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TWENTY-FOURTH YEAR  
EIGHT PAGES—TUESDAY MORNING AUGUST 11 1903—EIGHT PAGES

BRITAIN MUST DECLARE  
FOR TRADE PROTECTION

English Delegate to Commerce Congress Puts Case in Plain Language.

Montreal, Aug. 10.—(Special.)—"If we get our house in order, and I think we shall ere long, I believe the world will find that there is life in the old dog yet."

This is the opinion of a leading English cotton and woolen manufacturer, the person of George Hirst, a delegate to the congress from Batley, which is near Leeds. Speaking at the Windsor, Mr. Hirst said he was a Liberal and had been brought up in the school of Bright, Cobden and Villiers, but he confessed to a change in views even before Mr. Chamberlain had announced his program. He then referred to the treaties which Great Britain had formerly secured with France, Germany, Austria and other countries, and added that when these treaties had lapsed the British people had to admit that the foreigners had less confidence in the theories of free trade than had the followers of John Bright and Cobden.

Britain Must Defend Herself.  
The delegate from the Batley Chamber of Commerce says that every effort is being made to defend Great Britain, and consequently the time has come for her to defend herself. Mr. Hirst says he has spent about half his time during the last ten years on this side of the Atlantic, and that the facts which he has come across over here have certainly contributed to a great extent to his change of faith in matters pertaining to the fiscal policy of Great Britain.

One thing is certain, he declared, the manufacturers of Great Britain are not to be protected against the products of Germany and the United States, and this leads to a discussion in the words of the coming conference of that body to bear upon public opinion. The London Chamber of Commerce has passed a resolution asking the imperial government to appoint a commission in order to enquire into this great question of tariff reform, but Mr. Hirst says that to ask the imperial government to do this is to ask it to do what it is not prepared to do. He looks upon the congress as pre-eminently capable of pronouncing on this question, and he hopes that better progress would be made, if the congress were to appoint a committee, the same to report back next year.

Should Meet Every Year.  
"But your congress only meets once every four years. I think this will be changed, for I believe that in future we shall meet every year," said Mr. Hirst, who further declared that an amendment to the London resolution that the congress should be held annually would be submitted to the committee. It was most likely that the question of a committee of parliament would be discussed, and he hoped that the congress would be thoroughly thrashed out.

POPE LOOKS 10 YEARS OLDER.  
Received All the Delegations to the Crowning Ceremony.  
Rome, Aug. 10.—Pius X. had another fatiguing day, as he received all the delegations which had come to Rome to attend the coronation ceremonies. He accorded a lengthy audience to about three hundred persons from Venice. He said to them: "I am a poor mortal, too weak for the heavy cross which God has given me. But His will be done. I will carry it as best I can, and you must pray for our Lord to give me the necessary strength."

His old Venetian friends agree that the Pope looks 10 years older than he did before his election, but that his stable and simple manner has not changed.

FOR PAPAL SECRETARY.  
London, Aug. 11.—The Chronicle's Rome correspondent says this morning that an authority which was frequently well informed, says that Cardinal Sebastiano Martinelli will be appointed papal secretary of state.

## By Vote of 45 to 34 Commons declare Against Cheap Railway Fares in Canada

Five Government Supporters Voted With Opposition for Mr. Maclean's Amendment.

Ottawa, Aug. 10.—One of the most interesting and, perhaps, one of the most far-reaching divisions of the session took place in the House to-day in connection with W. F. Maclean's amendment to the Railway Bill. Mr. Maclean first moved in amendment to the clause governing passenger rates that the maximum rate in Canada be fixed at two cents a mile. This motion was lost and when Mr. Maclean endeavored to move a second amendment making the passenger rate east of Port Arthur 2 1/2 cents a mile, a point of order was raised that denied him this privilege. Dr. Sproule, however, promptly took up the amendment, which, to the embarrassment of many members, was pressed to a division.

It was one thing for indifferent representatives of the people to remain passive spectators of the battle for fair passenger rates and a much more painful proposition to record black and white as the enemies of a just and progressive movement.

