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SENATE P. O.

The War Danger and Canada's Duty.

Britain and Germany, are they about to go to war? The two greatest powers in the world of to-day? The two peoples most alike in many things, and descended from the one ancient stock? The two most Protestant nations—the glory of the Great Reformation! The nations greatest in science, art, literature, commerce! One with the greatest navy, the other with the greatest army! The two rulers, cousins, grandsons of Queen Victoria! States that are seeking, each in its own way, the organization and betterment of their people!

Yes, war at least threatens, and it may be nearer than we imagine, or prophets foresee. If war is sought by either, Germany is the one. England seeks not war. But she may have to force it; for, if Germany is bent on it, time is in her favor from a naval point of view—she is working over house to build ships, docks, arsenals, to train sailors—and therefore, if England must meet Germany she may think it well to be beforehand, and seek to smash the German fleet, to drive German trade off the seas rather than give Germany the chance, by the aid of her growing naval power, to land an army of invasion on English soil.

The havoc that might be wrought in such invasion beggars description. It might be the wreck of the empire—it would mean the greatest measure of tribute ever exacted by one victorious nation on another. The thought of such a catastrophe is the cause of the unrest, almost panic, that has come to the people of the United Kingdom. They have had five years and more of this strain, and it grows daily in its burden.

But that is one aspect. If the German fleet failed to come out the German army would move at once on a most stupendous line of aggression. It would go into France, occupy Holland, Denmark, perhaps Belgium—take what it wanted of all or any one of these countries, and place Germany forever on the Atlantic coast. There is one thing Germans desire perhaps more than anything, and there is no means in sight that could stop them in that advance. Sooner or later Germany is bound to have the Atlantic shoreline, and not unlikely her talk of invading England is for the very purpose of velling a conquest of the three little countries that now lie between her and the ocean. Then would she seek to be a sea-power!

And again it comes back to smashing the German fleet and destroying her sea-borne commerce. Bankruptcy and revolution—an uprising of the common people of Germany, who are denied any fair share in the government of their country. They are under a war lord—well-meaning in many things, but a paternalist at best. And yet a war lord who thinks he is by a divine right the Caesar of to-day!

Financial bankruptcy might set the German people into revolution that would end in the overturning of the empire and the downfall of feudalism, the substitution of a republic for the tyranny of one man. The empire has gun powder for its enemies, but it may have gun powder under its own foundations more startling in its effects than the war lord dreams of, the even he must have startling dreams in this direction.

And yet Germany must be allowed to expand—even by England. Perhaps here is the way out. Even if she comes to the Atlantic, that is much to be dreaded. Then if not that then certainly to the southeast toward Austria, Turkey, perhaps Persia. In Africa, also; in South America, too.

And if she successfully invaded England nothing would keep her out of America—not even the United States could stay her hand if Germany had a fleet and ships to cross the Atlantic. In that event, however, her first objective might be Canada. The Monroe Doctrine is a toy doctrine at best.

England must fight Germany or she must allow Germany to expand, and even that may only put back for a time a greater struggle. Our hope seems best in Britain beating Germany now, or a revolution in Germany. If a revolution succeeded the over-ridden masses of that country would in their newly found strength put an end to the insolent militarism that threatens the peace of the world.

Democracy alone, triumphant democracy, is the world's best hope for the cause of civilization and humanity. If the mighty struggle can be staved off for a time a world-wide public opinion on the lines of a supremacy of popular rule might destroy that monster war begotten of one-man tyranny and one-man ambition! And whether we like it or not Canadians are in the midst of these things. We are as intimately involved as the mother land. And not the less are the people of the United States.

It's a time of thought—it may be for prayer—certainly a time for action. What is our action to be? He who thinks that something stupendous is not impending over us and over the empire, and over Germany, may feel free of care, but he is not wise or foresighted! What, then, should we do?

W. F. M.

SOLD 20 ACRES FOR \$160,000

Basilian Fathers Dispose of the North Part of Noviatia Grounds on St. Clair Avenue.

