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PROBS—
Showers and thunderstorms,
towards evening and at night.

JULY WAS HARD ON WHEAT CROP

Official Estimates Are Issued
—110,500,000 Bushels
Wheat Called for in
West.

OTTAWA, Aug. 11.—(Special.)—The following statement on the condition of the field crops and live stock in Canada is given out by the census and statistics office.
The heat and drought of July have lowered the condition of the field crops all over Canada, but less in Ontario and Alberta than elsewhere, because the ripening season in those provinces has been earlier.
Measured on a basis of 100 for standard condition, being a full crop of good quality, wheat fell during the month from 75, oats from 76 to 81, barley from 88 to 90, rye from 92 to 78, peas from 82 to 79, mixed grains from 84 to 81, and hay and clover from 87 to 82. Beans alone have not deteriorated. Their condition at the end of the month was 75 per cent., or one more than at the end of June.
Other crops show conditions for the end of July of 78 for potatoes, 73 for turnips, 73 for sugar beets, 75 for other roots, 77 for husing corn and 83 for fodder corn.
It was too early at the end of July to give estimates of production for the lower provinces and British Columbia, but from reports of correspondents in Quebec, Ontario, Manitoba, Saskatchewan and Alberta, the yields of wheat, oats, barley and hay and clover are computed to be as shown in the following table:

Provinces.	Wheat.	Oats.
Quebec	1,575,000	37,008,000
Ontario	18,154,000	11,888,000
Manitoba	54,164,000	54,322,000
Saskatchewan	47,080,000	28,130,000
Alberta	7,280,000	23,026,000
Totals	130,263,000	289,254,000
Provinces.	Barley.	Hay and Clover.
Quebec	2,280,000	3,618,000
Ontario	20,804,000	4,972,000
Manitoba	21,184,000	158,000
Saskatchewan	24,640,000	2,460,000
Alberta	4,773,000	10,000
Totals	51,661,000	8,780,000

KING EDWARD TO VISIT BERLIN EARLY IN 1909

Will Be Accompanied by Queen Alexandra—Turkish Question Discussed With Kaiser.

OTTAWA, Aug. 11.—King Edward arrived here at 9 o'clock this morning and was met at the station by Emperor William and his suite. The king and emperor kissed each other on both cheeks and embraced in the most cordial manner.
After the monarchs had been introduced to each other's suites the king and the emperor entered an open automobile and were driven to the Friedrichshof Castle, where they had a long talk before lunch.

OTTAWA NOMINATIONS.

Fraser and Cheevers Are Selected by the Liberals.
OTTAWA, Aug. 11.—At the Liberal convention held to-night the candidates nominated for Ottawa for the federal contest were: A. W. Fraser, K. C., who beat out R. Stewart, the sitting member, and Dr. Cheevers, who replaces J. B. T. Carson, who has retired from the house.
The voting was:
For English speaking candidate: Fraser 182, Robert Stewart, M.P., 169.
For French speaking candidate: Chevrier 178, August Lemieux 169.
Excepting Dr. Chevrier, all of the candidates for the nomination have been repeatedly mentioned in parliament as having profited largely through deals with the government.
The Conservative convention will take place in a fortnight. Dr. Chabot is certain of the French nomination, but there is a sharp contest for the other between Thomas Birkett, ex-M.P.; P. D. Ross, proprietor of the Evening Journal and ex-Mayor Fred Cook of the parliamentary press gallery. The indications at present are that Mr. Cook will carry the convention.

READY FOR LYNCHING.

Virginia Mob After Negro Who Killed Policeman.
NORFOLK, Va., Aug. 11.—Aroused to frenzy by the killing of Patrolman W. S. Winninger to-day by a negro named Strong, Portsmouth to-night is thronged with armed whites, and should Winninger's slayer be caught a lynching is probable.
To-night the Portsmouth military company was called out.
Hundreds of negroes, frightened by the demonstrations in the streets to-night, have fled the city.

NEW START A GOOD START.

BERNIE, B. C., Aug. 11.—The city council is negotiating with the Crow's Nest Pass Coal Co. for the acquisition of the latter's franchise and properties in the operation of the electric light and telephone system.

The Toronto World

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M. E. M. SIR KNIGHT A. A. CAMPBELL,
Supreme Grand Master, Sovereign Grand Priory of Canada.

The Knights Templar Convene Here To-Day

Silver Anniversary of the Canadian Priory to Be Celebrated in Great Style—Fifteen Hundred in Uniform Will Take Part in Parade.

