

1909
MONDAY,
AUG. 16.

BAY STREET, SOUTH KING
A four-story brick building, steam heating, ground floor 28x100, would suit manufacturer's agent or wholesale man.
H. H. WILLIAMS & CO.,
26 Victoria Street, Toronto.

PROBS: Northerly winds; fair and a little cooler.

Senate Reading Room
11am-12-2638
SENATE P. O.

GALLEY ELE

TWELVE PAGES — TUESDAY MORNING AUGUST 17 1909 — TWELVE PAGES

SNAP—WORKINGMAN

\$100 down secures detached, seven-roomed house, shingle roof, furnace, etc.; lot 32 x 170; lot decorated and painted; 20 minutes to King and Yonge; price, \$1100.
H. H. WILLIAMS & CO.,
24 Victoria Street, Toronto.

29TH YEAR

ses

SOUTH AFRICA MUST SOLVE RACE PROBLEM

Balfour Declares Home Government Should Not Interfere—Colored Races Not on Equality

LONDON, Aug. 16.—The house of commons tonight unanimously passed the second reading of the South African constitution bill.

In the course of the debate ex-Premier Balfour said that the house, in dealing with the question of a constitution for the federation of South African colonies—the Transvaal, Cape Colony, the Orange River State, and Natal—was discussing one of the most important events in the history of the empire.

The bill, he declared, was a most wonderful issue from all the controversies, battles, bloodshed and difficulties to peace, and he believed the world could not show anything like it.

The race problem, Mr. Balfour said, was but a fractional part of the great question parliament was now deciding. He strongly denied that it was intended to give the colored races equality with Europeans, declaring that so far as the government, society and the higher forms of civilization were concerned, it would be impossible to give equal rights to the colored races without threatening the whole fabric of civilization.

In the opinion of Mr. Balfour, the best hope for the solution of this great problem was to place absolute and implicit confidence in the representative institutions the South Africans are now creating, and for the home government not to meddle with it.

He added that he desired to do nothing that would hamper the government in carrying out a measure so essential to the future of South Africa.

STRIKERS BACK ON THE JOB

Day of Quiet at Fort William—Troops Have Gone Home.

FORT WILLIAM, Aug. 16.—Peace and quiet reigns in the foreign quarter to-day. The C. P. R. truckmen are now busily engaged in the work they quit a week ago, and in and about the freight sheds are scenes of great activity.

Major Pelletier stated this morning that the men suspected of being the instigators of the riot, if he applied, brought up to-morrow. He does not look for any more trouble, and is inclined to believe that the demands of the strikers will be fairly reviewed by the board of conciliation.

Five hundred and twenty men returned to work to-day, and no discrimination was shown. Every man who went out was given a ticket, which was issued by Constable Ball, who was seriously injured on Thursday, had one eye removed on Saturday. The other men hurt in the conflict are rapidly recovering.

The Winnipeg troops left to-night, and the C. P. R. is now relying, in case of need for protection, on its own men, who, however, are now armed with Winchester rifles. It is not now thought that there will be any further trouble, as the men are apparently glad to be at work again.

TOMATOES DOWN

Yesterday's Arrivals Cut Prices Almost 50 Per Cent.

Far from there being a short crop of tomatoes this year, as was feared by the fruit merchants last week, it now looks as if there would be a record yield.

On the Toronto Fruit Market yesterday the shipment came so heavy as to beat the price down almost 50 per cent. On the best quality the price was really cut in two, as compared with last Friday's tariff. The quality, too, showed a great improvement.

Three carloads were disposed of on the market at from 15 to 35 cents per basket. On Friday they brought 20 to 30 cents.

ATTEMPTS TO END STRIKE

Premier of Nova Scotia Goes to Glace Bay To-Day.

GLACE BAY, N.S., Aug. 16.—(Special.)—It is expected that the premier of Nova Scotia, Hon. Geo. H. Murray, will be here tomorrow to render his assistance towards a settlement of the coal strike.

He will likely suggest a course already agreed upon. This is reported by the press, but reports from the inside are few and meagre. Meanwhile, a more optimistic sentiment prevails and the feeling of irritation has been modified and quiet indications point that negotiations for a settlement will be started in a few days.

TORRID DAY IN SOUTHWEST

In Oklahoma Thermometers Registered as High as 112 Degrees.

