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WON'T ARBITRATE

FEARING TRICK ON COMPANY'S PART

STRIKERS DECLARE

Vice-President Murdoch Makes Announcement—Says Men Are Prepared to Fight to Finish

MONTREAL'S SUBURBAN TRAINS GOING AGAIN

MONTREAL, July 20.—(Special.)—There is no doubt that a great deal of bluffing is being indulged in both by the strike leaders and the railway officials. For instance, Vice-President Murdoch declares most emphatically that the trainmen will arbitrate, even if Sir Wilfrid Laurier came back from the west and asked them to give their case to an independent party, while Vice-President Fitzhugh of the G. T. R., states that by Saturday the backbone of the strike will be broken. It is, of course, very difficult for anyone here to size up the situation, as naturally nothing is given out by the representative leaders that will endanger their cause. One thing is sure, however, after to-day's developments, the men who were turned out of the shops are blaming the strikers for what has befallen them, consequently sympathy is rather on the side of the company. At Bonaventure Station this evening there is no appearance of a strike, and trains are arriving and departing with very near their accustomed regularity. This, however, is what is not behind the scenes. The suburban began to move at 2 o'clock this afternoon, the train for Verdun being the first to get out of the station, and the officials say that they will all be on the move by to-morrow. In fact, they claim that it is all right to claim that cannot be justified, as men who formerly traveled to Lachine and other points by the G. T. R. are now using the electric.

Will Not Arbitrate

The feature of the day was the trainmen's decision that, now that the gauntlet had been thrown down, they would not arbitrate. Mr. Murdoch was sure that this idea of arbitration was a trick on the part of the company to make friends, for if it went out that Mr. Murdoch had declined to treat with people from the department of labor, for instance, a good many people might blame them for not doing so, hence his desire to avoid any false position that the company might want to force upon them.

"Everything is going splendidly, in view of the fact that a strike is necessary," he said late to-day. "We have information that not three freight trains were moved on the Grand Trunk system to-day. We know, of course, that an attempt was made to move the passenger trains by officials, or would-be officials, but I am receiving constant messages from all over the lines to show how little success we are having with that."

Mr. Murdoch reiterated that President Hays had not been willing to give the 15 per cent. increase awarded by the arbitration board, but that it was increased less than 13 per cent., and in many instances less than 10 per cent.

The union had a million dollar fund to sustain them, and after that was exhausted, could raise \$20,000 by assessment. "We will win this fight by fair and square means or else lose it," he said. "There will be no violence, but we can prevent, and I have heard of none. Unfortunately we cannot be responsible for every individual, but we will allow no violence whatever anywhere," he declared.

I.C.R. Employees Restricted.

Mr. Murdoch said that no I. C. R. man would be allowed to touch freight in the G. T. R. yards. "Hitherto the Grand Trunk has done its switching and handling of cars in its own yards for the I. C. R., and all the crews of the latter did waste take the made up train out on the road. If the Grand Trunk no longer has its share of the work, so much the worse for the I. C. R., the men of which must not turn over a hand. If the G. T. R. can manage to run up the I. C. R. trains in some manner, of course, the crews of the latter may take the trains out as formerly," Mr. Murdoch said.

Company is Recruiting.

It was very evident to-day that the invitation of the company to the effect that all men who would show up to-day would be taken back at their old status, had failed, for none of the strikers have put in an appearance, at least on this part of the system. A great many, however, who had learned railroading and who were put off for trivial offenses against the rules of the company and former management, are now settling back, and it is surprising the number who have already found their way back to the passenger trains.

An evening paper says: "From the news that has reached headquarters from all parts of the system, the optimistic and seem confident, and a sharp and brilliant victory. The fact has already gone forth that none of the strikers shall be taken back at their former status." Vice-President Fitzhugh has given the order that if they come back at all they are to come back as new men. This is intended by the superintendent and trainmasters as meaning that the old men will lose the rights to promotion which the ymay have earned.

Broke a Leg. Charles Lusty, 240 Victoria-street, a cooper, employed at the Staunton Paper Company's plant in Yonge-street, was digging a trench last night when he tumbled on him, breaking his right leg.

Senate Reading Room
147-149
SENATE P O
H. H. WILLIAMS & CO.,
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The Toronto World

TWELVE PAGES.—THURSDAY MORNING JULY 21 1910.—TWELVE PAGES

OFFICES TO LET
Standard Bank Building, corner King and Jordan Streets, Yorkton.
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30TH YEAR

STRONG DEFENCE

OF CANADIAN DESIGNERS

Technical Journal, "Construction," Resents an Attack on Local Architects by Representative of Big New York Firm.