The silver anniversary of the Sovereign Grand Priory of Canadian Knights Templar will be celebrated at the meeting of that body in this city, which opens to-day. Many prominent Knights Templar and their wives arrived from all parts of Canada as well as fraternal delegations from the United States. The grand council of the Sovereign Grand Priory met at the King Edward Hotel last night in executive session. The visiting Knights Templar from the United States will include Supreme Grand Master Henry W. Rugg, Baltimore, chief of the 200,000 members in the United States, accompanied by a staff of grand officers. Representatives will also be present from Illinois, Michigan, and the grand commandery of New York State. The commander of the preceptories of a number of American cities will also attend.
The Order of Knights Templar was first organized to protect pilgrims on their way to or from the holy shrines in Palestine. It was named 'The Poor Fellow Soldiers of Christ and of the Temple of Solomon.' Baldwin II, King of Jerusalem gave them a house near the temple. Pope Alexander issued a bill giving them many special privileges. The order became very rich and powerful, and excited jealousies which resulted in its suppression in the fourteenth century, except in Scotland and Prussia.
The order was first installed in America at Boston in 1769, under a charter secured in Scotland.
In July, 1854, Col. Mober of Kingston received a patent from Col. Kennys Tynto, grand master of England, appointing him provincial grand commander for the province of Canada. Warrants were issued soon after for Toronto and other Canadian cities. At the annual assembly in Toronto in 1854 the Sovereign Grand Priory of Canada was formally inaugurated with Col. W. J. B. McLeod Moore as supreme grand master. By unanimous vote the assemblage conferred the rank of past supreme grand master of Knights Templar of Canada upon H. R. Prince of Wales, now King Edward VII.
Among the arrivals last night were Most Eminent Rev. Henry W. Rugg, Baltimore, grand master, Knights Templar, United States and staff; Very Eminent Dr. Thayer, grand warden; Very Eminent Arthur McArthur, generalissimo; John A. Smith, Chicago; Right Eminent H. B. Coleman, Michigan; Right Eminent H. B. Williamson, captain-general Damascus commandery, Detroit; Right Eminent A. A. Campbell, grand master, London, and Right Eminent L. B. Archibald, Toronto, N.S.
The escort of the Knights Templar this morning will be afforded by the local preceptories, headed by the Grenadiers band.
The Sherbrooke, Que., and Port Huron preceptories arrived last night. About 2000 of the Knights Templar came in by Grand Trunk at 11.45 last night from Port Huron, Mich.; Sarnia, Ont., and Erie, Pa. They marched from the Union Station, headed by a band, to the Grand Union Hotel, where they will establish headquarters. The Detroit contingent will come in to-day.

WRIGHT SHOWS MASTERY WITH THE AEROPLANE CROWDS CHEER

LEMANS, France, Aug. 11.—This evening Wilbur Wright of Dayton, Ohio, made the longest and most successful flight of the series of aeroplane trials which he is conducting here, remaining in the air three minutes and forty-four seconds. The machine circled the field three times at the rate of thirty-six miles an hour.
On passing the grandstand Mr. Wright gracefully descended and with a waving hand wildly applauded his exhibition of mastery over the aeroplane, after which he soared like a bird to new heights and continued his flight until reaching the starting point, where he finally gently landed.

MATCH IGNITED POWER.

Clerk in Montreal Store Killed in a Peccant Way.
MONTREAL, Aug. 11.—Jacques Letourneau, 17 years of age, an employe of Stang & Co., hardware merchants, St. Paul-street, died at the hospital this evening as the result of an explosion which occurred on the premises this afternoon. Letourneau was working near where there was some gunpowder and some matches, which he had on him, becoming ignited, set off the gunpowder and a frightful explosion followed, shattering the whole place.
Letourneau was terribly injured.

A \$400 GOLD BRICK.

A \$400 gold brick from the Crystal Mining and Milling Co. came down to the city yesterday and is in the possession of Stafford Higgins, manager of the company, in the James building. The brick was milled from the run of the mill, and is the product of 56 tons of ore. It is tangible evidence of the richness of the Crystal Gold Mine.

