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BLAIR SCORES FOR HIS COLLEAGUES PRIZES GRAND TRUNK PACIFIC PLAN

Proposes Alternative in Extension of Principle of Government Ownership.

DERISIVE CHEERS FROM LIBERALS

Ottawa, Aug. 11.—(Special).—A powerful speech by Hon. A. G. Blair opened the debate on the resolution providing for the construction of a national transcontinental railway. The former Minister of Railways talked for over two hours, and made an unanswerable defence of his position. He received no encouragement from the government side of the house. In silence the government's following heard the Grand Trunk Pacific Railway scheme condemned. Early in his speech there was an interruption. It was the last Mr. Blair turned on the Interrupter, W. McCreary. Liberal members for Selkirk, and in a dozen words stripped the latter's assertion of every vestige of credibility. Again as Mr. Blair was rounding off his argument in an appeal to his old-time supporters to lay a restraining hand upon the government, a few derisive cheers came from the government benches. Again Mr. Blair turned the tables on those who sought to ridicule and discredit him.

From the beginning to the end of the four hours' speech Mr. Blair made a succession of triumphs. Mr. Blair, Liberals admit that Mr. Blair made a powerful argument. Their criticism is that he was too bitter, and that by his bitterness he turned from him men who were inclined to sympathize with his argument. It cannot be fairly said that Mr. Blair was bitter in his references to the Grand Trunk Pacific Railway scheme. He did not go to extremes in his condemnation of the government's policy. He undoubtedly made his language severely clear.

What angered Liberals was Mr. Blair's ill-concealed contempt for the poetic phrases which graced the speech in which Sir Wilfrid Laurier presented the scheme to the house. On this topic Mr. Blair undoubtedly set free some

biting sarcasm, but it was noticeable in his tone rather than in any specific words.

More Accurate Statement.
The Right Hon., the First Minister, says that time does not wait," said Mr. Blair early in his speech. "With all respect to him I say that it would be more accurate, if not more poetic, to say that Senator Cox does not wait."

This was Mr. Blair's first smashing blow at the scheme, and it had no splendid isolation in his speech. On the whole the speech was broad and argumentative. That tribute is due the situation only in defence of the Intercolonial Railway. New Brunswickers who have committed themselves in favor of the Grand Trunk Pacific will think twice when they read Mr. Blair's speech. He showed the effect the new road would have on the country served by the Intercolonial. The City of Moncton, whose Board of Trade made a resolution favoring the scheme. The picture he drew was not only a warning to the Intercolonial members from New Brunswick who have been argued, jollied or bullied into supporting the government on this question will pause before turning that picture to the wall.

A distinctive feature of Blair's speech was his strong advocacy of the principle of public ownership. As an alternative to the Grand Trunk Pacific he favored the extension westward of the Intercolonial Railway, the extension of the Canada Atlantic and its gradual extension westward as conditions warranted. Mr. Blair came out so strongly for public ownership. He has now owned himself an earnest sympathizer with the cause, and while he admits some minor defects in the operation of the principle he seems to be ready to consider these as mere spots on the sun.

Hopefully Estranged.
Does the speech made by Mr. Blair today foreshadow any political development? That question is being asked in the corridors and lobbies tonight. Some people have been saying that he was anxious to take the chairmanship of the Railway Commission. That theory was annihilated this afternoon when he placed himself beyond the reach of the cause while he held the chairmanship of the Railway Commission or any other government office, he would not have attacked its railway policy so furiously.

He may contemplate active hostility to the government in New Brunswick. The speech which he made in the House today could not but prove effective in that province. If he throws down the gauntlet in his native province he will prove himself a dangerous foe. These are some of the phases of the situation that are being discussed by politicians to-night. Mr. Blair apparently has neither ears to hear nor lips to speak in so far as his personal and political future is concerned. The one fact which now stands out beyond possibility of contradiction is that he is hopelessly estranged from the government, and that all the particulars of the cause of that estrangement have not yet been fully revealed to the public.

Mr. Blair's Sharp Attack.
Mr. Blair first acquitted Sir Wilfrid Laurier of making the suggestion that he should continue in the cabinet, he opposed to the Grand Trunk Pacific scheme. The suggestion, Mr. Blair said, did not emanate from the Premier, but it had been made in council. He then proceeded to reply to the speech in which Sir Wilfrid Laurier presented the Grand Trunk Pacific Railway policy and an energetic reply was pointed out at times caustic and in two or three instances positively savage. Sir Wilfrid, he said, had admitted that the government had rushed the heading into the proposition. Experts had not been consulted to find out the conditions of traffic. To those who counselled Sir Wilfrid the Premier had replied: "This is not a time for deliberation, it is a time for action."