KANSAS CITY, Mo., Aug. 16.—Unusually hot weather, officially recorded by the government weather bureau as high as 110 degrees, caused at least three deaths, numerous prostrations and much damage to crops to-day in Missouri, Kansas and Oklahoma.

Throughout the southwest the day was the most trying since the devastating drought of 1901. As the withering wind swept across the plains, much vegetation fell. The day was the hottest Toledo has had for eight years, 102 degrees being officially recorded.

In Oklahoma the city government thermometer registered 108, while the thermometer in the street reached 112. It was the hottest day recorded there in 15 years. At Muskogee the government thermometer registered 110.



HON. ARTHUR BALFOUR
The Ex-Premier of Britain, as seen in a recent snapshot.

CRY IS FOR LABORERS WORK FOR TWO MONTHS

First Harvesters' Excursion Will Leave Toronto for West on Thursday

"Notwithstanding the number of farm laborers who have already gone west we will require at least 15,000 more men to safely handle the crops in the provinces of Manitoba, Alberta and Saskatchewan this year," said James Hartney, agent of the Manitoba government, to The World last night. "I have a telegram in my hand now," continued Mr. Hartney, "stating that the report of the number who went out from the maritime provinces was from the Maritime provinces was the fact that only a little over 4,000 men arrived in Manitoba.

"Manitoba alone needs fully 12,000 extra laborers, and so far only half that number are in sight. I only hope that the erroneous statements which have been published about the number of the harvest here is not too far from the truth. In fact Manitoba looks to Ontario now for help, and it is unlikely that the harvest here is later than usual, and that in Manitoba a little earlier. I believe they will be able to cut the grain all night, but every available man will be needed for threshing. There will be plenty of work for two months for any number. At the present time the situation is quite serious. About 4,000 will leave here on Thursday next."

"In addition," said Mr. Hartney in conclusion, "I have a large number of applications for female help, and can readily place a large number of young women in desirable homes."

POWERS MUST USE FORCE

Provisional Administration in Crete Shows Defiance.

CANEA, Island of Crete, Aug. 16.—The provisional administration committee to which the administration of the island was entrusted when the Cretan cabinet resigned Sunday, to-day took the oath of allegiance to the king and kingdom of Greece.

The action of the provisional administrative committee in Crete in swearing allegiance to Greece apparently indicates that it is not their intention to meet the demands of the protecting powers and haul down the Greek flag and that therefore the powers again will be forced to land troops to insure the autonomy of the island.

ANGLICAN FUNDS FOR WEST

\$110,000 to Be Distributed in Western Canada.

LONDON, Aug. 16.—(C.A.P.)—The Pan Anglican fund offering of \$22,000 goes to Canada to be allocated to the west and northwest, including \$5000 each to the theological colleges at Vancouver and Saskatoon and \$2000 to Winnipeg, which is regarded as a right step, as these provinces are best able to produce the clergy adapted to their need.

BRITAIN PLANS TO ENROL GREAT RED CROSS SOCIETY

LONDON, Aug. 16.—Based on the German and Japanese models, the war office has issued proposals for a great voluntary Red Cross in connection with the territorial army scheme.

It will be worked in connection with the existing Red Cross Society and St. John's Ambulance Society, and, in the event of an invasion, would provide the entire country with a complete network of Red Cross organizations.

Men and women of all classes are invited to become volunteers, to be trained in detachments in every territorial area as nurses, and in every branch of the Red Cross service, utilizing country houses and local resources for hospitals.

NORTHCLIFFE'S BUDGET FLOP

Newspaper Baron, Has Felt Public Pulse, and Finds That Radicalism Is Popular.

NEW YORK, Aug. 16.—I. N. Ford, writing to The Tribune from London, thus discusses the present budget situation:

Lord Northcliffe, by virtue of his newspaper holdings, is credited with having a thorough knowledge of public opinion. He does not lack facilities for finding out what the public wants and for acting upon his information. Within a week he has discovered that the Unionist protests against the budget are ineffective and the trades of the dukes against the chancellor of the exchequer damaging to their own interests. He has been convinced that the land section is popular and that it will be highly inexpedient and even hazardous for the lords to throw it out or to attempt to amend it. Accordingly, he has brought out his artillery, heavy and light, to bear upon the house of lords. First came a pot-shot from a 12-inch gun—a paragraph in The Times declaring that the conditions have changed within a fortnight and that the budget cannot be defeated. This was followed by broadside fire from 6-inch artillery in The Daily Mail upon the opponents of a popular budget. Probably there will be heavy booming from the 8-inch battery of The Observer on Sunday, and afterwards the submarines and destroyers in Lord Northcliffe's minor flotilla will fire away the demoralized crews of budget smashers. Having spent an active life and amassed a great fortune in the business of finding out what people are thinking about and what they want, Mr. Balfour's newspaper peer has unrivalled resources for warning the Unionist party against the disastrous consequences of unscientific warfare upon the budget.

