

Militia and Special Police Guard Freight Movement

J. G. O'Donoghue Calls on Railway Board to Intervene

Both Sides Declare They're Winning Great Labor Fight

WHERE IS MABEE IN RAILWAY CRISIS?

J. G. O'Donoghue, Labor Representative, Declares Railway Commission Should See to Public Safety—Men Say Grand Trunk Is Given to Breaking Pledges.

"Immediate action should be taken by the Dominion Railway Board for the protection of the lives of the traveling public," said J. G. O'Donoghue, representative of the Grand Trunk employees on the recent conciliation board.

"Mr. Mackenzie King has at least tried to do something. Where is the railway board? Are the members on a vacation? I do not desire to say a word which would interfere with a possible settlement, but the running of freight trains by incompetent men if they do not know enough to protect their own trains, would make collisions inevitable.

"It will be too late for the public safety to delay investigations until after collisions have occurred with probable loss of life. The safety of the traveling public is of far more importance than the profit or loss in the freight. The railway board should take the initiative before accidents occur.

"The same is the case in relation to the findings of the board of which Mr. Atkinson was chairman. Didn't follow award.

"In the present dispute the company has not accepted the recommendations of the conciliation board. The three recommendations were that in view of the fact that the C. P. R. paid 40 per cent. higher scale, the Grand Trunk should adopt a similar standard. Mr. Hays gave as a substitute an offer of 18 per cent.

"The conciliation board also called for a mileage basis, instead of a monthly, which Mr. Hays declines to accede to. Under these circumstances it is no wonder the men hesitate to go into another arbitration."

WAS PAPKE'S MARRIAGE HELPED BY RELATIVE?

Ex-Champion Pugilist Shown About by Brother of Girl With Whom He Eloped.

HAMILTON, July 23.—(Special.)—According to a despatch from Buffalo, Billy Papke, the ex-middleweight champion pugilist who made a runaway marriage with Edna Pulver, step-daughter of A. Bryne, proprietor of the Gralock Packing Co. of Hamilton, on Thursday, will retire from the ring, altho another despatch says that the couple are going to Australia, where the ex-champion has engagements.

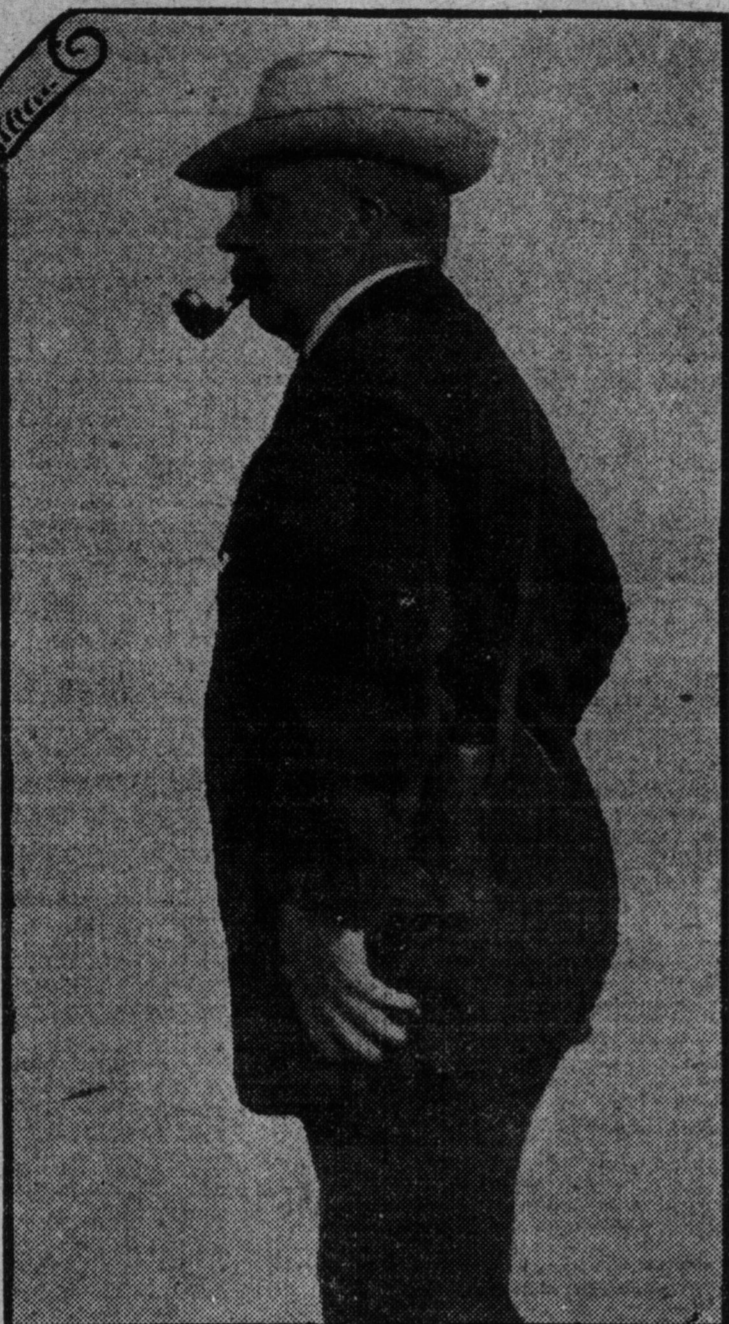
Was the elopement encouraged by a brother of the bride? Papke was in Toronto a year ago. A. C. Pulver, brother of Miss Pulver, took the pugilist around and introduced him to his friends. On that occasion, according to one authority, Papke bought for his future bride a \$500 diamond ring.