This order, however, they were obliged to face. The result was that the division bells did not ring loud enough to call numerous members. Only 79 members, or a little over one-third of the full strength of the House, voted on the issue. Of these 34 members voted for the amendment and 45 against it. It was almost a straight party division, the opposition recording 29 of the 34 votes recorded for the amendment. The other five were drawn from the government supporters. Frank Oliver of Alberta, Dennis, Kendall, Christie and Turgeon declined to follow their leader on this important question. They stood up courageously and voted for lower passenger rates.

One of the surprises of the division was the vote of Puttee of Winnipeg, who was the only member of the opposition to vote for the amendment.

Samuel Warner Died of Heart Failure From Shock After Accident.  
Midland, Aug. 10.—A very sad accident occurred in the power house of the municipal electric light plant. The town were installing a new three-hundred horse-power Wheelock engine. The engine was almost in position when it was caught between one of the blocks and the engine and his foot was badly broken in two places.

Another man, Samuel Warner, was near Chester, and when the engine shifted he called to the other men to help Chester, and got up himself, but directly after he fell over and expired. He did not seem to be injured in any way, and it is supposed that his death was the result of heart failure caused by the shock. Warner was exceedingly popular, and had been working on the new electric plant for some time, and his loss will be very much felt in town. The remains will be taken to Prescott for burial.

FATAL KICK FROM HORSE.  
Waterloo, Aug. 10.—Fred A. Bish of this town, a young man in his 21st year, met with a fatal accident Saturday afternoon on the farm of Robert Hissop, near Strassburg, Ont. He was employed on the Hissop farm as a summer hand, and on Saturday afternoon was working with a hay rake, to which two spirited horses were hitched. While turning two sharply at the end of the field he drove against the fence and was thrown forward of the rack, one of the horses kicking him in the chest. He succumbed to his injuries on Sunday.

INFANT STRUCK BY TRAIN.  
Windsor, Aug. 10.—The one and a half year old child of Capt. Wm. Chapman, aged 30, a delicate man and a sufferer from fits, fell at noon to-day while he was shaving and so badly wounded himself in the throat that death ensued, the weapon almost severing his wind pipe.

For two-cent rate—Avery, Bell, Bennett, Birkett, Blain, Carrell, Christie, Clare, Clarke, Emers, (St. John), Earle, Goulet, Hackett, Halliday, Hughes (Victoria), Kaulbach, Kendall, Kidd, Leavelle, Maclean, McGowan, Monk, Morris, Robinson (Eglin), Roche (Marquette), Rosamond, Sherill, Sproule, Taylor, Tait, Turgeon, Vrooman, Wilson.

Against the two-cent rate—Angers, Beith, Sir Frederick Borden, Calvert, Copp, Desjardins, Douglas, Erb, Ethier, Fielding Fisher, Fitzpatrick, Fortier, Fraser, Gibson, Harwood, Heyd, Holmes, Hughes (P.E.I.), McColl, McCreary, McEwen, McLennan, McLennan, Macdonald, McCarthy, Matheson, Maynard, Mignault, Morrison, Paterson, Prefontaine, Puttee, Riley, Ross (Ontario), Ross (Victoria, N.S.), Russell, Tucker, Wadde—45.

which was registered on the side of the railways. To-night the division is the subject of considerable comment. It is freely admitted that the movement for a two-cent passenger rate displayed an unexpected strength, and that it is likely to become a lively political factor in the coming session. Many of the members' following feel that their opposition to the two-cent rate proposal was a mistake, and that they should have voted for the amendment. The truth is that they did not expect a division and the issue which suddenly confronted them produced a mild sort of consternation.