Some Flowery Phrases.
Mr. Blair read several extracts from Sir Wilfrid's speech, the flowery phrases in which the Premier clothed the patriotic conviction that the question of a new transcontinental railway was not a question of to-morrow, but of this day; that the flood tide which came in for a true analysis of the day, that the flood tide which broke away and leave the country in the shallows. Sir Wilfrid's prayer to heaven "that we be not too late" also came in for a true analysis of the day. His followers resented it. Mr. Blair's words, his tone, his style, his delivery, were aggravating to the government side of the House. It seemed as if his whole purpose was to convey a picture of a man tearing down a doll's house. Sir Wilfrid's speech was a masterpiece of rhetorical flights. He felt that Mr. Blair was trying to show condescension in not taking his poetic phrases and his followers had a similar notion.

"What," demanded Mr. Blair, at the

STATEMENTS FROM THE DIFFERENT FACIONS INTERESTED IN THE CONTROVERSY.

CATTLE MEN'S HARSH LANGUAGE

Cattle shippers patronizing the new stock yards at Toronto Junction are making persistent charges of serious discrimination on the part of the Grand Trunk Railroad. Dozens of responsible live stock men who ship to the Union yards assert that the officials of the G.T.R. are guilty of a studied and determined effort to force them back into selling their cattle at the western yards.

They assert that they are not only losing substantial sums daily by this unfair treatment, but that their cattle, hogs and sheep entrusted to the railroad company are being treated in the most brutal manner, deprived of drink and food for 24 and 36 hours repeatedly, and kept penned up in cars in the most shameful manner. They support these assertions with dates, figures and incidents that form a strong case against the company. The riotive, they insist, is the desire of the Grand Trunk to maintain its practical monopoly of the live stock business in Toronto, which it has always enjoyed, because of its superior facilities at the western yards.

All sides interviewed.

The statements of these shippers were presented by The World to Superintendent Jones of the Grand Trunk. In connection with other officials handling the business, Mr. Jones declined to discuss the charges or any features of the case.

Manager David Walker of the western yards was called upon by The World representative. He frankly confessed that he was in no position to discuss the alleged discrimination in favor of the western yards. He had heard the charges mentioned frequently but could not offer anything in the nature of a statement.

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LIVE STOCK SHIPPERS RENOUNCE G.T. FOR ALLEGED UNFAIRNESS AT JUNCTION

Substance of the Shippers' Charges.

That the Grand Trunk refuses the proper facilities for shipping cattle to the Junction yards. That it refuses to exercise ordinary diligence in transporting cars of stock to the Junction yards, leaving the shipments for hours on the tracks without food or water, while rushing thru to destination the stock offered for the western yards from the same point of origin. That a misleading circular has been sent to all Grand Trunk agents requiring them to tell shippers that the company has no unloading facilities at the Junction yards, while at the same time official correspondence declares that the Grand Trunk Company has ample facilities at the yards.

That the company refuses to grant the return rate of one cent per mile to shippers patronizing the Junction yards, the rate is presently granted to those who bring their stock to the western yards.

That the company has charged, until this week, an excess of from seven to ten dollars per car on stock sent to the Junction yards over the rate charged to the western market.

That the Grand Trunk Company has refused to supply the most modern facilities free of expense to the Grand Trunk.

That the Grand Trunk is determined to destroy the Junction yards if it can be accomplished by such methods as these.

That the company is daily violating the law which declares that stock may not be held in cars for more than 24 hours without food and water because of cruelty to the animals.

Union yards, was sought by The World representative. He discussed the case at length and verified practically the startling assertions of the numerous shippers as to the extraordinary treatment accorded them by the Grand Trunk.

Mayor Chisholm of Toronto Junction was requested to submit a statement to The World. He has done so, insisting that the Grand Trunk is treating the Junction shippers shamefully.

The shippers emphasize their claim that it is not a fight between the two yards, not a contest between the city and the Union yards, nor yet a conflict between the Grand Trunk Railroad and the corporation controlling the new yards at the Junction, but a real struggle between the live stock shippers who patronize the new yards and the Grand Trunk Railroad Company with the purpose of forcing them to patronize the western yards.

Carried Case Up High.
The Junction shippers have carried their case to the highest au-

thority in the Grand Trunk service without securing redress. They have sought Mr. Blair for months to force the Grand Trunk Company to accord them the same trade courtesies guaranteed by the company they receive. They now assert that apparently there is no remedy by which they may secure fair play, by the order of the Grand Trunk Company. The attention is being forced by shippers for losses they have suffered by reason of the Grand Trunk's indifference or studied neglect.

This is the view of the case from the standpoint of the shippers to the Junction yards. Some of the men engaged in shipping stock to the Junction yards. They declare the Grand Trunk handles their stock to the old market, which is the cause of great loss occur in the business the company transports for the Junction.