A. C. Pulver was with him at the time, and it is believed that he knew that the pugilist was courting his sister with the object of the marriage which took place this week.

It was also young Pulver who brought the pugilist to Hamilton and introduced him to the family. From the time of their first meeting the mother and step-father objected to their daughter receiving the attentions of a follower of the prize ring, and they continued to discourage the match, Papke and Miss Pulver finally decided that it was a waste of time to attempt to overcome the parental objections.

The flight of Papke and Miss Pulver has caused a sensation in society circles both in Toronto and Hamilton. Miss Pulver at one time attended a school for girls in Toronto and enjoyed wide popularity. It is said that she was engaged to a well-known society man of Hamilton.

AN UNPREMEDITATED POSE



This is Frederic Nicholls, electrical magnate and generally one of the big financial men of Toronto. The Sunday World camera caught him recently when he wasn't looking and an uncommonly good unpremeditated pose was got. Mr. Nicholls is head of the Canadian General Electric, and was one of the chief promoters of the Electrical Development Company. Prominent as a yachtsman and noted for his taste in art and literature. Once a newspaperman he has been attended with that success which usually follows the adoption of a commercial career by men of the press.

FIELD DAY FOR SUFFRAGETTES

Canada and Other British Colonies Represented in Monster Procession to Hyde Park.

LONDON, July 23.—This has been another field day for the suffragettes. An enormous crowd of women from all parts of the world, after parading thru the streets, gathered at the historic meeting place in Hyde Park and passed resolutions announcing a determination at all costs to force the woman's suffrage bill thru the house of commons at the present session.

A notable feature of the procession was furnished by the contingents from Canada and other British colonies, and from the United States, France, Germany, Holland, Norway and Sweden.

FOUR DEAD BY CLOUDBURST. LOS ANGELES, Cal., July 23.—Messages received here early last night conveyed the report that Bisbee and Douglas, Arizona, were again visited by floods caused by mountain cloudbursts yesterday and that four persons had met death in the former city.

Killed by Masked Highwayman. KITTANNING, Pa., July 23.—A masked highwayman shot and instantly killed Morto Craig, an office employe of the Widnoon Co. Co., near here, to-day, after being reported in an attempt to secure \$2000 in cash carried by Craig's two companions.

Amateur Photographers' Contest

In order to encourage photography among the many who follow the art as a favorite amusement and at the same time be instrumental in securing the recognition due camera artists, whose work is worthy of such, The Sunday World offers three prizes of \$8.00, \$5.00 and \$3.00 respectively for the best three prints received at this office before September 1st, 1910. The only stipulation being that the name of photographer and address be written on the back of copy submitted.