For Two Cent Rate.  
Mr. Maclean moved his amendment providing for a maximum passenger rate of two cents a mile on Canadian railways in connection with Clause 263 of the Railway Bill, which deals with passenger tariffs. He said railways have existed in Canada for over fifty years. During all that time the passenger rate had remained the same. It was increased, at passenger rates are reduced. Freight rates had been cut in two, and by this reduction traffic had grown and the railway revenues had increased. If passenger rates are reduced, said Mr. Maclean, the railways will have larger receipts, and a great benefit will be conferred on the Canadian public.

Not Content With Three Cents.  
Mr. Maclean read a number of letters from citizens of Guelph, Ottawa, Oshawa, Cobourg and other towns and cities warmly approving his course in connection with passenger rates. The letters showed that the railways are not even content with three cents a mile.

Two CENTS A MILE COMING.  
The division in the Commons yesterday on the question of a maximum passenger rate was a significant one. In a thin house the government had a majority of only 11. Five of the supporters of the ministry voted for the reduction in passenger rates.

But the most significant thing was the number of government supporters who refused to come into the house and vote. A few Conservatives may have voted in the same way, but the bulk of them voted for the amendment. All sorts of quibbles were resorted to by those who evaded the vote or voted against the reduction; that they would not vote for a law that reduced the rate over the country or for the Michigan law and a score of other excuses. But all these are mere quibbles. The issue that Mr. Maclean raised was a reduced passenger rate to be enforced by parliament, and the principle so raised is not affected by the degree of its strength or the width of territory it covers. The question that members had to indicate by their votes was whether they favored a reduction in passenger rates, or whether they favored the present rates. Their constituents will see nothing else in their votes than this.

MONTEAL HARBOR RETURNS.  
Increase of 200,000 Tons for Sea Going Vessels to August 1.  
Montreal, Aug. 10.—(Special.)—Mr. Robert S. White, collector of customs, today announced the statement of revenue for the month of July, 1903, as compared with July, 1902, as follows: Imports, 1903, \$28,000,000; 1902, \$27,500,000. Exports, 1903, \$17,000,000; 1902, \$16,000,000. From wharfer for local trade, 1903, \$6,000,000; 1902, \$5,500,000. Total from opening of navigation to Aug. 1, 1903, \$129,080,644; 1902, \$111,008,49.

INCREASE, 1903, \$18,081,151.  
A record increase of 200,000 tons is what the tonnage of sea-going vessels that have arrived in this port is able to show up to Aug. 1. In addition to the increase of sea-going vessels that of the inland vessels is now greater compared with the last three years. The report is as follows: 1903, 8537 vessels, 74,729 tonnage; 1902, 8355 vessels, 74,729 tonnage; 1901, 3660 vessels, 73,925 tonnage; 1900, 4223 vessels, 82,701 tonnage; 1903, 288 vessels, 922,011 tonnage. The number and tonnage of inland vessels are as follows: 1903, 8537 vessels, 74,729 tonnage; 1902, 8355 vessels, 74,729 tonnage; 1901, 3660 vessels, 73,925 tonnage; 1900, 4223 vessels, 82,701 tonnage; 1903, 288 vessels, 922,011 tonnage.

Two Per Cent. on Preferred Stock and Three on Common for Half Year.

Montreal, Aug. 10.—At the meeting of directors of the Canadian Pacific Railway Company to-day a dividend of two per cent. on the preferred stock for the half year ended June 30 last was declared. A dividend of three per cent. for the same period was also declared on the common stock.

The results for the fiscal year to June last were:  
Gross earnings ..... \$43,957,373  
Operating expenses ..... 28,120,527  
Net earnings ..... 15,836,846  
Income from other sources ..... 1,284,812  
Total net income ..... 17,121,658  
Less fixed charges ..... 7,052,197  
Less amount apportioned to ocean steamships ..... 150,000  
Net revenue available for dividends ..... 9,919,461  
After payment of all dividends declared, the surplus for the year carried forward to the next year was \$1,000,000.

The following additional directors were appointed to the C. P. R. board: Hon. Robt. Mackay, Robt. Reid, Hon. G. A. Drummond, D. McNicoll and Clarence Mackay of New York.