The current issue of "Construction" discusses what it styles a gross breach of professional ethics by a representative of an American architectural firm, and an insidious attack on Canadian architects, in the following article:

Many phases of the several evils arising from the practice of employing American architects to design Canadian structures have been discussed from time to time in these columns. It has been pointed out beyond question of all doubt, we have architects in Canada well qualified to design and erect any structure, without regard to size or the purpose for which it is to be used, that Toronto's schools are far below the usual standard in the average American city, but these were never designed by an architect. It is the architectural beauty of Buffalo's ecclesiastical edifices compares favorably with that of Toronto's churches? It is true that Toronto's schools are far below the usual standard in the average American city, but these were never designed by an architect. It is the architectural beauty of Buffalo's ecclesiastical edifices compares favorably with that of Toronto's churches? It is true that Toronto's schools are far below the usual standard in the average American city, but these were never designed by an architect.

What Is the Labor Minister Doing?

OTTAWA, July 20.—(Special.)—The strike situation so far as Ottawa is concerned is unchanged to-night. Hon. Mackenzie King, minister of labor, is in negotiation with President Hays and officials of the Brotherhood of Railway Trainmen, and while he will not yet say what he proposes to do towards bringing the strike to a close, it is understood his object is the establishment of an arbitration board, having the employees return meanwhile.

ENGLISH PRISON SYSTEM TO BE REFORMED

Sweeping Changes Outlined by Home Secretary Winston Churchill—More Humane Methods to be Adopted for Youthful Offenders.

LONDON, July 20.—In the house of commons to-night Winston Spencer Churchill, the home secretary, outlined sweeping reforms in the prison system, which are to be inaugurated partly by administrative order and partly by new bills in parliament.

His object is to treat criminals by more humanitarian methods, and, as far as possible, to avoid their degradation by prison life. Briefly, he wishes to give longer time for the payment of fines, and to prevent imprisonment for their non-payment, and to substitute disciplinary or curative methods for imprisonment in the case of youthful and minor offenders, and to allow political offenders, like passive resisters and suffragettes, various privileges, such as conversation, book reading, better meals, etc.; to reduce solitary confinement to a single cell, and to abolish the ticket-of-leave and the entire system of police supervision for released convicts; to introduce methods looking to the welfare of released prisoners, and finally to arrange winter lectures on concerts in convict prisons.

RAINY RIVER IN DANGER OF BEING DESTROYED

Fire is Now Reported to Have Reached Within Half a Mile of the Town.

RAINY RIVER, July 20.—(Special.)—Fire is within half a mile of the town, which is in the greatest peril. Rainy River is a growing manufacturing town at the foot of the Lake of the Woods, on the Rainy River, and a divisional point on the C. N. R. It has a population of 2,500, 4 churches, 25 stores, 4 hotels, 2 sawmills, a tie factory, a newspaper and a branch of the Bank of Commerce.

ENGLISH STRIKE GROWS

Movement Against Northeastern Railroad Strengthened Steadily.

NEWCASTLE, July 20.—The strike movement against the Northeastern Railroad was strengthened steadily to-day. Ten thousand men had cut work last night, and every hour since has brought reports of further desertions. The regular passenger trains were still being operated this afternoon with fair regularity, but the company was obliged to commandeer the services of stationmasters and clerks, in order to man the few local trains that it was able to move.

The Men on Strike.

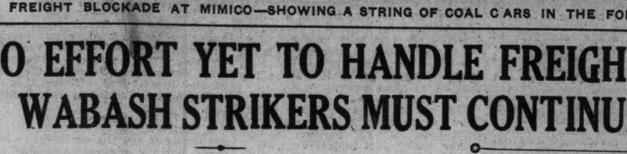
The number affected by the strike is announced officially as follows:
Grand Trunk - Conductors, 800; brakemen and baggagemen, 1,600; yardmen, 700; total, 3,100.
Central Vermont - Conductors, 90; brakemen and baggagemen, 180; yardmen, 80; total, 350.
Wabash - Conductors, 70; brakemen and baggagemen, 140; yardmen, 400.
Number out of work by shops being closed, 4,600. Total out of work, 8,500.

NO EFFORT YET TO HANDLE FREIGHT

WABASH STRIKERS MUST CONTINUE OUT

Vice-President Berry, of the Conductors, Declines the Company's Request—Straight Ultimatum to Mackenzie King—Only One Form of Settlement—Passenger Train Movements.

"Tell Mackenzie King for me, please, that he can settle the strike in one day if he can encourage the Grand Trunk to treat the men as fairly in the way of compensation as other roads in the eastern territory."



Freight blockade at Mimico—showing a string of coal cars in the foreground.