Defence of the Company.
In the correspondence the company's defence has been made that "First it has yards of its own, ample to handle all live stock offered for this point, therefore it should not be forced to

CHANGE TO SEE THE WEST FOR BRITISH DELEGATES

Important Industries on the Tour Will Be Inspected by the Party.

Montreal, Aug. 11.—(Special).—Alderman Ames has been out West making preparation for the excursion of the members of the Congress of Chambers of Commerce. At the outset the idea in arranging the transcontinental tour was to have the delegates' parlor cars attached to the regular trains on the C.P.R. That idea has now been abandoned, and the Canadian Pacific Railway Company will, like the G. T. R., run a special train from Toronto to Vancouver, and then eastward.

The change will enable a number of short stops to be made through the West, which could not have been made formerly, owing to the impossibility of stopping an entire day. Thus, for example, stops for a couple of hours will now be made at Fort William to examine the elevators; at Deloraine, to inspect the premises of the Lake of the Woods Milling Company; at Perno, B.C., to view the great ore mines; and at various other points in the mining region of British Columbia.

Spokane, Wash., Aug. 11.—(Special).—The police are in charge of the branch of one of the big banks at Brandon for the West. During that time he has loaned millions of dollars to the farmers. Out of the entire amount there had only been two losses, and these together had aggregated \$500. That is a record I should think, of which any country might well feel proud.

BRITAIN'S IMMIGRATION LAWS.

Stricter Regulations Recommended by Royal Commission.

London, Aug. 11.—The report of the Royal Commission on alien immigration is issued to-day. It recommends that the immigration of certain classes of aliens into the United Kingdom be restricted, and that the number of regulations governing the entry of aliens be increased, and the establishment of a department of immigration.

The specific recommendations made in the report are:—That the number of aliens admitted to the United Kingdom be restricted to 100,000 in any one year. That the number of aliens admitted to the United Kingdom be restricted to 100,000 in any one year. That the number of aliens admitted to the United Kingdom be restricted to 100,000 in any one year.

ELECTIONS DUE SEPT. 29 SAYS HON. MR. PELLETIER

R. L. Borden Gives Dinner in Honor of Party Organizers in Quebec.

Ottawa, Aug. 11.—(Special).—R. L. Borden gave a luncheon in the Senate Restaurant today in honor of Hon. L. P. Pelletier and Hon. F. M. Hackett, the two Conservative organizers of Quebec. The guests included Conservative members and Senators of the province of Quebec.

Mr. Borden introduced Mr. Pelletier and Mr. Hackett in a brief speech, in which he predicted greater success for the Conservative party in Quebec.

Mr. Monk spoke in a highly optimistic strain and declared that the people of Quebec should be appealed to as Canadians, not on narrow racial or sectional grounds, but on the basis of their common interests. Mr. Pelletier made a most favorable impression. In the course of a strong speech, he condemned the tactics practiced by the Liberal leaders in Quebec. He stated that he had received information from a reliable source that the Dominion elections would take place early in the coming autumn. Nominations would be held on Sept. 22, and the elections on the 29th. Mr. Hackett held out high hopes of the result of the coming contest.

Third Race For Irondequoit New Skipper, Rough Water

Strathcona Beaten in 12 Knot Breeze by 5 Mins. 14 Secs. —Fourth Race To-Day.

CANADA CUP RECORD, 1903.				
Strathcona	Irondequoit	Winnipeg	Winnipeg	Winnipeg
1:19.32	2:15.05	2:14.47	2:14.47	2:14.47
1:19.32	2:15.05	2:14.47	2:14.47	2:14.47

DEFENDER GAINED ON EVERY LEG.

Third race, 21 miles around triangle, starting gun 11 a.m.

Start	First Mark	Second Mark	Third Mark	Elapsed Time
Strathcona	11:02:18	11:50:45	1:19:32	2:15:05
Irondequoit	11:00:35	11:52:21	1:23:54	2:20:19

Irondequoit won by 5 minutes, 14 seconds, and sailed the course 4.57 minutes faster than Strathcona.

Irondequoit gained 17 seconds at the start, was 1 minute 35 seconds ahead at the first turn, and 4 minutes 21 seconds at the second turn.

POPE PIUS X. STRICKEN WHILE CELEBRATING MASS

Seized With Fainting Spell, He Soon Recovers, But Must Be Kept Quiet.

Rome, Aug. 11.—Pope Pius X. had a fainting spell this morning while celebrating mass. His holiness soon revived, however, and brightened up considerably.

Owing to the excitement of the past month he has been unable to sleep for whole nights, while numerous restoratives yesterday only tended to make matters worse.

Pope Pius was not well last night, yet he insisted upon admitting all the Venetians to mass this morning, who had traveled a long time to Rome. There were about 300 in the chapel and the atmosphere was up to about 90 degrees.