Two Toronto Boys Lose Their Lives in Water

Albert Stevens Falls From Bridge Into Don and C. Herron Perishes in Pond at Richmond Hill.
Two more Toronto homes are saddened by drowning fatalities.
While walking on the top rail of a wooden footbridge across the Don at the foot of Cherry-street yesterday afternoon, Albert Stevens, 9 years old, living with his parents at 1 Wascana-avenue, fell into the Don and was drowned.
While Boy, another lad, slightly older, was with him at the time. The two were "making dares." When young Stevens was just past the middle of the bridge he faltered and fell.
He did not rise after striking the water. A little girl who was passing ran to a box car nearby, which was being loaded by a number of men. These rushed to

"SOUTHWARK" DISASTROUS

Dominion Liner Grounds Near Belle Isle During Dense Fog—Passengers Being Removed.

MONTREAL, Aug. 11.—(Special.)—The Dominion liner Southwark, bound from Montreal to Liverpool with passengers, is aground at Bras Point, the outer anchorage of Portneuf Bay, some distance west of the entrance to the Straits of Belle Isle, and not far from the Point Amour signal station.
The accident occurred last night during a dense fog. No details are yet available, nor will be for a day or two. The wrecking tug Lord Strathcona has been sent out from Quebec, and should be at Bras Point by tomorrow night.
The spot is a protected one, and the passengers should be in no danger, but a despatch to-night says the steamer Ottawa is taking them on board.
The Southwark sailed from Montreal on Saturday morning last, with a number of passengers of both classes, and also a large amount of general cargo for Liverpool. At Rimouski she took aboard the week-end British mails.
Dense fog has prevailed through the outer part of the gulf during the past few days, and it was probably this which threw the vessel out of her course. The point of the grounding is about six hundred and sixty miles from Quebec, and the Southwark had evidently been proceeding somewhat slowly.
With the exception of the collier Portsmouth this is the first vessel to go aground in the St. Lawrence route this season.
The Southwark carries second-class steerage passengers only. She is rated as a good ocean-going vessel. Capt. Williams is one of the oldest mariners in the employ of the line.
The passenger list includes Dr. Chas. Sydney W. Deane, Miss Desbrosses, Miss O'Reilly, Miss Niven, Mrs. Davey, Miss Davey and Miss Hodgart of Toronto, and the following cabin passengers: Dr. W. F. Bentler, Mrs. Bentler, Miss D. Burney, Miss Esther Bradley, Miss Lillian Carter, Mr. W. R. Crowl, Miss Mary E. Chryst, Mr. H. W. Canell, Miss Lucille Cantwell, Sydney W. Deane, Miss Desbrosses, Miss Doherty, Mrs. A. G. Dale, Mr. James S. Duncan, Mr. Donald B. Forrest, Mr. Robert Flecker, Mrs. Flecker, Dr. B. H. Horton-Barr, Dr. E. H. Hays, Mrs. Hays, Mr. E. H. Harris, Mrs. Harris, Miss E. Harris, Master F. Hevris, Mr. Theodore W. Koch, Mrs. Koch, Miss Edith Lucas, Mrs. Lynch, Miss Lynch, Professor E. W. McBride, Miss Mary C. McMorrow, Mr. Chas. Manning, Mrs. E. Manning, Miss Manning, Miss Ida E. Moison, Mr. James Powell, Mr. Gustave Perrault, Mrs. Perrault, Mr. Robert Pringle, Mrs. Pringle, Master Pringle, Miss Elizabeth Pringle, Mr. G. C. Smith, Mr. W. B. Stringer, Mr. W. Wood, Mrs. Wood, Mr. Geo. H. Wilkes, Mrs. Watson and infant.

PROTESTANT ALLIANCE SHOCKED BY THE KING

Formal Protest is Made at the Announcement of Audience for Papal Legate.
LONDON, Aug. 11.—The council of the Protestant Alliance, that raised such a storm in parliament and elsewhere at the time King Edward visited the Pope, is again agitated over an announcement that His Majesty intends ceremoniously to audience the papal legate, Cardinal Vannutelli, at the forthcoming eucharist congress in London.
The Alliance has sent a memorial to Sir Edward Grey, the foreign secretary, calling attention to this projected violation of the Protestant constitution of the United Kingdom and urging that steps at once be taken to prevent the King from paying this compliment to the Catholic prelates of Europe.
The Alliance has also arranged to attend the congress. Sir Edward has done nothing more than formally acknowledge the receipt of the memorial.

GOOD RESULTS.

LONDON, Aug. 11.—(C.A.P.)—Commander Petherbridge, secretary of the commonwealth department on defence, interviewed at Auckland, eulogized the results of the exchange of officers between Australia and Canada.

