return to work.

5. The action of the company is said to be due to the fact that since October business has been steadily falling off.

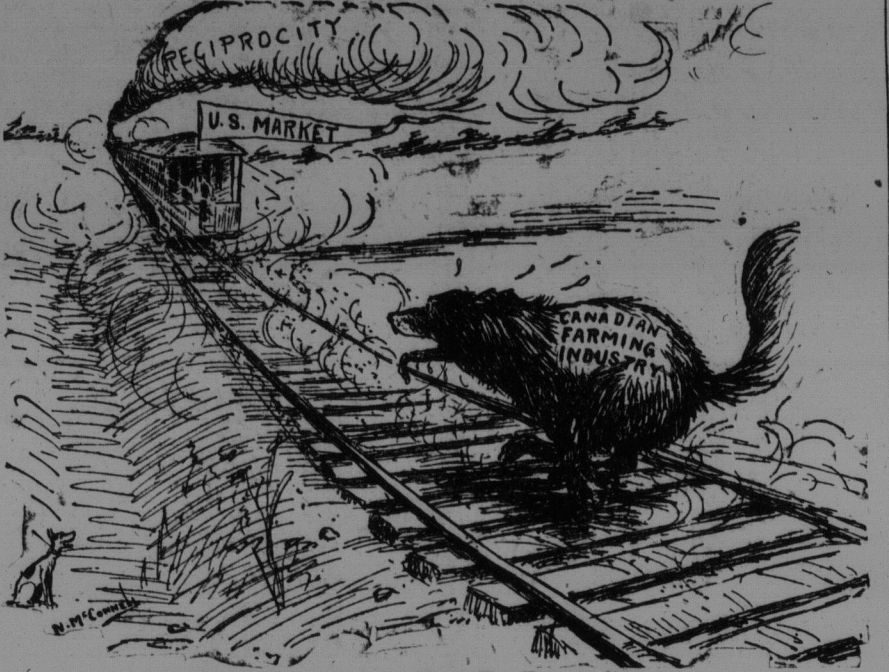
Taft is a large man, but he should be told unmistakably that Canada is considerably larger.

"I appeal to thoughtful and independent Liberals in this national crisis at this parting of the ways. I appeal to them that this light and almost imperceptible 'le may be strengthened and not weakened. Whatever party name we bear, our hearts are in the cause of Canadian unity and British Connection. Many of you are the descendants of these pioneers and loyalists and you should be proud to maintain all their earthly possessions for the sake of the flag they honored and the allegiance they treasured. Their memories forbid you to be indifferent in this struggle. And they to whom the heritage of Canada is to be committed after you have fulfilled your allotted task, they also are calling you to be on guard and to fall not. For as Burke has said, 'the nation is indeed a partnership, but a partnership not only between those who are living but between those who are dead and those who are yet to be born.'"

—ROBERT LAIRD BORDEN.

The National Duty

Chasing the Express Train



"Try It For a Year."—From The Toronto News.

ATWOOD IS DOING GOOD WORK IN AIR

Boston Aviator Rapidly Overhauling World's Long Distance Record in His Flight From St. Louis.

Lyons, N. Y., Aug. 20.—Nine hundred and thirty miles from his starting point, Harry M. Atwood, the young Boston aviator, who is fast approaching the world's long-distance record in his flight from St. Louis to New York landed in a field in Lyons this afternoon, after flying 104 miles from Buffalo without a stop.

Ascending in Buffalo at 3:30 p. m., Atwood who has flown seven days without a mishap, circled to a high altitude, turned eastward and hit over a brisk wind from the west, shot over towns and villages at a speed which kept train dispatchers busy reporting his progress. He alighted in Lyons at 5:31 p. m., having covered the 104 miles in exactly two hours and eleven minutes. In one instance he went four miles in three minutes and on reaching Rochester, 69 miles from Buffalo, he went around the outside of the city so fast that people standing on office buildings could not get more than a glimpse of him.

The train which left Buffalo at exactly the same time that Atwood did all ran in sight of the aeroplane most of the way to Rochester but arrived there 15 minutes after the aviator had passed around the city and had disappeared in the east. The train, however, made a stop en route.

Atwood is now 335 miles from New York, or almost three-fourths of his 1,265 mile flight. By Tuesday night he hopes to reach Albany and on Wednesday, in a one-day flight down the Hudson river he expects to break the world's record for distance when he lands at Sleepyheads Bay Race-track. For the 950 miles so far covered he has been in the air 19 hours, 58 minutes. He had expected to reach Syracuse tonight but gasoline was running short.

The Canadian workingman has nothing to gain and his job to lose under Reciprocity.