Eight thousand dollars an acre has been paid the Basilian Fathers for the north twenty acres of the St. Basil's Noviatia property fronting on St. Clair-ave. The purchaser is R. B. Healey, real estate dealer. The deal was just closed this week. The tract is about three-eighths of a mile north of St. Clair-ave., and a quarter of a mile east of Bathurst-st. Streets thru subdivisions touching at three sides will probably be continued into the property by the purchaser. The noviatia still retains 29 acres with an extensive St. Clair-ave front. It is said that \$10,000 an acre is the price asked for this piece. Land in the adjoining neighborhood is selling from \$20 to \$120 a foot. Rev. T. J. Hayes, president of St. Michael's College, confirmed the deal when approached by The World yesterday afternoon.

Taken Sick On Sinking Launch

John C. Noble of Toronto Was Stricken With Appendicitis on Waterlogged Boat Near Hamilton—Rescued by Steamer Modjeska.

HAMILTON, Aug. 8.—(Special).—John C. Noble, 180 Broadview-ave., Toronto, was suddenly seized with appendicitis while operating a hand pump on the Margjorie, a launch in which he and a party of Toronto men were proceeding to Hamilton this afternoon. The launch became waterlogged from facing thru a heavy sea with other craft, and it was found necessary to halt the launch. Mr. Noble had a medical officer in the launch who operated on him, but he probably underwent an operation to-morrow. The launch shipped so much water that it could not be towed by the Modjeska.

Advance Shipments of Men's Fall Hats.
Yesterday the Dineen Company received the first advance shipment of men's Fall Hats, including those by Henry Heath and Christy of London, England, and soft felt blocks by Stevenson of Philadelphia. The Dineen Company is sole Canadian agent for Henry Heath, who is, by the way, sole maker to His Majesty and most of the other crowned heads of Europe. Both the Christy and the Heath hats are in excellent designs and very novel. The Dineen Company's stock is complete in all sizes and widths of brims.

C.P.R. SWAY IN PANAMA CANAL FEARED IN U.S.

Senate Determined to Prohibit Railroad-Owned Ships From Engaging in American Coastwise Trade Through Canal—Final Vote on Bill Expected To-day.

NO REPLY TO BRITAIN

WASHINGTON, Aug. 8.—(Can. Press)—Further important concessions to American shipping were made by the senate to-day thru amendment to the Panama Canal bill. The free toll provision to American coast-wise ships, endorsed by the senate last night, was supplemented to-day by a qualified free toll provision for American vessels engaged in the foreign trade.

A still more important amendment adopted by the senate holds out practically an unqualified invitation to foreign-built ships owned by Americans to hoist the American flag and register as American vessels. This amendment offered by Senator Williams, and adopted by a large vote, would authorize American owners of foreign-built ships, now compelled to sail under foreign flags, to bring their vessels under American registry, provided they engaged only in foreign trade.

Railroad-Controlled Ships.
The senate worked to-night on the railroad control feature of the Panama Canal bill. Senator Bristow opposed the plan of railroad controlled vessels, suggested by the senate committee, and urged the adoption of the plan passed by the house, which would give the interstate commerce commission jurisdiction.

One important restriction was placed upon the Williams free ship amendment adopted to-day. This provided that no foreign-built ship admitted to American registry should be allowed to participate in mail-carrying contracts unless it was constructed with particular reference to speed and economical conversion into an auxiliary naval cruiser.

C. P. R. Clouds Issue.
The subject of railroad-controlled ships brought out a defence of the house bill by Senators Clapp, Poindexter and others. Chairman Clapp of the interstate commerce commission said some regulation must be enacted to separate definitely the railroads and the steamship lines. The suggestion that the Canadian Pacific Railroad might be able to operate its ships thru the canal while American railway-owned ships would be prohibited had been brought in the real issue.

MAY NOT GO TO ALDERSHOT

OTTAWA, Aug. 8.—(Special).—Col. the Hon. Sam Hughes, minister of militia, is expected back from the coast by Aug. 19. He will on that day be the chief speaker at the unveiling of the monument erected at Brockville to General Brock. It is quite probable that the minister of militia will abandon his trip to Aldershot in September. The naval policy of the government will be being formulated or discussed about that time, and it is likely that Premier Borden will want to have as many members of the government in attendance as possible.

UNIONIST WINS IN MANCHESTER

Seat Vacated by Sir Geo Kemp, Who Opposed Home Rule, Lost to the Government.