CANADIAN PACIFIC IS IN WRONG AND MUST QUIT

The World prints to-day a statement from The Winnipeg Saturday Post, more fully developing what The World said last week, that the Canadian Pacific is the aggressor in the strike now on over its entire system. The men are simply fighting to retain something they have enjoyed. The company is trying to deprive them of existing rights as unionized labor.
Furthermore, it came out at the meeting of the directors of the road in Montreal this week that the profits of the company are still enormous; that it is paying all its charges, the regular dividend, an extra dividend, and that it is carrying forward over six millions of surplus. The World believes, furthermore, that the Canadian Pacific, unlike some other institutions, is conservative in its bookkeeping, and that its actual surpluses are millions and millions above what are published. They rate their land at nominal values, they have large special funds to their credit, and in other ways they maintain a strong financial position.
Still further, the Canadian Pacific, if we are rightly informed, were allowed by the railway commission some time ago to considerably increase their rates in the west, and that one of the considerations urged by the company, and allowed by the commission, was the rate of wages the company had to maintain on its lines under agreements with its men.
The Canadian Pacific cannot, therefore, fairly urge a reconsideration of these agreements until it can show that these agreements are causing the company to lose money.

We have shown that the Canadian Pacific has waxed fat out of its undertaking. For a moment let us see how other people have fared in the Canadian Northwest, the people of Canada, and especially the people in the east here who have invested very largely in the northwest in one way or another. They have sent their best blood to the west, they have put money into western lands, given western people credit. Our loan companies have bought largely of western mortgages; our manufacturers have supplied goods, and to-day the west is largely indebted to the east, and at the very moment when there is a prospect of a good crop, and of that crop being marketed, the Canadian Pacific, of all companies, undertakes to create a freight blockade, to enter into a war with its men by forcing a strike, to the great detriment and damage not only to the people in the east, who are creditors of the west and friends of the west, but also against the people of the west, who are anxious to market their crops, and to pay their debts.

The moment the public get this view of it, and it is hard to get a right view before the public because, as usual, the bulk of the newspapers are engaged in what The Mail calls "smashing the strike" and misrepresenting the truth, the importation of strike-breakers will suddenly stop. The government of Canada can settle the strike in short order, if it assumes its full responsibility. Let the Canadian Pacific choose another time to have it out with labor; they have taken their dividends and surpluses; let other people have a show for once. They have waited for a long while.

The C. P. R. Must Play Fair With Employes and Public

(From The Winnipeg Saturday Post, Aug. 8.)
It would seem that Western Canada has not had enough difficulties to contend with during the past year. Because of this astonishing lack of difficulties, therefore, the C.P.R. and eight thousand of its mechanics have got into a fight that promises to tie that whole railway's system up, right in the midst of the season when the greatest wheat crop in the history of the west should be handled.

Much will be said during the next few days concerning the justice of the cause of each party to the dispute. Each party will be blamed by the friends of the other for having caused the trouble, and this recrimination will rage merely for the purpose of clouding the issue. That issue, however, should be so clearly understood by the people of Western Canada that there should be no possibility of such tactics proving successful.

As is stated on another page of this issue, the striking men, while they may seem to be the aggressors, are not really so. They are making no new demands on the company. They are not striking because they hope to gain something they have not enjoyed in the past. They are merely fighting to maintain the same rights and privileges that they had enjoyed uninterruptedly for at least three or four years before this trouble arose. This is a fact that does not seem to be generally recognized, yet that it is a fact is known to all who have followed the several steps that led up to the dispute now attracting so much attention.

The company during the past year has been preparing and, indeed, in some measure prosecuting, a campaign against unionism amongst its employes. It has deliberately set out to smash the unions. Taking advantage of the bad times which left all great employers in a position where they believed they could be more independent of their employes, the C.P.R. threw several thousand men—union men—out of work in Montreal some months ago, and all over its lines gave notice that a new schedule was to be adopted. Naturally, the men protested and threatened trouble. Finally a board of arbitration was asked for under the Lemieux Act, and this board presented a majority and minority report—the majority report favoring the company and the minority report favoring the men.

Under the act neither party to the dispute is bound either by law or moral obligation to abide by even a unanimous decision of such a board of arbitration. The men, therefore, quite naturally declined to agree with the majority report—and the company naturally refused to agree with the men. The situation, therefore, immediately before the board of arbitration was called into existence. The men declined to accept the new schedule that the company attempted to force upon them. A strike became inevitable—and consequently a strike we have to-day.

