

# The Toronto World

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TUESDAY MORNING, AUGUST 11.  
**Caught in the Toils**  
It, as is reported, the Kaiser has called out the first half of the Landsturm, he must either recognize his position as desperate or be prepared to concentrate more troops than were originally contemplated, on the French frontier. His original plan of campaign was not difficult to discover, and had been anticipated from the moment when it became evident that France was prepared actively to support Russia. France alone might have out a much more stubborn figure than she did in 1870, but with Russia as an ally much weightier than was Austria to Germany, the chances were largely equalized. Even a successful attempt on the part of the Kaiser to break thru the strongly fortified Franco-German frontier meant considerable delay. Belgium offered a more accessible route to Paris, only barred by a paper agreement of neutrality. But to ruthless strength even the most solemn of obligations is nothing. Kaiser Wilhelm evidently went into this stupendous war relying on prestige rather than actuality. He accepted the challenge of France and Russia with a light heart, confident in his inmost soul that even without the aid of Austria, he could alone put them successively out of business. Russia, slow moving, allowed what he considered to be ample margin of time to crush the power of France, but only if he avoided the strongly fortified frontier by using Belgium as a compulsory ally. That Belgium, a mere postage stamp on the map of Europe, would refuse him a passage, never struck his imperial imagination, much less that the handful of Belgians massed in and about the forts of Liege would wreck his whole plan of campaign. Yet that is just what has happened. When every day was precious, many have been lost and now the man of blood, even before the war has properly begun, is compelled to call out his ultimate line of defence.

## The Double-Fare Hardship and Its Authors.

One of our contemporaries, which has been doing its best to create interest in city hall affairs for some time past, took the opportunity last night to raise the question of the solution of the street railway problem. We do not think the time was auspicious or the method well-advised, but we can only give our contemporary credit for good intentions. We should not have been inclined at the present juncture to rush into such a discussion, but now that the question has been raised it may be well to consider it.  
The proposal of The Evening News, which opens its remarkable article with a quotation from The Telegram, "The street railway issue is dead," is to the effect that "the city should endeavor to reach an agreement with the Toronto Street Railway Company for interchange of traffic." It admits that "such efforts have been unavailing to date." For the clear thinker, this should dispose of the whole matter, as far as The News is concerned, at once. The street railway issue is dead, and we should endeavor to reach an agreement with the street railway company. We scarcely thought that anyone in Toronto could be so misguided about the street railway situation as this seems to imply in the case with The News.  
Even though a war is going on and a moratorium declared in England, it does not mean the violation or abrogation of contractual obligations. The Toronto Railway has a franchise, a rigid franchise. The News calls it, which does not expire for seven years to come. For the purchase of the franchise Mayor Hocken has been negotiating with the railway company, and his proposals have met with such success that it is said the agreement for such a purchase is almost ready for submission to the city council. The price had been agreed upon, but the negotiations, so far as can be gathered, were still proceeding as to what the price would include.  
Since the original proposal a year has passed and the price will be there for about one-eighth less than at first. Various improvements and renewals

will have to be adjusted, but the need is more pressing than it ever was. This is, indeed, the reason for The News being so solicitous about the matter. In the present crisis, "Artisans and workmen are ill able to bear the double fare," says The News, which the present divided system of ownership of the city car system involves. The civic lines serve a population of 75,000 or 100,000. The deficit on the three lines this year will be \$150,000. The general ratepayers will have to pay that deficit.  
We suppose The News meant it for sarcasm when it began by saying that "the street railway issue is dead." It never was so much alive, and will be more urgent every day henceforth. Had so many obstacles not been placed in the way of Mayor Hocken by the opposition in the city council and one or two of the papers the "issue" might have been settled ere this. But it is not going to be settled by any attempt to commandeer the street railway, and if the negotiations for purchase are not considered satisfactory by the aldermen, then the people of Toronto must make up their minds to put up with the burden of which The News makes complaint. The people will continue for seven years to pay double fares. The ratepayers will continue to make up deficits on the civic lines.  
No proposals that have been made, except those for purchase, grapple with these facts. The idea of running a line around the city down to the Esplanade, or out on the land yet to be made in the bay, still leaves the double fare, and this remedy could not be provided for several years. With an agreement to purchase concluded to the satisfaction of the city council, the unification of the street car systems could be accomplished in January.  
What we most fear, however, is that The News idea of endeavoring to reach an agreement with the street railway company is really an insidious way of beginning negotiations for an extension of the franchise. In time of war, prepare for peace, seems to be at the back of The News' plan. No doubt the street railway company would make great concessions in the way of single fares if the city would consent to hand over the civic lines to the company, and extend the franchise for twenty years or more. Any idea of this sort might just as well go back into cold storage again. There is no demand for them now, and there won't be. We may have to wait till 1921, which will be, unwise, but it would be folly unalloyed to extend the franchise on any pretext. The one thing to do is to buy out the railway, as all the competent authorities say we should.