LONDON, Aug. 8.—(C. A. P.).—The Northwest Manchester by-election caused by the retirement of Sir George Kemp, resulted as follows: Sir John Randles (Unionist) 573, Gordon Hewart (Liberal) 437. The Liberal majorities in December, 1910, and January, 1911, were respectively 445 and 733. Joynton Hicks in 1908, running as a Conservative candidate, defeated Winston Churchill by 423. Churchill's majority in 1906 was 1241. To-day's election caused great excitement, a host of voters returning from Isle of Man holidays to poll, and others journeying from Germany.

Former Unionist Stronghold.
From 1885 to 1906 Northwest Manchester was a Unionist stronghold, but it was one of the many seats lost to that party at the debacle of the latter year. In 1908, Mr. Churchill went down to defeat, but two years later Sir Geo. Kemp was induced to oppose Mr. Joynton Hicks, the champion of tariff reform. The fears of the cotton spinners and his great local influence gave Sir George the victory, but at the second general election in 1910, Mr. Bonar Law reduced his majority to 445.

Sir Geo. Kemp's resignation has been long expected and every effort was made to induce him to reconsider his decision, which he intimated had been caused by pressure of business. It was understood, however, that his real reason was his antagonism to home rule. The result shows that the apprehension felt by the Liberal council in the constituency was well founded. Sir John Randles, the successful Unionist candidate, possesses much local influence, but even with this allowance, the turn-over will be hailed as another proof of the present unpopularity of the government.

READERS TELL THEIR PERSONAL EXPERIENCES

What Some Who Have Worked in Toronto Restaurants Have Seen—Ill-Kept Kitchens Only Part of Disgraceful Conditions—Dr. Hastings Praises World's Campaign.

IMPROVEMENT ALREADY

This morning excerpts from various letters of citizens interested in The World's campaign for cleaner restaurants in Toronto, are printed. Already there is a noticeable difference to be seen in many of Toronto's eating houses. Going along the street, especially Queen-street and Yonge-street, any time after midnight, it does one's heart good to see the managers of these places supervising cleaning up processes. Waiters are down on their marrow bones scrubbing away like good fellows. In very few of the places do you get butter served that the waiter has placed on your patty with his fingers.

Cook Tells Experiences.
"Many thanks are due to The World for exposing dirty restaurants who cater for disease germs. A few of my personal experiences (absolute facts) I will volunteer gratis. On arriving from the old country I was determined to tackle any kind of honest employment until successful in my own sphere of labor, and set out hunting."

"Number one berth was a big hotel within easy distance of the Union Station, where I was installed in a kitchen upstairs. Here the cooking utensils as well as the dishes were fairly clean, so was the kitchen itself; but what took my eye was 'leaving the scraps of butter, meat, soup' etc. Instead of utilizing the garbage bin—the best receptacle for scraps coming from unknown mouths. Some of these things were left in the sink, some were in the garbage can, and eventually found their way into the staff dining room. Oh, horrors, thought I. Then I discovered that 10, 15, 20 and 25 cent restaurants secured the other stuff almost for a song."

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BUMPER CROPS SEEM ASSURED

Damage From Frost Not Serious—Farmers From United States Spying Out New Land.

WINNIPEG, Aug. 8.—(Special).—The weather conditions are continuing favorable to the maturing of the crops. A slight damage is reported from frosts in some localities, but it is neither general nor of a serious nature. From all along the Canadian Northern reports have come in of the crops ripening rapidly, and with a few exceptions everything points to a bumper harvest along their lines, thru the west. Aug. 20 is the date fixed for harvesting around Edmonton and Prince Albert, the time will be general in other parts of the prairie province around the 15th. Having harvested their crops and finished the great bulk of their work for this year, American farmers from the western states are beginning to swarm up in the Canadian west again, to see this country with its wealth of wheat and grain standing and in the stock. They say they want to see for themselves the much-valued grain fields of the Canadian west, and see for themselves wherein lies the superiority of the Canadian wheat belt over that of the American states, from which they come. Several hundred of these American farmers arrived in the city last night and to-day. All will be out of the city by to-night. The William Person Land Co. of Chicago come in the city with five cars this morning and are on their way to Raymore, Saskatchewan. Raymore is on the new line of the G. T. P. to Regina. They left for the west at 2:45 this morning on the Regina express.