ANOTHER CONSUL MISSING.

M. Roszkowski Disappears After Starting for Monastir.

Constantinople, Aug. 11.—Some anxiety is felt for the safety of Dr. Mandelstam, the acting Russian Consul at Uskub, who was appointed to the position in Constantinople. He succeeded the late M. Roszkowski. He started up on his own responsibility across the country for Monastir. Nothing has been heard of him since.

The Sultan has offered an indemnity of \$40,000 to the widow of the late M. Roszkowski. Her husband was related to Russian nobility, hence the Sultan's anxiety.

M. Roszkowski was in disfavour with the Turkish authorities at Monastir owing to his persistent investigation of all the fighting in the district.

DAM ACROSS ST. LAWRENCE WILL SUBMERGE ISLAND

Canadian Government Asks Uncle Sam for Permission to Construct It.

Ogdensburg, N.Y., Aug. 11.—By the order of the United States Secretary of War, Theodore A. Bingham, commanding the United States Engineers in this district, held a public hearing here today to ascertain whether the construction of a dam across the channel between Adams and Gallop Islands will materially affect the level of Lake Ontario or the rights of citizens of the United States. The Canadian government has been asked to consent to the construction of a dam across the channel between Adams and Gallop Islands will materially affect the level of Lake Ontario or the rights of citizens of the United States.

DAMAGE BY STORM.

Bellefleur, Aug. 11.—Considerable damage was done in this section by the storm on Tuesday morning. In the city a barn belonging to J. Broer was set on fire by lightning and destroyed, and several chimneys were knocked down. In Amherstburg Township, Prince Edward County, a barn belonging to Frank Thompson was destroyed, and other damage was done by the storm.

LAND BILL PASSED.

London, Aug. 11.—The House of Lords today passed the third reading of the Irish Land Bill.

NEW MAN AT THE STEER.

R. Hannon, the New York sea captain, arrived just in time to ship on Irondequoit, and with the aid of the weather he had no trouble in scoring the first victory for the challenger. He will be at the stake again today. Capt. Barr worked forward in his old position. There was also a change in the defender's crew. Mr. McMurray being relieved by the death of his brother. His place was taken by Billy Fisher, the well-known professional.

Again the setting and dousing of sails was all in favor of the defender.

STARTING GUN FIRED.

Both boats were manoeuvring for position to windward of the starting buoy. Jarvis keeping the windward berth. They were carrying mainsails, club topsails, with their working jibs in position. Irondequoit, in addition, had her staysail out. Strathcona just broke out her staysail as the starting gun was fired. Irondequoit crossed first on the starboard tack 17 seconds in the lead, with Strathcona a little to windward. The challenger now set a large jib topsail. Defender had some

SHOCK DESTROYS VILLAGES.

Earthquakes Felt in Italy and Greece—Vesuvius Erupts.

Athena, Aug. 11.—An earthquake shock here today caused the death of two boys. Three villages on the Cytrena were almost entirely destroyed.

PARALYZED BUSINESS.

London, Aug. 11.—Firms here have received advices from Kioff, Russia, which says that strikers have completely paralyzed business and will not allow finished machinery to be delivered from manufacturers. The men turned their backs on the strike, and other workshops under threats of death. The streets are full of soldiers, according to these advices, and shooting occurs daily.

SWINDLERS ARRANGED.

New York, Aug. 11.—The six persons arrested in the raid of the firm of Daniels & Co. were arraigned today in the Tombs Court, before Magistrate Hogan, on charges of grand larceny. Thomas P. Daniels, the alleged head of the firm, was the only one held today, the others by motion of Deputy Assistant Attorney General, being discharged. A further adjournment was taken until Friday.

FAIR AND COOL.

Metropolitan Office, Toronto, Aug. 11.—(5 p.m.)—Since last night showers and thunderstorms have been fairly general in Eastern Ontario and Western Ontario, and the western portion of the North-West Territory.

BLEW UP A BRIDGE.

Sofia, Aug. 11.—The insurgents have blown up a bridge over the Danube near Glevyell, on the Salonika-Uskub Railway.

DEATHS.

BAKAWELL—Drowned Aug. 5. Ruben Bakawell, aged 23 years, eldest son of William Henry Bakawell.

STRENGTH MOVEMENTS.

Aug. 11. At. From. Boreas... New York... Liverpool. Boreas... New York... London. Boreas... New York... Montreal. Boreas... New York... Boston.

TRAIN ON FIRE.

Paris, Aug. 11.—Fire broke out this evening in one of the trains of the Metropolitan Electric Road at Terres Station. There was quite a panic, but only two women were injured.

Did you ever try the port barrel?

You should have an Accident Policy. See Walter H. Blythe, Phone 2770, Medical Building, Bag and Richmond-streets, 1208.

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