## Boers Are British

Only twelve years have elapsed since the close of the Boer war. If any one had then prophesied that within that period the burghers who fought so bravely to preserve their independence would rally to the support of the British Empire, he would have been regarded as speaking without book. Yet that very thing has happened and the transformation it records as one of the most remarkable ever written in the pages of history.  
The principal credit for this quick change of sentiment undoubtedly belongs to the late Sir Henry Campbell-Bannerman, and it will alone make memorable his brief tenure of the imperial premiership. His generous grant of self-government to the Transvaal and the Orange River State paved the way to the federation of South Africa, and in the person of General Botha the new union found the man to tide over the first and perilous year of its existence. As The World has said from the beginning of the trouble, it is going to prove the greatest binding force the empire has yet experienced.  
**Sunday War Papers**  
Some plique has been displayed over the fact that many thousands of citizens were anxious to hear the latest news of the war on Sunday morning and were supplied with it. Some of the other papers found fault with the value given, and were moved with compassion for readers who bought the Sunday morning special edition. Equal compassion might well have been shown for readers who paid, for example, to learn that "deep silence brooded over the North Sea," as happened on a recent curfew occasion, or at divers other times, when a paragraph of surmise was deemed sufficient justification for issuing an "extra," as on the notable or notorious propagation of the story that the "Iron Duke" and five other battleships had gone down, for which Lord Northcliffe has abjectly apologized.  
There has been no complaint from readers or purchasers of The Toronto World Sunday special, except from professional sources. One of the complaints comes from a pulp which has at all times been distinguished among its fellows for, shall we say, enterprising? It was announced from this fountain of authority that it was the intention to read the latest war bulletins as they came in, so that, perhaps, should the hymns, the prayers, or even the sermon prove tedious, there might be an awakening interest present. It was doubtless felt that it was wrong to sell war bulletins on Sunday, that it was perfectly all right to take up a collection after reading them from a pulpit. Naturally, we all have different points of view on these matters. Business rivals who did not get there first may be excused for their com-

plaints. The pulp, like the king, we suppose can do no wrong. But when it goes into competition with its neighbors it might decently keep its mouth shut. However, we make no complaint.  
The authorities are quite rightly on the alert to see that there shall be no unjustifiable encroachment on the day of rest. The newspaper man is just as anxious about his day of rest as other workers. On all occasions he has to labor on Sunday that his plous brother may have a paper for Monday morning's breakfast, also with fine disregard of consistency the same plous brother refuses to buy a paper which is altogether produced on Saturday. The World has no intention of violating the law, but everyone is agreed that in a time of stress and peril such as the world has not seen for millennium the people have a right to hear any important news that transpires between Saturday and Monday. Beyond that we have no desire to go.