Appeals to the Masses.

The point on which Lord Northcliffe, with his string of newspapers, is laying stress is the effective work of the Budget League. Free trade was an old story, about which there was no longer any talk over the workingman's dinner pail. Liberalism in this budget has produced a sheaf of new questions and popular audiences are taking intense interest in them.

There are various expedients for raising money at the expense of landholders, millionaires and the titled and well-to-do middle class, and financing all the social reforms introduced in Germany and a good many more which have not been undertaken either there or in the colonies. These may be bribes offered to the democracy, but there is something in them that appeals to the masses.

The Liberal budget meetings have proved unexpectedly successful. The best Radical and Labor speakers are obtaining large audiences at night. Liberal finance is discussed with lucidity and practical intelligence as a method of promoting the welfare of the empire and improving the condition of the working people. The changes upon it are rung when the dinner pails are emptied after night. Liberal finance is discussed with lucidity and practical intelligence as a method of promoting the welfare of the empire and improving the condition of the working people.

The budget, instead of missing fire, has struck the ground landlords, the country gentlemen and the wealthy merchants, bankers and industrialists. It has also hit the masses in their tobacco and alcohol. It is leveled mainly against the landlords and investors, upon the budget.

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YOUTH SWEEP INTO WHIRLPOOL

While Swimming in Niagara, Below Falls, Is Caught By Current—Brave Fight For Life.

NIAGARA FALLS, N.Y., Aug. 16.—Augustus Spohr while swimming in the river at 3 o'clock this afternoon was caught by the current and carried through the whirlpool. When last seen Spohr was alive and calling for help a quarter of a mile down the rapids.

With three companions, Spohr, who was 18 years old, went for a swim in the river at the old Maid of the Mist landing. He struck out at once for the middle of the stream, then turned toward the bridge. His companions called to him to turn back, for the current is very swift at that point, but he kept on down stream and was caught in the great sweep the first break from the smoother waters to the rapids.

The boy battled for a time against the current, but to no avail. Then, evidently realizing that he was beyond human help and was to be carried thru the rapids, which took the life of Capt. Webb, and which have resisted every unaided human effort at passage, he deliberately turned down stream and began a grim fight for life.

Not in all the history of the river has such a brave battle been witnessed. Altho but a frail boy, Spohr went into the rapids swimming strongly and held his own until he struck the giant wave which curls up opposite the old Suterly elevator. Then he went under and for a second was lost to sight of the score of people who stood on the lower arch bridge.

Just as he again he disappeared, only to reappear, each time fighting desperately against the terrible current, but when within 300 yards of the whirlpool his strength gave out, he sank and was lost to view.

Even then he swam perhaps 100 yards further than did the great Englishman, who was carried inshore far enough to be caught.

HARRIMAN'S LATEST COUP

Reported to Have Secured Option on New York Central Lines.

NEW YORK, Aug. 16.—A report that E. H. Harriman has obtained an option on a controlling interest in the New York Central lines which, if exercised, will give him control of a thru route from the Atlantic to the Pacific ocean, was circulated on the stock exchange to-day. Such a route has been the dream of railroad men for years.

The option taken by Mr. Harriman is said to cover about \$50,000,000 worth of New York Central stock, a large part of which formerly was controlled by the Vanderbilt interests. The price at which the stock may be taken over is said to be \$150 a share.

It was pointed out that the acquisition of the New York Central would give Mr. Harriman an ocean route by way of the New York Central, Chicago & Northwestern, Illinois Central, Union Pacific and Southern Pacific.

DOM. STEEL DIVIDENDS

Common Stock Said to Be Due to Pay 4 Per Cent. Next Year.

MONTREAL, Aug. 16.—(Special.)—The Herald prints the following on its financial pages:

"The Herald has it on the best authority that the Dominion Iron and Steel Co. is earning sufficient to warrant a dividend on the common stock next year and leave a substantial surplus to be carried forward."

"The company, if the present rate of production continues, will show earnings at the rate of well over 8 per cent. per annum on the common stock, and there is now little doubt that holders of the stock will receive at least a 4 per cent. dividend during the next fiscal year."