The Sunday World retains the right to publish any photograph submitted by giving artist full credit for the work.

Ontario is rich in beautiful and picturesque scenery. There are many rare subjects upon which the photographer may try his or her skill. If you own a camera advertise your section by sending in the photograph of your favorite bit of scenery.

All prints should be addressed to the Pictorial Editor, Sunday World.

Wabash Men Back to Work

Company to Pay Rate G.T.R. Strikers Would Get if They Won Out—Handle Only Wabash Business.

ST. THOMAS, July 23.—The Wabash trainmen, headed by T. Todd, came to an agreement with Luke J. Ferriter, superintendent of the Wabash Railway, to-day, and the men all went back to work at 1 o'clock.

The agreement seems to have been reached by the Wabash Company promising to pay the men the increase which the Grand Trunk men would receive when the strike is settled, and if the latter should not get their increase, then the company has agreed to pay the Eastern Association standard rate.

In the meantime the men will handle Wabash business only.

Police Charged Rioters. Demonstration in Connection With New York Sugar Refinery Strike.

NEW YORK, July 23.—There was a riotous demonstration this afternoon at the plant of the New York Sugar Refining Company, in Long Island City, when some fifty men who, with about 450 others, had gone on strike yesterday, but who returned to work this morning, came out to the refinery to go to luncheon. When the fifty men who went back to work appeared outside the plant this afternoon a volley of stones and bricks was fired at them and then a rush was made for them by a mob which had gathered. Thirty policemen, ten of whom were mounted, charged and quickly dispersed the rioters before any serious harm had been done.

Big Building Strike in Chicago. CHICAGO, July 23.—More than 2000 men struck yesterday on large buildings in the course of construction, and before the end of the next week it is predicted by labor leaders that more than 7000 men of all trades will have stopped work, completely crippling all construction work in the city.

President Samuel Gompers of the American Federation of Labor is expected in town to-day to take charge of the situation.

We May Lose Speed Thru Crop Failure Says Senator Jones

Northwest Reports Foreshadow Slacking of Progress, But Country Must go on.

"Nothing can stop Canada," said Senator Marvin Jones, president of the Massey-Harris Co., at his office on Saturday to The World. "At present the wheat crop situation from a prospective standpoint. After a time we shall know the true outcome. The probabilities from our reports from the Northwest appear to indicate that the Dominion will not be able to go on quite so fast for a time. With countries it is like individuals. It is impossible to run all the time at full speed."

CROPS AND MONEY.

In conversation with The Sunday World on Saturday, Col. Mason, general manager of the Home Bank of Canada, said that he had had no very recent reports in relation to the crops in the west, but that the statements from the branch managers of the bank showed that the situation, especially in southern Manitoba, was highly unsatisfactory.

In regard to money conditions, Col. Mason said that the banks were at present conserving their resources, so that no difficulty would be experienced when the crop moving period commenced.

He also informed that The Sunday World that there was less money coming from the old country this year than for two or three years past.

Patter of Raindrops Pleases Grain Grower

Crops Along Lanigan and Yorkton Section Will Benefit Two Bushels Per Acre.

LAKE FOAM, Sask., July 23.—(Special.)—Last night's rain extended for an area of about one hundred miles around on the Lanigan and Yorkton section of the C.P.R. The weather was showery off and on during the night, and the rain settled into a steady downpour, and at noon it was still raining.

The patter of the rain drops on the farm house was a welcome sound to the anxious grain-grower, and it is estimated that the crops in the district will be benefited two bushels per acre. The exact area covered by the fall of moisture is not exactly known, as the weather reports have not been completed.

TWO ARRESTS FOLLOW RIOT

Mayor of Brockville Calls Out 41st Regiment and Town Is Now Under Martial Law.

BROCKVILLE, July 23.—(Special.)—The town is under martial law to-day as a result of the rioting of Friday night. The mayor ordered out the 41st Regiment to guard the company's property, and Col. Buell and 65 men are drawn up around the station and freight offices, which were the scene of the trouble last night.