## BELGIUM EXPELS GERMAN CITIZENS

**Berlin Account Says They Were Ill-Treated by Belgian Populace.**

Canadian Press Despatch.  
BERLIN, Aug. 10.—The Brussels representation of the official news agency here telegraphs from Goch that martial law has been declared in Belgium, and that all Germans have been ordered to leave the country as soon as possible.  
The correspondent says that what happened in Belgium during the past several days surpassed the imagination. After war was declared most demolished all business places which either belonged to Germans or handled German goods. Every scutcheon bearing allusion to Germany was removed, and anyone looking like a German was attacked in the streets or made the object of suspicion and espionage.  
The most improbable anti-German reports were spread the correspondent says, one of which was that German soldiers had tried to murder General Leman, the Governor of Liege.  
Thousands of Germans have left Belgium since Thursday for Holland. They were escorted by British and Belgian officers and civic guards, who at last, together with the municipal authorities, undertook to put a stop to the mania for espionage.

## FRENCH PATROLS ON LEFT OF RHINE

**Entire Region of Eifel Covered—Germans at Liege Provisioning.**

PARIS, Aug. 10.—It is officially stated that patrols of the French army in Belgium have covered the entire region of Eifel, a hilly plain in Rhenshish France, on the left of the Rhine. They found the Germans along the Ourthe River, and east of Neufchateau. At Liege the Germans appear to be recovering from the shock of the surprise attack. Many German squadrons that had yielded ground to the French are now in the vicinity of Tongres. A number of German prisoners have been sent to Namur and Charleville. France has conferred a military medal upon King Albert of Belgium.

## TWO GERMAN SUSPECTS ARRESTED IN HALIFAX

**Baggage of Alleged Spies Contains Plans of Nova Scotia Stronghold.**

HALIFAX, N. S., Aug. 10.—Two Germans were taken prisoners this morning at Chester by three Halifax officers, on the charge of being spies. The Germans got on the train at Hubbards, and the officers were on the same train. The baggage of the suspects was seized. Papers and various plans found are said to confirm the suspicion that the Germans had been spying along the coast shore of Nova Scotia. The prisoners will be brought to Halifax tonight. A suspicious character has also been arrested at Guysboro as a spy.

## DISPUTE LED TO SLASHING.

BELLEVILLE, August 10.—Thomas Cornell, a young man of this city this afternoon had his throat slashed with a razor in the hands of Patrick Gilhoney. The affray arose out of an argument over the war, and the assailant alleges he had to defend himself. He was immediately arrested, and Cornell was taken to the hospital, where it was ascertained the wound would not prove fatal.

## "The Beverage that Benefits"

Not simply a thirst quencher, but merely a stimulant, but just the purest, most health infusing spirit that has ever been produced.

## Wolfe's Schnapps

Excellent as a "pick-me-up" tonic and most beneficial in its effect on the liver, kidneys and other organs. Vastly superior to ordinary gin.



Obtainable at all Hotels and Retail Stores.  
Distributors:  
R. H. Howard & Co.,  
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Toronto.

## O'CONNOR ATTACKS PRESS CENSORSHIP

**Trained Newspaper Men Should Be Added to Staff of Bureau.**

Canadian Press Despatch.  
LONDON, Aug. 10.—T. P. O'Connor, the Irish Nationalist, today in the house of commons, again opened fire on the censorship established by the British Government. He said that thousands of dollars spent by newspapers had been wasted in consequence of the censorship, and he suggested that trained newspapermen should be added to the staff of the censorship bureau.  
The Right Hon. Charles Hobhouse, speaking on behalf of the British postoffice authorities, disclaimed any responsibility for the censorship, over which he said the war office exercised full and sole control. He said if there was any delay in forwarding messages after they had passed the censor he was ready to do what he could in the matter.

## MARITIME PROVINCE AND QUEBEC SUMMER RESORTS.

1914 Shows Marked Increase in Appreciation.

Eastern Canada—the provinces by the sea—and a glorious summer country, is meeting with more and more appreciation; the 1914 season thus far showing marked advancement in the number of summer visitors seeking rest and recreation in this country where the scenery is at times of sweet pastoral simplicity, and at times of sublime grandeur, with innumerable sandy beaches, lordly rivers, landlocked bays, broad expanse of ocean, and a climate unmatched in any part of Canada.  
On August 14, 15, 16, 17, the government railways are offering greatly reduced fares to such well-known resorts as the beautiful Bras d'Or Lakes, the Sydney and Newfoundland. The tickets are good for return leaving destination September 1, 1914. With the excellent train service from Bonaventure Union Depot, Montreal, by the Maritime Express and Ocean Limited to St. John and Halifax, making close connection for all points in the Maritime Provinces, and the additional express, the St. Lawrence Special, to the lower St. Lawrence resorts, a big business is anticipated.