For optimism—as expressed, anyway—you can't beat them. Never was confidence dressed in finer language than the expressions that fall from both the G. T. R. officials and the officers of the striking conductors, trainmen and yardmen. "We'll win; we're bound to win; we've practically won now," say the company officials. Brownlee, Gillen and Farrell, the men who are in charge of the freight service, say that we have them beaten. "This was C. N. Berry's parting salutation to the newspaper men when asked if he had any word of the minister of labor's assertion that he had a proposal that would end the strike if both sides were willing to hear it and abide by it."

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STOOD IN WHIST

DEEP FIELDS OF GRAIN

Sir Wilfrid's Visit to Yorkton—Welcomed to Province of Saskatchewan by Premier Scott—Rapid Growth in Railway Mileage.

YORKTON, Sask., July 20.—(Special.)—Sir Wilfrid Laurier's stay in Yorkton has brought a pleasing diversion in the routine of political meetings, and has given the prime minister an opportunity to see what a grain belt in full process of ripening looks like. The town was gaily decorated for the occasion, an arch made of oat sheaves containing some 600 bushels formed an entrance to the railway yard, and prizes were rewarded for the best decorated stores in town. The Saskatchewan Grain Growers' Association submitted a resolution in regard to terminal elevators, the Hudson Bay Railway and the tariff, and other resolutions were being arranged at different places for the same purpose.

When Sir Wilfrid Laurier passed from southern Manitoba yesterday to the hilly region contiguous to the north-western branch of the C. P. R., he told the people of Birtle that if any other section was to impress him more than that which he had seen up until that time, it would have to be exceptional. "Fine. That requirement has undoubtedly been filled by Yorkton. With the prospect of an abundant harvest from the district for a distance of twenty-five miles on either side, there is a feeling of optimism being shared at different places for the same purpose."

One's attitude changes with the country, and the spirit here is contagious. Through the kindness of Dr. T. W. Caldwell, the World correspondent accompanied Sir Wilfrid on a thirty-mile motor ride thru the rich fields near the town. No better outlook could be imagined. Farm after farm, mile after mile, the eye passed, showing sections of grain, wheat, oats and barley. "What will this field yield?" asked the World man, indicating a crop of wheat so vast that it seemed to stretch to the horizon. "And that field of oats adjoining should bring 65 to 70 bushels. The barley, too, will run very high."

When Sir Wilfrid was told that even the men's interests at London, Bradford, the Falls and other Ontario points.

Reports from Porcupine Most Encouraging—Prospectors Heavy Suffers From Fire.

COBALT, July 20.—(Special.)—Porcupine continues to hold the centre of the stage in the north country, since it has been demonstrated that the alluring yellow metal continues below the surface and not only continues, but increases in value with increasing depth.

In a few days, John McMartin, one of the owners, will bring out the first gold brick of Porcupine gold, valued at \$1000. The ore was melted at the assay office under difficulties, but the gold was caught all right.

So satisfied are the Timmins-McMartin Syndicate with their property that they have already commenced on the foundation for a one hundred stamp mill. It is intended to push the erection of the mill with all speed.

The whole country about Porcupine has been scourged by fire and everything destroyed. Dozens of camps with outfits have been completely destroyed, which to the ordinary prospector means several hundreds of dollars' loss.

THREWE POWDER IN HIS FACE
G. T. R. Conductor Seriously Assaulted Last Night.

OTTAWA, July 20.—The conductor of the 1115 Ottawa train from Montreal was assaulted at Coteau to-night. Some powder was thrown into his face and buried his eyes and face. His name is C. M. Millie, and he is in the hospital here. He is night yardmaster of the line here and is in charge of the train during the strike.

POISON FOR MEDICINE
Western Ontario Farmer Meets a Tragic Death.

SEAFOURTH, July 20.—(Special.)—Wm. Aberhart, farmer, of Edmondville, met death to-day in a tragic way. He had come to town, and calling at his son's drug store here intending to take some medicine, as per usual, drank, in mistake, a quantity of carbolic acid. A doctor was called, but nothing could be done.

Child's Foot Mangled.
CHATHAM, July 20.—(Special.)—The six-year-old daughter of James Lizon, farmer, is in the hospital here with her right foot badly mangled. The accident occurred while a mower was in operation.

THE BIG OUTING TIME.
This is the big outing time of the year. The fine weather, the good fishing and boating should draw you countrywards. Go prepared for the trip. Go properly clothed and hatted. The Open-Ended Company have all the very latest improved hats for all such occasions. English, French and American, for motorcycling, canoeing, yachting, tennis, etc. The store is open every evening, 140 Yonge-street.