AN EVIDENCE OF HARD TIMES IN UNITED STATES

Omaha, Neb., Aug. 20.—At the office of the general manager of the Union Pacific Railroad Company the information was given out that two thousand, five hundred employees of that road will be laid off during next week, possibly on Monday.

The reduction in forces will apply to all departments. The employees will not be discharged, but will be laid off with no time set for their return to work.

The action of the company is said to be due to the fact that since October business has been steadily falling off.

Taft is a large man, but he should be told unmistakably that Canada is considerably larger.

AVIATOR MAKES WORLD'S RECORD FOR TIME IN AIR

At the Chicago Aviation Meet on Saturday W. G. Beatty Remained in Clouds Almost Four Hours.

Chicago, Ill., Aug. 19.—W. G. Beatty in a Wright airplane beat the world's record for duration while carrying a passenger at the international aviation meet here today. Beatty and his passenger were in the air at the opening gun at 3:26 o'clock and remained up until 7:08:22.5, a total of three hours and 42 minutes, and 22.5 seconds.

The former record was made by Amigo at Mulhausen, Germany, Dec. 11, 1910, when he carried a passenger 3 hours, 19 minutes, 35 seconds. While official announcements from the contest committee were received with doubt here after it had been learned that O. A. Brintley officially announced as having flown to a height of 11,725 feet, instead had risen only 5,768 there was little doubt that the Beatty figures were approximately correct. Beatty's performance was watched and timed by thousands of spectators, and his record is not subject to the mistakes possible in so intricate an instrument as is used in recording height.

Today's events were enlivened by a number of spectacular escapes, in none of which it was said was the aviator in great danger. The hydroaeroplanes driven by C. C. Witmer and cruising about over the lake approached dangerously near the yacht Marine causing scares among its passengers, but passed overhead without injury to any. The speed contest for biplanes was taken by Eugene Fly after a sharp brush with Lincoln Beachy. He made the 12 miles in 13 minutes 47.2 seconds. Beachy's time being 14 minutes 2.2 seconds. The fastest mile and third lap was made by Fly in 1:50.52.

Thomas Sopwith won the 12 mile race for a monoplane, in 13:38.4. Reno Simon giving him a close race in 13:49.4. Sopwith took one weight carrying event without competition.

The motto of the Laurier politicians and newspapers appears to be, "Hammer everything Canadian and whoop up everything American."

RECIPROCIETY

(Toronto World) There's a heap of talk agoin' 'bout this "reciprocity." An' the ninety-million market 'at's goin' to be free! The Grits are all a blowin' 'bout the money we kin make 'But I want to tell 'em plain! It's the biggest kind of fake.

The "Yanks" they roped us in before, an' got the best of us, Fer Uncle Sam's a shrewd old chap, an' a doosed slippery cuss. An' the Yankee farmer ain't no fool, he knows what he's about. He'll fill our market with his lambs—there isn't any doubt.

He doesn't want our wheat, for he has wheat to burn. An' we can sell our butter here '—all that our wives can churn.

He'll flood our market with 'cheap corn, an' oleomargarine. So Mister Taft can keep his "pact," 's farmers ain't so green.—T. M. Humble.

Stand by the old flag.

GRITS IN YORK CHOOSE VICTIM

COLLISION IN ST. LAWRENCE KILLED FOUR

Steamer And Tug Came Together Early Yesterday Morning With Result That Four Lives Were Lost.

Quebec, Aug. 20.—Four persons met death shortly after 1 o'clock this morning on the St. Lawrence river when a collision took place between the steamer Hero and the tug Chieftain. The Hero was bound down and the Chieftain which had brought down a raft to Quebec, was on its way up. As a result of the collision the Chieftain was sunk. When the crash came most of the people on board the Chieftain were rescued, but Mrs. Haggerty, the cook and her daughter, a man named Menard who had been captain of the craft and a Swede named Thomas, of the crew were lost. Mrs. Haggerty and her daughter were supposed to have been killed in their berths, but the others were drowned. The accident took place between St. Antoine and St. Croix, L'Anse-au-Loup county.

Canada's next premier, Robert Laird Borden.

RACE RIOT IN HARLEM

White-Man Killed And Several Persons Injured in Fight Between Whites And Blacks Friday Night.

New York, Aug. 19.—One man, a white, was killed and many other persons received minor injuries in a race riot between whites and blacks in Harlem last night. The dead man is Charles McKenney, a clerk, who was shot and instantly killed by a negro in a hallway on Second avenue, near McKenney's home. The race rioting started early in the evening when a white man and a negro accidentally collided on Second avenue. The incident made immediate trouble and shortly afterwards volleys of stones began to be exchanged between crowds of whites and blacks. The disorders continued until the fatal ending. After the killing police reserves were called out, and put an end to the fight. The identity of the murderer, who escaped, is unknown.