Who is to be blamed for this condition that has thus rudely been forced upon the Canadian public—the men who went on strike rather than accept new conditions that were much less favorable to them than were the conditions under which they had worked for years, or the company that insisted on enforcing those new conditions? If the C.P.R. were an ordinary private corporation that owed no duty to the public, that question might be difficult to answer. The C.P.R. being a great franchise-holding corporation, however—a great public utility—the answer to the question is not far to seek.
Every dollar's worth of railway, rolling stock and equipment, land, etc., that the C.P.R. owns to-day it got from the people of Canada.

(Continued on Page Six)

CITIZENS DEMAND THAT STRIKE BE ENDED

Largely Attended Mass Meeting at North Bay, Where Sympathy With the Men is General.

NORTH BAY, Aug. 11.—(Special.)—An enthusiastic mass meeting of citizens was held to-night. It was attended by over one thousand.
General Chairman Rigby of the local committee outlined the causes leading up to the strike, stating that the men of the eastern division had waived their demand for a ten per cent. increase in wages and a nine-hour day to avoid trouble, asking that the conditions existing for several years remain in force.

Speeches were made by Rev. C. E. Bishop, Rev. G. L. Johnston, ex-Mayor Purvis and J. W. Richardson.
The trend of the remarks was that the government should step into the breach and bring the company and men together at once in an attempt to arrive at a speedy settlement, and so avoid a national calamity.

Eleven men imported by the C.P.R. as strike breakers have deserted the company here, five being mechanics, four handy men, one boiler-maker and one laborer. Two tramp machinists found sleeping in a box car last night accepted employment as strike breakers rather than face a charge of trespassing.

A C.P.R. special policeman, imported from Montreal, created a sensation by appearing on Main-street in uniform, very drunk and boisterous, and defying arrest. He was placed in the cells.
Local merchants are offering a percentage of their cash sales to the strike fund.

It is reported that a party of engineering students from McGill College have been sent to work for the C.P.R. as strike breakers. The ranks of the strikers at North Bay are unbroken. All is quiet and orderly.

Labor Minister and His Deputy to Visit
Harvey Hall, who has just arrived in the city after his extended duties at Ottawa as legislative representative of the railway organizations, on being asked if he had anything to say in respect to the strike at present existing on the Canadian Pacific, said that he felt the Hon. Mr. Lemieux and W. L. Mackenzie King, deputy minister of labor, are in a sense responsible for this strike.

On being asked why he said the industrial disputes act encouraged disputes rather than the settlement of them, for the reason that it destroys the principle of equitable negotiation, especially if either party wish to take advantage of the time necessary to have the board established and an investigation held, which has considerable in this case, nearly three months.

He points out that if this law had not been upon the statute books the railway officials would have never taken the arbitrary stand that they did in Winnipeg last January, when they issued the order to reduce the pay and change the conditions of employment, and afterwards refused to meet a committee of the men to discuss the several organizations interested in these changed regulations.

"I would also like," he said, "to point out the false position that the organizations are being placed in thru the newspaper reports. As an illustration one paper makes use of the following language: 'Same old story of the men asking for arbitration and then refusing to abide by the recommendations of the board.' They, however, fail to put the public wise to the fact that this compulsory arbitration was a condition forced upon the men thru the law before they could get into a position to protect themselves thru this organization.

The C.P.R. claim to be filling the places of the men who came over the road from Ottawa yesterday, and I failed to see a single instance of a new man working at any of the stations performing the duties of the men, car repairers, or tappers, so that there are hardly that number of men turning over themselves to seek employment on the C.P.R. This is reported by the officials. Of course they may bring in strike breakers, men whose business it is to defeat men who are ultimately endeavor to protect themselves against unfair conditions being imposed upon them, the result of which time will tell.

On being asked if he had any remedy to recommend be pointed out that if the railway men were left alone he felt perfectly satisfied that there would have been no strikes, and that all questions of difference in regard to wages and conditions of employment would have been amicably settled. But the law gives an advantage to the company and they are evidently going to make use of it in order to destroy the organizations connected with the railroad service.

STILL FIGHTING FIRE.

GRANBROOK, B. C., Aug. 11.—A big gang of men under James G. S. P. R. fire warden, have been rushed to Kimberley on hand cars. It is hoped that by back-firing the fires may be controlled.
It is thought the Stillman buildings and Town of Kimberley will be safe unless the wind increases in velocity.

WARNING.

Owing to the prevalence of petty pilfering of newspapers from the doorways of shops and residences, the police have been asked to institute a campaign against this class of thieves. The World will pay \$10 reward for information that will lead to the conviction of anyone caught stealing a World newspaper.