"There is reason to believe that the company's business will continue at the present profitable rate for at least the remainder of the current year."

M. L. A. GOES TO JAIL

Wouldn't Pay Court Costs for Blocking Street, Talking Socialism.

REGINA, Sask., Aug. 16.—(Special.)—Preferring to pose as a martyr in the cause of socialism, C. M. O'Brien, Socialist M.L.A. for Rocky Mountain, in the Alberta Legislature, being found guilty of a charge of blocking the street, refused to pay the costs of the court, which he was assessed, and was sent to jail for seven days.

Late this afternoon J. F. L. Enbury had a talk with O'Brien and induced him to give the bond for his good behavior in future. At first O'Brien was determined to go to jail rather than have his street speaking stopped.

MONEYED MEN COMING

Canada Has Attracted the Attention of Independent Britishers.

LONDON, Aug. 16.—(C.A.P.)—An official of the Canadian Emigration Society states that he has had enquiries recently from many men whose incomes reach \$4000 to \$5000 a year, and that men of considerable financial standing have gone out, particularly to British Columbia and Ontario, to farm themselves or to establish a livelihood for their sons.

The Grand Trunk and The People's Railway

COBALT, Aug. 15.—(Special.)—I have spent another couple of days in this, the liveliest spot in Canada, and, as usual, everything looks better than it did the day before. For instance, I saw a specimen of silver taken out of the Township of Tudhope, from a mine called the Silver Alliance, and if there is much of the same kind there it means that another Cobalt is in sight. A very considerable amount of shaft work seems to be doing in James and Tudhope, and results are due any day to those who are behind the propositions. The accounts from Gowanda, that come in by way of Cobalt, are also of an encouraging character, and the prospects are yet good for mining camps of very considerable wealth, being found outside of the Cobalt field, but certainly in the Timiskaming district. I have also heard of good finds being made on the Quebec side of the Ottawa River; in fact, I met a man who had seen specimens of native silver found in new fields in the adjacent province.

But to come back to the question of transportation and the government railway, which seems to be very much discussed by everyone in this country, I am quite convinced that the public here, and all over Ontario, will support Sir James Whitney's administration in doing everything that possibly can be done to allow the people's railway to give a first-class service. There is general discontent over the slow time made between Toronto and Cobalt, and the public see now, since the speed figures were published in The World, that the chief offender is the Grand Trunk, whose roadbed and grades will allow of nothing better than twenty-five miles an hour between Toronto and North Bay. The question then comes: Can the Ontario Government do anything to shorten the time? As was pointed out in these letters before, certainly an hour can be saved by putting on dining cars on the express trains between Toronto and Cobalt, thus saving all delay at North Bay and Timagami for meals. I have been told that the Englehardt railway commission consider that they might lose a little money by putting on dining cars, but this is a question to be tried by experiment; and to make the experiment it is not necessary to purchase dining cars if they can be rented, or if the Pullman Car Company can be induced to take the running of them for a time at least. On one train I went up there were at least fifty to seventy, and probably one hundred, who would have taken their breakfast in the dining car, if they could have got it, and certainly that number took some kind of a meal at North Bay station, and at Timagami station. But inasmuch as the Timiskaming road is now hampered by the slow time on the Grand Trunk, Chairman Englehardt would be justified, in order to save running time, in losing a little money on a dining-car service if by that means he could give the public a better service, and certainly people traveling between Toronto and Cobalt, wishing to leave Toronto at 9 o'clock, or at 10 or 11 o'clock, would be better pleased if they could be in Cobalt not a moment after 8 o'clock the next morning.

TO BRING THE G. T. R. TO TIME.

There is, however, another way to bring the Grand Trunk to time. There are people who say that the government could get the Canadian Pacific to give a fast express service over the new line to Sudbury, and from there to North Bay, faster than is now made by the Grand Trunk over its line. The distance from Toronto to Sudbury is 260 miles, and from Sudbury to North Bay 80 miles, a total of 340 miles. The distance between Toronto and North Bay, via the Grand Trunk, is 221 miles, which now takes nine hours. The Canadian Pacific would have to give this service at the rate of 38 miles an hour in order to make as good time as the Grand Trunk; but perhaps the Canadian Pacific would be willing to run 45 miles an hour to Sudbury, as the Canadian Pacific ought to be able to do by reason of its good roadbed, it would shorten its present time between Toronto and Winnipeg, which a great many people would like to see. If the Grand Trunk, however, were alive to their own interests, and are willing to work with the Timiskaming & Northern Ontario without conspiring to absorb it, they could, even with their present roadbed, and with improved motive power and a few improvements, find little trouble in doing 35 miles an hour between here and North Bay, and then they did this, start in to improve their own road between here and North Bay to its best possible extent. There is no reason why the new Grand Trunk Pacific should not beat the Canadian Pacific between Toronto and Winnipeg, but only by reconstructing their line to North Bay from Toronto.