Canada for the Canadian farmer and workman.

THEY MAY THANK ELECTION FOR IT

Laurier looks fine with Old Glory for a background. But Borden will do very well with the Union Jack.

WEALTH TO CHARITY

Chicago Woman Who Killed Herself Leaves Will Bequeathing Her Fortune to Charitable Institutions.

Chicago, Ill., Aug. 19.—Mrs. Myrtle Reed McCullough, the author and poet, who killed herself, left an estate valued at \$200,000 according to friends.

This sum will revert to eight Chicago charitable institutions. A friend of Mrs. McCullough's said that the author's will provides that the estate shall be held in trust during the lifetime of Mr. McCullough, his two sisters, and Mr. and Mrs. Hiram V. Reed, father and mother of the dead writer. Each shall be paid a certain income and at their death the entire fortune is to be divided equally among the institutes named in the will.

The Montreal Star well says that once Ontario comes to believe that Reciprocity jeopardizes British Connection it will be all off with Reciprocity.

Machine Convention in Fredericton on Saturday Afternoon.

Dr. A. B. Atherton Selected to Lead Hopeless Fight Against O. S. Crocket.

Convention Was Poorly Attended, But Made Up in Dissent What it Lacked in Numerical Strength.

Special to The Standard. Fredericton, Aug. 20.—Dr. A. B. Atherton said to have strong leanings towards annexation, is the Liberal candidate in the federal general elections in York county.

The Liberal convention was held on Saturday afternoon in a room in the Pitts building on York street. The chairman was R. W. McLellan, the president of the Liberal executive. Aid. Edward Moore not attending, while R. P. Allen was secretary, the gentleman who was secretary for years now being out openly against the Liberal party and against reciprocity. More than one-third of the parishes were not represented at all at the convention and some others were represented by only one or two persons. Most of the federal government's contractors on federal government buildings and their employees helped swell the crowd, but many of the men who have been prominent in the affairs of the Liberal party in York county in years past were not there.

A Lively Row. There was a violent row during the day of the convention in which the methods of the Liberal machine in this county were exposed by E. H. Allen, who has contested the constituency on more than one occasion in the Liberal interests.

Dr. Atherton has long been suspected of annexationist tendencies. He has been a Liberal, but his liberalism consisted of a knowledge that the party were tending to annexation while there was no hope of the other side ever doing so. He has never had any interest in politics beyond that. He is not regarded as a strong candidate, although his section relieves the party in a measure of the ridicule in which it has been held through the boyish tactics of a lot of its managers in this county.

Soon after the convention was opened, J. D. Phinney made a speech and moved the chairman, his son-in-law, name a committee to select a candidate. The Liberal machine had provided a list of names of men who had been at the convention prepared to vote for the candidate named by the machine.

These men were to be named by the chairman if Mr. Phinney's resolution could be put through in a hurry.

Mr. Allen Arives. Mr. Allen pushed his way forward rapidly and in a loud voice said that Mr. Phinney's move was no consideration to those men who had come from different sections of the county to attend a convention if the chairman was to appoint a committee such as he pleased to select the candidate. If those in charge wanted to deal fairly and honestly with the rank and file of the party they should not resort to such unusual and unheard of methods.

Mr. Allen moved that the committee to nominate a candidate, be made up of representatives from each of the different parishes and the city of Fredericton.

Mr. McLellan arose and was commencing to say that he was surprised at Mr. Allen's remarks when Mr. Allen interrupted to inform the chairman that he had not any right to make a speech.

Mr. McLellan explained that he wanted to explain things to the convention.

Continued on page two.

Why Lie About It

Sir Wilfrid Laurier is going up and down the country repeating the statement contained in his manifesto that it had been the constant effort of every public man in Canada for 40 years to consummate a reciprocity treaty with the United States. He is condemned out of his own mouth. On four separate occasions since 1858 Sir Wilfrid Laurier repudiated any desire by the Canadian people for reciprocity and any intention on his part to secure it. He has affirmed that the general feeling in Canada is not in favor of reciprocity; that we are independent of the American market now; that the best and most effective way to maintain friendship with our American neighbors is to be absolutely independent of them; that there was a time when we wanted reciprocity with the United States, but that we have said goodbye to that trade and that we now put all our hopes on the British trade.

He cannot deny these statements because they can be proved by the public records. His argument is absolutely crushed by his own utterances. The weakness of his position is evidenced by his resort to such mis-statements.