The police arrested two Grand Trunk brakemen, Charbonneau and Botsford, on a charge of being concerned in the assault which sent two railway employes to the hospital.

All is quiet this afternoon, but no freight is moving.

TOURING CAR RAN AWAY DOWN STEEP OTTAWA HILL

Brakes Refused to Work and Two Occupants Had to Jump.

OTTAWA, July 23.—Touring car No. 5157, the property of Russell Blackburn, is a wreck as the result of an accident last night, and the three occupants of the car had a miraculous escape from death or serious injury.

Mr. and Mrs. Blackburn and Chauffeur Fred Dunning were on their way down the steep hill to the auto to join the yachting party of Senator W. C. Edwards at the Mansfield wharf, for a trip down the river. At the top of the hill the chauffeur saw the brakes would not work, and the heavy car gathered a terrific speed. Appreciating that something must be done on the moment, Dunning shouted to the occupants to jump.

BACKBONE OF STRIKE IS BROKEN SAYS VICE-PRESIDENT FITZHUGH BUT TRAINMEN CONFIDENT AS EVER

Federal Act Should Compel Arbitration Of Disputes Affecting a Public Service

Strikes affecting a public service are matters of grave concern to the people at large. Where transportation is involved the public loss and inconvenience is immediate and serious, and justifies every possible effort on the part of the national or provincial governments to minimize its extent and limit its duration. If the requisite departmental authority has not been devolved, a dispute such as that which has arisen between the Grand Trunk Railway and certain classes of its employes, provides a strong argument for the conferring of wider and more drastic powers on the federal administration.

The demand made by the men for application of the standard rates prevalent among other companies was in itself justified, and the Grand Trunk management practically admitted this when it proposed a partial increase in wages and set a date for completing the concession. The advance suggested was represented as equivalent to 18 per cent. on the average, but the employes maintain that the method adopted does not work out with reasonable fairness in particular cases. Both parties declined to accept the recommendation of the board of investigation, but had the company adopted a more conciliatory attitude, an agreement would probably have been reached and a strike avoided.

Arbitration in the circumstances is the only solution of the deadlock, and the question put by the federal minister of labor should be affirmatively answered by the "contestants." As the right of the employes to standard rates has been conceded, the dispute resolves itself into whether postponement of their full application is reasonable in the circumstances of the railway, and what instant advance on current rates of pay should be made. These are eminently matters for an impartial board, and upon the company should lie the burden of establishing that its present revenue will not permit of full relief now. The difficulty in the way of settlement is aggravated by the location of the board of directors in England and by the peculiar views of the directors, regarding the functions and obligations of the company as a public servant.

SEE HAND OF THE RAILWAY IN ORDER

Men Exercised Over Instructions From Ottawa Relating Immigration Regulations to Men Who Will Work on Railroad.

NIAGARA FALLS, July 23.—(Special.)—Canadian immigration officers received notification to-day that the rule requiring all immigrants to have \$25 would be suspended, provided the applicants for admission to Canada had contract to work for a railroad. Indignation is felt over the order here. The men say that it is inspired by the Grand Trunk.

"I have received word from General Manager Miller of the Wabash that all the company's trainmen and conductors are back at work under old conditions," said Superintendent C. S. Cunningham to-day.

"Have any strikers here applied for their old positions?" was asked. "Not as yet," replied the official. "The men say they are satisfied with the strike conditions, that the G.T.R. is in much worse condition than the officials are willing the public shall believe."

That they will win the strike the men declare. They are still more confident than ever. No attempt has been made to move freight here as yet. Superintendent Cunningham announced to-day: "We will be moving all freight by the first of next week. Everything is going fine here."

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Agreement Has Been Reached

Telegraph Department of the C.P.R. Has Satisfactorily Settled Differences With Its Commercial Operators.

J. E. DuVal, chairman of the board of conciliation in an interview Saturday morning made the following statement: "I am pleased to say that an agreement was reached this morning between the officials of the telegraph department of the Canadian Pacific Railway and the representatives of its commercial telegraphers satisfactory to all parties. It would of course be improper for me to give out any details of the agreement until after the report has reached the minister of labor."