Unfair Discrimination.  
"Worse than this," said Mr. Maclean, "the American railroads are selling tickets across Canada to Americans for a cent a mile, and Canadians, who sit in the same coaches, are required to pay 3 cents a mile."

Tickets were sold between New York and Chicago for 2 cents a mile. Mr. Maclean spoke of the tremendous subsidies that the Canadian railways have received and the exemptions from taxation which they have enjoyed. He said that the railways discriminated against the people from whom these subsidies were obtained. The two-cent rate in the United States was obtained by special legislation.

Continued on Page 2.

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Continued on Page 2.

## Easy Win for Strathcona Canada's Cup Seems Safe

Irondequoit of Rochester, Beaten at Every Point of Sailing In 9-Mile Race to Windward and Return—Third Race To-Day May Settle Possession of Cup.

SECOND FOR STRATHCONA BY 10 MINS. 5 SECS.

Second race—18 miles, being 9 miles to windward and return. First gun 10.30; starting gun 11.05.

Strathcona ..... 11.00.07 12.54.43 2.48.47 3.48.40  
Irondequoit ..... 11.02.10 1.01.41 2.58.52 3.56.42

Strathcona wins race by 10 mins. 5 secs., and covered 8 mins. 2 secs. faster than Irondequoit.

Third race—To-day, 21 miles around triangle, starting at 11 a.m.

The second race for the Canada's Cup resulted in the easiest kind of a victory for Strathcona. It was a beat to windward for nine miles and the run back home. Had Captain Jarvis made the blunder that his rival did, there would have been some sort of a contest with the result the same and the margin a little smaller. Irondequoit was minutes away from the line waiting for the gun, and in a poor position to defend. The defender sailed over seven seconds after the boom with way on and to windward, while challenger crawled to the line 2 minutes 3 seconds later. But the spectators could realize it Captain Jarvis had what looked like a clinch lead, and the American visitors never had a chance to cheer.

Setting Sails Faster Than Ever.  
Not content with the lead at the start, the crew of defender were more rapid than ever in setting the sails, and the new Weir boat slipped along as if she had something to do with the victories regardless of the views of the balcony skippers. The breeze today was a steady one, and Jarvis, for in two days no one could point out a single mistake.

There was again a good crowd aboard the official boat Niagara, including Commodore Macdonald, who presided over a 15-minute gun was on the late race home, but who won hats from all his friends.

Strathcona Starts Ahead.  
At the start the wind was from the south and about four points west and light. Strathcona was to windward on the start. The boats crossed the line shortly after 11. The Irondequoit was 2 minutes 3 seconds behind Strathcona in crossing. Two minutes after crossing both went on the port tack, Irondequoit outboard and Strathcona inboard. Both boats were to the wind. The breeze then seemed to freshen to about 6 miles an hour.

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## BIG BUYING IN C.P.R. SHORTS BADLY SOARED

New York Stocks Steady for the Day—Local Stocks Weak.

The extreme weakness with which New York stocks closed on Saturday brought local traders to brokers' offices early yesterday morning in the expectation of hearing of further declines, with possibly a failure or two thrown in. Interest converged on the ticker as 10 a.m. came, and the opening quotations indicated that a respite at least was to be given from last week's continuous drop in prices.

The eagerness to buy C.P.R. at the close on Saturday had left an impression on the stock, and when blocks of 1000 to 4000 shares came out on the tick, the C.P.R. became apparent that the anxiety had been diminished. This stock closed on Saturday at 122 1/2, and opened yesterday morning at 122 1/2. The latter price had scarcely time to be marked up, however, before it was quickly followed by sales at 123, 123 1/2, 124 and so on, with variations up to 126.

The Wrecker Hit.  
Well, the New Yorker who has not earned a very enviable reputation as a wrecker of late, was reported as having sold a block of 1000 shares of C.P.R. at 126, and one who had suffered at the hands of the market was heard to remark that he hoped the quantity would put him out of business. When the price at an advance of 8 points from Friday's low, the present broker in control of the stock proceeded to hand out some parcels at lower prices, and the quantity gradually sagged to 122 1/2, from which it fell to 123 1/2 at the close. At the close of the market it was announced that the directors at a meeting in Montreal yesterday had decided to increase the dividend to 3 per cent. half-yearly, instead of 2 1/2 per cent.

