

Rioting Has Begun on the Grand Trunk And Troops Have Been Sent Forward

Brockville is the Storm Centre at Present--Some Miscreants Removed Spikes From Rails in Order to Wreck an On Coming Train--Both the Company and the Striking Men Profess to be Satisfied with the Situation--Union Orders Embargo Lifted in Order to Permit 2,000 Mill Men to Return to Work.

Montreal, July 26.—Little change was manifest in the position in regard to the strike on the Grand Trunk Railway today. It was claimed by representatives of the company that they were making progress in handling their freight trains, with every indication of making further progress in the future, but no details of the work actually accomplished were given out.

For the men, Vice-president Murdoch stated that the company was handling a few freight trains but far less than their normal capacity, and that the position was quite favorable to the strikers.

There was no more talk of arbitration, and a general indication that the situation had settled down to a straight fight, in which each side felt fairly confident, as yet, that their efforts would be successful.

It was announced tonight by Mr. Murdoch that he had given orders that the strikers should take steps to remove the trouble at Ottawa, where 1,000 men at Booth's Mills have been laid off owing to the shutting down of the Grand Trunk trains, which prevented the moving of trains within the mill yards. Instructions were given tonight by Mr. Murdoch that this state of things must end.

Mr. Murdoch stated that the Grand Trunk men recognized that their difficulties must not be allowed to shut off the work of other people more than could be helped. He therefore sent word to Ottawa that a crew of strikers should be chosen to man a train to handle the stuff in the Booth lumber yards and end the position there.

TROOPS SENT TO BROCKVILLE
Toronto, July 26.—Brockville seems to be the only storm centre on the Grand Trunk system in Canada now, and this afternoon fifty-four men and five officers with Major Carpenter in command, left Stanley barracks for that town, fully armed. They will stay until danger of further rioting is past.

An engineer on a local passenger train reported this morning that all the spikes had been drawn from the ties for a distance of 100 yards at a point three miles east of Brockville. He brought the train to stop and then crept at snail's pace over the loosened rails and arriving at Maitland, the next station, sent back word of the track condition. A repair gang made it all right again before any damage was done.

President Garretson of the railway conductors and President W. G. Lee, of the brakemen arrived in Toronto today. In some quarters it is expected their presence indicates overtures to a settlement of the strike from the men.

THE WESTERN FARMERS AND THE DEMAND FOR A LOW TARIFF

The Farmers of the Prairie Provinces Realize the Burden of Protective Tariffs and Demand their Abolition--Their Position is Vastly Different from that of the Industrial Element of the Country and the Task of Striking an Equitable Balance Between the Two is Most Difficult.

The tariff representations which are being made to Sir Wilfrid Laurier by the Grain Growers' Associations of Manitoba and Saskatchewan are significant of the dominant sentiment of the West, at least of the Prairie Provinces. The Grain Growers, who occupy a position somewhat analogous to that of the old Patrons of Industry of Ontario, are strongly organized and are exerting a powerful influence upon the political parties. They have organized and crystallized the low tariff sentiment. In fact, it is unquestionably true that there is now throughout the West a very strong sentiment in favor of a tariff substantially lower than the present one, and as events have proved, there is among these Western farmers not a little sympathy for an absolute free trade policy.

The representations made by the Grain Growers have so impressed the Prime Minister that he has given assurances that there will be an inquiry by a tariff commission and an effort made to discover some measure of redress for grievances. The Grain Growers have made radical demands in the direction of eliminating tariff duties upon many articles which are largely used in the West. While the Liberal Party stands for freer trade and the removal of tariff burdens which bear heavily upon the people, there are considerations and conditions which cannot be ignored and must be faced squarely. There is above all the consideration of revenue, which in a country like Canada, with its claims and demands for transportation facilities, is all important, and there is the consideration no less important of safeguarding established industries.

Any tariff in Canada must be a compromise between the claims of industrial and agricultural communities. It is not easy to strike a balance between the two, but the Fielding Tariff is undoubtedly the nearest approach to the happy medium which has ever been placed upon our statute books. Nobody is concerned to claim that it is perfect or incapable of improvement, but the statistics of trade and the general level of prosperity which has been attained under it, attest that it has worked out to the benefit of the Dominion as a whole.