## FORESTRY CONVENTION IS OFF.

OTTAWA, Aug. 10.—Owing to the war the president and directors of the Canadian Forestry Association have after the most careful consideration, decided to cancel all arrangements, railway and otherwise, for the forestry convention which was to be held in Halifax, Sept. 1 to 4, and to postpone the convention indefinitely. Whatever it is decided to do in the future, due notice will be given to the members and all others concerned.

## EXHIBITION NOT AFFECTED BY WAR

**Directors of Canadian National State Positively That Exhibition Will Be Held.**

Rumors to the effect that the Canadian National Exhibition will not be held this year on account of the European war now being waged, are emphatically denied by the Exhibition officials. They state positively that Canada's big exhibition will be held on a scale as large as ever, and that the only feature which at the present time they know they will be lacking will be the Guards' Band. It will be impossible to secure this attraction for Toronto this year for obvious reasons, but the directors of the Exhibition promise that they will have a band which will be very nearly as good as the crack Guards' Band. As far as the authorities know this will be the only attraction which will be missing. The name of the band which will be secured in place of the Grenadier is not yet known, but the public is assured that it will be a musical organization of international reputation.

## RAIN IS QUENCHING NORTHERN BUSH FIRES

**Foley-O'Brien Power House Destroyed in Recent Conflagration.**

HAILESBURY, Ont., Aug. 10.—The first rain for several weeks is now falling in Timiskaming, and will have the effect of quenching the hundreds of bush fires which have menaced the district in the past two weeks. Yesterday a high wind blew into flames bush fires at many points and kept everyone busy fighting fires. At Porcupine considerable damage was done.  
The Foley-O'Brien powerhouses near South Porcupine was destroyed. The baseball grand stand and five or six outlying shacks in South Porcupine were also burned. Bush fires were dangerous at all points in the gold camp and at a hundred different points in Timiskaming fires raged. The total rainfall in the district since April 1 is five and a half inches.

## DISOBEYED ORDERS, SENTRY SHOT HIM

**Tramp Caught Trespassing on Tracks Near Quebec, Was Instantly Killed.**

QUEBEC, Aug. 10.—Joseph Levesque, River Quille, who had been engaged to guard the approaches of the Intercolonial Railway at River Quille, being Quebec, shot to death last night a tramp who persisted in his decision to trespass on the bridge notwithstanding the sentry's orders to keep clear.  
The dead man was identified as A. Levesque of River Du Loup, and this afternoon the coroner's jury investigating the death, returned a verdict clearing the sentry of any blame, as the shot Levesque in the discharge of his duty.

## ELMER CONBOY RECOVERED.

Elmer Conboy, the nine-year-old son of Mr. Stanley Conboy, of the Conboy Carriage Company, who fell 40 feet down the elevator shaft at the Conboy Carriage Company factory on Friday, July 31st, has recovered sufficiently to return to his home from the hospital. At first his life was despaired of, as it did not seem possible that he could have fallen as he did and live, but fortunately no bones were broken, and there were no internal injuries.

## RAILWAYS TURNED DOWN.

OTTAWA, Aug. 10.—The application of the railway companies operating under the railway commission made last February, for authority to charge a person occupying alone a drawing-room or compartment on a train two first-class railway fares in addition to the scheduled charges for the use of the room or compartment has been refused by the board.  
An additional feature in connection with the excellent service offered by the Grand Trunk Railway, is the last train out of Toronto in the evening at 11:45 p.m. daily, arriving Detroit 8 a.m., and Chicago 3 p.m., assuring important connections with principal trains for Western States and Canada. Electric-lighted Pullman sleeping cars Toronto to Detroit and Chicago on this train. Double track all the way.  
Berth reservations and particulars at city ticket office, northwest corner of Queen and Yonge streets, phone Main 4209.