Shorts Get Scared.  
The squeeze of the shorts in C.P.R. had its effect on the rest of the market, and stocks which had been sold on Saturday in expectation of a general demoralization, yesterday were recovered as usual. The market was very nervous, but with the positive elimination of trouble in any house for the day, prices generally improved and held fairly firm.

Recent history of Wall-Street has shown that the New York stocks are now governed by a day to day handling of prices at the prices at the present comparative low level, this is the immediate value, and irrespective of dividends or other quality controlling circumstances, prices will readily respond to further bad news. Commodities, however, are not so easily influenced. The market is still in a state of confusion, and the future of prices depends very materially on the ability of large holders to finance their positions under the conditions, with a distinct feeling of pessimism prevailing on the outside.

Local Market Weak.  
The local stock market, with C.P.R. eliminated, had a very oppressive deadness yesterday and prices declined. A broken stock took pity on the outsiders and said that investors were absolutely scared to buy stocks. Twin City sold at 87 1/2, and Toronto Railway sold at 88 1/2, and Toronto City sold at 93 1/2 or 1 1/2 below Friday. Dominion Steel common sold at 8 1/2 or over 70 points below the high record of last year. The closing prices showed quotations to sell in nearly all cases, with the exception of a sprinkling of absentees among bidders.

Every Straw Hat in Dineen's Excepting Panama, 45 Cents.  
If you wish to realize what a real bargain in hats means, you should take a look at Dineen's. They are selling every straw hat in the house with the exception of Panama at 45 cents each. Merchants are in the habit of doing such things, did not stern necessity stare them in the face. The larger this time is the fact that Dineen has made arrangements to open new show rooms and that even now the workmen are being kept busy in the new show rooms. French palm leaf, manila and plain straw, sailors and alpines. All the seasons' goods, shifting to east and west from \$3 to \$1.50 for 45c.

SHOWERS, PARTLY FAIR.  
Meteorological Office, Toronto, Aug. 10.—(8 p.m.) Showers have occurred to-day over the Lake Superior district and in Alberta and the eastern portion of the Maritime Provinces. In the west, showers have been less.

Minimum and maximum temperatures: Victoria, 52-62; Calgary, 48-60; Okla. City, 48-60; Winnipeg, 48-62; Port Arthur, 48-50; Toronto, 48-62; Montreal, 52-72; Ottawa, 56-74; Montreal, 52-72; Quebec, 56-72; Halifax, 52-75.

Lower Lakes and Georgian Bay—Fresh winds, southerly, gradually shifting to westerly and northwesterly; showers or thunderstorms at most places, but partly fair.

St. Lawrence Valley and Upper St. Lawrence—Southerly, gradually shifting to southwesterly; fresh winds, southerly, with showers, local thunderstorms.

Lower St. Lawrence and Gulf—Moderate to fresh winds, shifting to east and south; generally fair to dry; showers to-night on Wednesday.

Maritime—Fine and moderately warm to day; showers on Wednesday.

Lake Superior—Fresh to strong northerly to northwesterly winds; generally fair and continued cool.

Manitoba—Fair, stationary or a little higher temperature.

STEAMSHIP MOVEMENTS.

Aug. 10. At. From. Huron..... Father Point..... Newarke. Saginaw..... New York..... Copeland. Finland..... New York..... Antwerp. Lion..... New York..... Naples. Isidor..... New York..... Rotterdam. Mayflower..... Boston..... Liverpool. Freytag..... Bremen..... New York. Kaiser Wm..... Montreal..... New York. Grosbe..... Quebec..... New York. Grosbe..... Quebec..... New York. Grosbe..... Quebec..... New York. Grosbe..... Quebec..... New York.