The whole aim and purpose of the Liberal tariff policy has been to frame a tariff, which while conserving and stimulating Canadian industry, would

bear equitably upon all classes and sections of the Dominion. The farmers of the West claim, and with some reason, that they are taxed for the benefit of the industrial interests of the Eastern Provinces, but it is equally true that the Eastern Provinces are taxed for the building of railways, canals and waterways to provide transportation facilities for the farmers of the West. So the burden is not all on one side or the other. The framing of a tariff must, then, continue to be a matter of compromise and adjustment of conflicting claims to meet changing conditions, so as to measure out justice to all interests without fear or favor.

The Liberal Party has resolutely resisted the high tariff demands of the Dingleyites, and it may be relied upon in the next revision of the tariff, to give full recognition to the claims of the consumer whose welfare, when all is said, demands first consideration at the hands of the Government. Certain it is that the preponderance of opinion, in the East as in the West, favors the lowering rather than the raising of the tariff, and that opinion the Government of Sir Wilfrid Laurier is bound to recognize. At all events, the representations of the Grain Growers ought to serve as a warning to the high tariff propagandists, that there is growing up in the West a political power which has no love for protection in any shape or form. The sooner they recognize this the better for them.

ALCOHOL AS A MEDICINE

The medicinal use of alcohol is condemned by Dr. T. D. Crothers, Superintendent of Walnut Lodge Hospital, Hartford, Conn., in the Journal of the American Medical Association. The theory that alcohol is a tonic and a valuable medicine he declares to be fallacious and to have no support in modern scientific studies. He believes that the delusive theories which have grown up about it in medicine are due exclusively to its fascinating, narcotic action for relief of pain, discomfort and suffering. He characterizes alcohol as a poisonous agent which acts specifically on nerve calls and nerve centers, cutting off the sensations, and disturbing the capacity to judge and reason. The highest and last formed faculties of

CANADIAN PACIFIC VESSELS FOR ATLANTIC

Negotiations in Progress For Two New Liners Faster Than the Empresses

The Empress of Britain and the Empress of Ireland are showing such an extraordinary increase of traffic both passenger and freight, this season, that the officials of the C.P.R., are said to be forcing ahead the negotiations which were entered into a short time ago for placing two new steamers on their trans-Atlantic service which will be larger and faster even than the Empress boats. The latter would then it is said be transferred to the Pacific service. Practically the whole of the passenger accommodation of the Empresses has been booked right up to the end of the season and the freight traffic continues to show an increase. What this is may be judged from the fact that these boats are carrying seventeen per cent. of the Scandinavian trade which is said to be a larger proportion of this business carried by any line running either to Canada or the United States.

At the same time, all other Canadian steamship lines report a largely increased business as compared with last year, and exports from Canada, which have been on the quiet side recently, are reported to be improving.

At a recent meeting of the directors of the White Star Dominion Line, the Laurentic and Megantic, were pointed to as having more than justified themselves on the St. Lawrence route, and other additions to this service are contemplated.—Montreal Star.

the human brain, the conceptions of duty and responsibility, are the first to become anaesthetized and paralyzed from the effects of alcohol. Its use diminishes the vital power and the capacity to resist disease and degeneration of any form. Capacity for recovery is lessened, particularly in fevers, local inflammations, and surgical operations. This is a clinical fact, and the poisonous effects are not matters of theory and opinion. Dr. Crothers concludes that in the alcoholic problem, a large realm of practice is before the medical profession both in curative and preventive measures, and he urges that medical men should be teachers and leaders of the community and not the followers of blind theories and unfounded delusions.

Corn, like all other vegetation, obtains its food from the soil through its roots, says one of the State stations. When cultivating it the least disturbance of the roots possible leaves them in the best condition to feed the stalk. Little disturbance of the roots means shallow cultivation. ...Canada now ranks fifth among the nations of the world as a wheat-producing country. She is surpassed by Russia, the United States, France and India. Canada's production last year was, in round numbers, 160,000,000, while this year her wheat area will be 9,294,800 acres, as compared with 7,750,400 last year, and 6,610,000 acres in 1908. Thus her acreage has increased by over 40 per cent. in the past two years.