But there is still another way of bringing the Grand Trunk to time, and that is for the Timiskaming & Northern Ontario Railway Commission to summon the Grand Trunk before the Dominion Railway Commission and demand that a better service be given the public between Toronto and North Bay. They are bound by their charter to give a good service, and especially in view of the fact that the northern portion of this route was largely built by public subscription. As was said above, the Grand Trunk, in order to make a fast line between Toronto and Winnipeg, via their transcontinental line, and to carry out the spirit of the Grand Trunk Pacific contract, must have a line as good as the Canadian Pacific has between Toronto and Sudbury, and they can only have such a line by partly changing the route and partly reconstructing the line between Toronto and North Bay, and to have this work ready by the time the Grand Trunk Pacific is ready, they ought to be busy on the work now. The boards of trade of the towns interested should hold meetings and call the attention of the government at Ottawa to the poor service that the Grand Trunk gives, and they should back up the Ontario Government, even in building a direct line from North Bay to Toronto, if that be necessary in order to give a first-class service. The people of Ontario are not afraid of a government-owned line from Toronto to Cochrane, and on to Hudson Bay, and they might like to see it extended southerly, even to the Niagara River. The minute government ownership in the way of railways can be shown in the province to give good service, the Grand Trunk ought to follow the proposition to any length. If the Ontario Government also built a line from Cobalt to Sudbury they would be able to reach the competition of the Canadian Northern, as well as of the Canadian Pacific, at that point, and such a line would certainly be a great competitor of the Grand Trunk.

AN ADMINISTRATOR NEEDED.

The impression is deep in the public mind that the Grand Trunk is anxious to discredit public ownership as a principle, and that the government might be induced to turn it over to them; and for some years now there has been good reason for the belief that they have been patiently waiting for this plum to fall into their mouth. But it won't. The Grand Trunk are also charged with being unaccommodating to the national road in the time of leaving the city. It says it must cater to its Buffalo and other connections. My view is that a railway which is subject to the taxing power of the province, and liable to have the railway law of the land enforced against it by the state authorities, can be brought to a reasonable frame of mind by an invitation to a short conference in the captain's office.

The more I watch the situation in regard to this government-owned road, the more I am convinced that, if it be handled by a commission, that commission should turn the real administration over, and a large portion of the policy to the best railway executive head and the best railway engineer that can be had. Nothing pleased the enemies of public ownership so much as when they were able to say they had made it so unpleasant for Cecil B. Smith that he gave up the position of engineer of the Timiskaming & Northern Ontario. Good engineers and good railway executives are hard to get, and when you find a man like Cecil B. Smith, who seemed willing to devote himself and his talents to a public-owned proposition, enemies of that proposition should not have succeeded in making him decide to seek more congenial environment.

Public ownership in the way of railways has its best exemplification to-day in Canada, in the Province of Ontario, and the friends of public ownership wish to see that exemplification further improved, even if they have to criticize it publicly; but because a friend of public ownership criticizes it, that must not be considered as an active hostility. But there are some men who are attacking the government of Sir James Whitney every week in papers like The Financial Post in regard to the power policy, and these are the same kind of men who are attacking the government railway policy in the north, and who seek by underground ways to make both these schemes fall down. The greatest enemy to public ownership in Ontario to-day is the Southern Gibson-Tory-Grit-Times-Spectator conspiracy in Hamilton, and who at one time hoped to ruin the principle by insidious crowd work on the Whitney cabinet, and these are the same kind of men who are attacking the government railway policy in the north, and who seek by underground ways to make both these schemes fall down. The greatest enemy to public ownership in Ontario to-day is the Southern Gibson-Tory-Grit-Times-Spectator conspiracy in Hamilton, and who at one time hoped to ruin the principle by insidious crowd work on the Whitney cabinet, and these are the same kind of men who are attacking the government railway policy in the north, and who seek by underground ways to make both these schemes fall down. 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