## POISONOUS MATCHES

In less than two years it will be unlawful to buy or to use poisonous white phosphorous matches

EVERYBODY SHOULD BEGIN TO USE

## EDDY'S NON-POISONOUS

## "SESQUI" MATCHES

AND THUS ENSURE SAFETY IN THE HOME.

MICHIE'S  
**GLENERGAN**  
Scotch Whisky

A blend of pure Highland malts, bottled in Scotland exclusively for  
**Michie & Co., Ltd., Toronto**  
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## CANADA'S FLOUR GIFT HIGHLY APPRECIATED

**Shows Canadians Regard Atlantic as Practically Safe, Says Westminster Gazette.**

Canadian Associated Press Cable.  
LONDON, Aug. 10.—Lady Strathcona has subscribed \$5,000 to the Prince of Wales relief fund, which reached half a million pounds sterling today.

## MUCH COAL BOUGHT BY SOUTH AMERICA

**Orders From Australia and Japan Canceled Because of War.**

Several Canadians engaged in business here are enrolling as special constables.  
Canada's gift of flour is naturally received with greatest pleasure. The Westminster Gazette remarks that the offer shows that Canadians regard the Atlantic as practically safe for the transport of so valuable a gift, which will have a great effect in steadying the feeling regarding food supply.  
Hon. Mr. Forley has summoned a meeting of Canadians for Friday to consider the best means of assisting in the present crisis.

## DAMAGE FROM FIRE AT PORCUPINE IS OVER

**Foley-O'Brien Lost Power House—Drenching Rain Checks Flames.**

That the danger of further damage by fire at Porcupine is over is the word received by Hamilton B. White & Co. A drenching rain has helped to accomplish this. The telegram received says: "Foley-O'Brien, Jones power house. No other mines affected. Small loss in South Porcupine. Big rain this noon. Danger all over."  
The Train De Luxe of Canada.  
The Grand Trunk's International Limited, the premier train of Canada, is endorsed by everybody who has ever had the experience of riding on it. It leaves Toronto at 4:40 p.m. every day in the year, arriving at Hamilton at 5:41 p.m., London 7:55 p.m., Detroit 9:55 p.m., and Chicago 8 a.m. following morning. Best electric-lighted equipment, including observation-library, drawing-room compartment car, Pullman drawing-room-sleeping car, and high-grade coaches Toronto to Chicago. Dining car Toronto to Fort Huron, parlor-library car Toronto to Detroit, and parlor-library-buffet car Toronto to London.  
Morning train leaves Toronto 8 a.m. daily, arrives London 11:06 a.m., Detroit 1:45 p.m., and Chicago 8:40 p.m. Dining car and high-grade coaches on this train.

## BUGLER WILLIAMS FOR FRONT.

"Doug" Williams, the bugler who distinguished himself at Paardeburg at the time of the South African campaign, has signed with the Queen's Own Rifles for active service abroad. He has passed the required medical examination and will go with the Q. O. R. when they leave for the front. This is expected to be on Friday, according to Col. Mercer.

## FIRE RANGERS GO NORTH.

Bush fires are raging in the Porcupine district and already a hurry-up call for help has been sent in to the lands, forests and mines department of the provincial government. In response to a plea for assistance from the mayor of Porcupine, Deputy-Minister Aubrey White last evening sent an auxiliary body of 25 rangers to fight the conflagration in the district. At the present time every man in the whole Porcupine region is bending his efforts to stem the advance of the flames.

## C.N.R. EARNINGS.

C.N.R. gross earnings for the week ended Aug. 7, \$5,140,000; same week 1913, \$4,187,700; decrease, \$952,300.

**O'KEEFE'S PILSENER LAGER**

Mozart, one of the greatest composers that the musical world has ever known, literally starved to death when only thirty-five years old.

And this incomparable genius was lost for want of proper food.

Brain power, as well as physical energy, depends much on the way the body is nourished.

The man who works with his head as well as with his hands finds renewed health and vigor in

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Rich in food value, refreshing and mildly stimulating, it is an ideal food tonic and strength-builder.

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