SOME RAILWAY STATISTICS

From an exchange we learn a number of interesting statistics concerning the railways of the world, between 1858 and 1908. At the former date, Europe had in operation a total of 52,000 miles. Twenty-five years later this had grown to 115,000 miles. During the twenty-five years succeeding this, the mileage grew to one hundred and ninety-eight thousand. Of the various European countries, Russia had in 1908 the greatest mileage, 36,259 miles. Germany came close to this and France followed, with 30,000 miles less. Austria was fourth with 25,836 miles, and Great Britain succeeded with two thousand miles less. In the number of inhabitants per mile Russia comes highest, with 3,000, and Sweden lowest with 621. It is interesting to compare these figures with those of our own country. Our railway mileage is growing so rapidly that it is difficult to keep up with the latest statistics, but at the present time it may be said that Canada has possibly 30,000 miles constructed and under construction and 25,000 miles in operation. This, of course, gives us, in proportion to population, by far the greatest mileage in the world; while in proportion to extent of territory, we take a very low rank. In actual mileage, we now rank after France and take precedence over all non-European countries except the United States. The latter country is in a class by itself, and has a railway mileage of something like thirty thousand miles more than all Europe and possesses pretty nearly one-half the mileage of the world. In Europe, outside Britain, the railways are largely government-owned and operated, the six leading countries showing a record of 82 per cent. of roads thus owned and operated. The tendency towards this state of things is increasing on the continent while in Great Britain there is as yet no such tendency shown. The total cost of construction of all the European roads up to 1907 was twenty-six billion dollars. The average cost has been about \$130,000 per mile, as compared with an average of \$55,638 for Canadian roads. The average number of passengers carried per mile is, in the densely-peopled countries of Europe, of course enormously greater than in the more sparsely settled lands in other parts of the globe. It may be said that the percentage of increase in Canadian mileage is now and has been for some time much greater than that of any other country.

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No. 317—Suburban for Gibson and Marysville, 6.15.
No. 321—Suburban for Gibson and Marysville, 11.15.
No. 323—Suburban for Gibson and Marysville, 16.20.
No. 301—Express for Loggieville, Chatham, Campbellton, Quebec, Montreal, etc., 18.30.
No. 327—Suburban for Gibson and Marysville, 18.40.
No. 329—Suburban for Gibson and Marysville, 22.00.

ARRIVALS

No. 306—Suburban from Marysville 7.45.
No. 302—Express from Loggieville, Chatham Junction 11.25.
No. 308—Suburban from Marysville 13.30.
No. 304—Mixed from Loggieville and Chatham Junction, 16.00.
No. 310—Suburban from Marysville 19.15.
No. 316—Suburban from Marysville 21.55.

CANADIAN PACIFIC DEPARTURES

6.20 a.m.—Express for St. John, Portland, Boston, Woodstock, etc.
7.55 a.m.—Mixed for Woodstock and points North. Leaves St. Marys at 8.35.
9.45 a.m.—Express for St. John and points east.
4.45 p.m.—Mixed for Woodstock, via Gibson branch on Tuesdays, Thursdays and Saturdays.
5.50 p.m.—Express for Montreal, and Boston, Woodstock, St. Stephen, etc.
9.05 p.m.—Express for St. John and points east.

ARRIVALS

9.10 a.m.—Express from St. John and points east.
11.20 a.m.—Mixed from Woodstock via Gibson branch, Tuesdays, Thursdays and Fridays.
11.35 a.m.—Express from Montreal Boston, etc.
7.50 p.m.—Express from St. John, and points east.
9.05 p.m.—Mixed from Woodstock, and points North.
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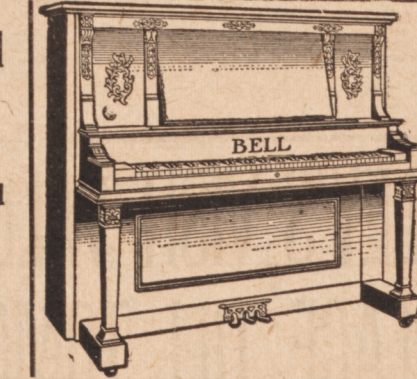
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