Quite a lot of people are hopeful and write hopefully, but if you look at the bottom, you will see little of encouragement. Some may still be found to break the deadlock. Because the deadlock will not improve—it will grow worse.

A CONCILIATOR PRETTY HARD TO BEAT

Henri Bourassa Has Vision of Sir Wilfrid Reconciling Heaven and Hell, and Reigning as Premier.

MONTREAL, July 23.—(Special.)—Sir Wilfrid Laurier in the west is the text of a leader in to-day's "Devoir" by Henri Bourassa, who says that conciliation is the Koran of the prime minister at every point.

The writer says that the first thing Laurier will do on arriving at the gates of heaven will be to get up an honorable compromise between God and the devil. It will be so handy, he says, to reconcile the angels and the imps of darkness on the ground of conciliation.

"What is the use," says Laurier, "to go on scrapping throat all eternity, and what a great and glorious empire could be created if heaven and hell were only united."

Naturally Sir Wilfrid Laurier would be the prime minister of the united kingdom already on the spot. Of course, the saints in paradise would have no objection; he is such a holy man. As for Lucifer, the great conciliator would pacify him easily enough, by promising some great project, like an all-red line, for instance, which would re-establish the interrupted communication between good will and the evil one.

What a pity, indeed, Sir Wilfrid had not been living at the time of the great race war between the stubborn St. Michael and the proud Lucifer, for he would certainly have found means to bring about mutual concession and universal peace.

Adequate Protection of Company's Property the Only Thing Necessary for Resumption of Complete Service, Passenger and Freight—Brockville Disorder, Says Prominent Shipper, is the Beginning of the End.



The Deadlock Will Grow Worse.

The strike outlook does not improve. Armed men, militia to be called out, rioting, fights, attacks on the new hands, wrecks, these things are not of an encouraging nature. It looks as if they will grow worse, and, growing worse, they will force the drivers and firemen to withdraw their services in the face of danger to themselves. Any headway gained one day may be lost the next. The most significant factor is the determined character of Mr. Hays.

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MONTREAL, July 23.—"The backbone of the strike is broken absolutely and without doubt. You can make that statement as emphatic as you like."

This was the announcement made to-day by E. Fitzhugh, first vice-president of the Grand Trunk. "In this strike we have had two problems to contend with," continued Mr. Fitzhugh. "First, we had to draft off a lot of men from other work to protect our property, and, secondly, we have had to engage and train a lot of men to take the places of those who have left our service."

"I am now in a position to state that the company has all the men, needed to resume its full traffic service, both passenger and freight."

"All we want now is for the authorities to provide adequate protection for our property. The moment this is done such a large number of men will be released from the duty of guardship that we can, at an hour's notice, start the full freight service into operation. All we want is protection, and if the authorities provide that, as they should do, the country will be at once relieved from all dislocation of traffic."

Will Not Arbitrate. "Mr. Hays has apparently put aside all thought of arbitration, seeing that it was so peremptorily refused by the men before the strike. The men still insist that if the matter is arbitrated, Clarke and Morrissey must be the arbitrators. Many railway men think a few days will probably see the end of the struggle, without any reference to arbitration."

"The violence at Brockville in connection with the Grand Trunk strike is taken in many quarters to indicate that the men are becoming desperate, and in that case extreme measures must be resorted to to make headway."

"The Brockville disorder is the beginning of the end," said a well-known shipper to-day. "Public sentiment."

SUNDAY WEATHER

Southerly winds and very warm.

Special of's piece lar \$25 s for 5 to stimulate during the s of mid- have ar-give such men's Suits it worth while to w days we ze on Two- A well-piece Suit looks well, at comfort er during mer. Every have one. ke to your our reg- and \$25 ce Snits only 5 your in a superb st of Eng- and d the lin-orkmanship are of su-ty. These ot made by stem," but fitted the most ext in the ntee the fit ur satisfac- do not have suit. Do sate. You snap only of a season. of Trou- measure, ORD'S ED Street Near Shuter