T.G. Meredith Is City Counsel at \$15,000 a Year

TORONTO'S NEW COUNSEL ONE OF CLEVER FAMILY

Thomas Graves Meredith, K.C., is a son of the late Mr. W. C. Meredith, a member of the Irish bar, who came to Canada from Dublin in 1827, and held a division court position for a number of years. T. G. Meredith was born in 1883 at London, Ont. He was educated at Humber College. He entered Toronto University in 1902 and graduated in law in 1908. He is a member of the Church of England and a Conservative in politics. He was married in 1902 to Miss Jessie, daughter of the late Senator Sir John Carling. He has two sons, Stanley H. and Redmond. On entering on the practice of law he became a member of the firm of Scatcherd & Meredith, of which his brother, the present chief justice, was senior member. On Sir William's elevation to the bench he became a member of the firm of Meredith & Fisher, in which he has continued ever since. He was appointed city solicitor for London in 1904. He received the appointment of King's counsel for the Ontario Government in 1907. He is a brother of Chief Justice Sir William Meredith; Hon. R. M. Meredith of the chancery division and chancellor of the Western University; and of Henry Vincent Meredith, general manager of the Bank of Montreal.

PAIR REPEATS THEFT OF DRUGS

Clever Work Lands Men Charged With First Taking Opium and Then Cocaine in Police Station.

In the arrest by Detectives Tipton and Archibald last night of Kenneth Kidd, aged 38, of 144 Sherbourne-st., and Thomas Bradley, aged 36, of 25 Seaton-st., the police gathered in what they believe to have been two of the most daring thives that have operated in Toronto for some time. Bradley was eight months ago convicted of having broken into the premises of Lyman Bros., Front-st., and making off with more than a thousand dollars' worth of opium. For this he was sentenced to six months in the Central prison by Magistrate Denison. Kidd it is alleged was Bradley's accomplice in that robbery, but before the police were able to locate him he had skipped out of the city, leaving it is thought for the United States.

The return of Kidd to the city was marked by another robbery of Lyman Bros' warehouse. This occurred some time between noon on Saturday and Monday. This time the robbers made off with 5 ounces of cocaine, two dozen safety razors about a dozen ordinary razors, several razor straps and just such a quantity of pipes and other articles. The suspicions of the police were directed against the pair by the information supplied them by a dealer to whom it is alleged Kidd tried to dispose of some of the razors. This man gave a description of Kidd to the police.

Energetic Hon. 'Bob' Rogers Is Busy on Harvesting Job

Old Time Passiveness of Interior Department is Replaced By Vigorous Co-operation, Assures Minister—Thinks Advertising in U. S. Papers For Help a Good Method.

WINNIPEG, Aug. 8.—(Can. Press).—In the course of an interview to-day the Hon. Robert Rogers, minister of the interior, said: "I am keeping in pretty close touch with the labor situation in the west so far as it relates to the need of harvest help and the nearest co-operation of the interior department and its staff in meeting the demand may be relied upon. I have remained over in Winnipeg for a few days to attend to this matter particularly, and I am giving it my personal attention. In former years the interior department took little more than a passive interest in the question of the supply of harvesters. This year, and in the future, every effort will be put forth by our department to help in providing for the constantly increasing demand for farm help coming from all over the west during harvest time. Look to the East." "At least 50,000 men will be required to harvest this year's crop in the three prairie provinces. The City of Winnipeg will probably provide about 6000 of these. The one-cent a mile rate from Winnipeg to all parts in Manitoba, Saskatchewan and Alberta is already having a good effect, and I anticipate that this number of harvesters will be sent from the city. The great bulk, however, must come from eastern Canada and the border states on the other side of the line. Special effort will be made to attract an unusually large number of farm workers from the eastern provinces, including, of course, Nova Scotia and New Brunswick. I am inclined to consider favorably advertising in the United States for harvest help. Possibly from 8000 to 10,000 good men might be secured from Kansas, Iowa, Indiana and Illinois, where the harvest is rather earlier than ours. "In any case special efforts will be made by the interior department to deal with the harvest situation and I am confident that in the next few weeks, the railway companies with whom we are co-operating in this matter and ourselves will be able to pretty fully meet the anticipated demand."