

# The Toronto World

A Morning Newspaper Published Every Day in the Year.  
MAIN OFFICE, 83 YONGE STREET, TORONTO.

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## INFIRMITY OF THE INDIVIDUAL.

The deadliest foe of democracy is the apathy of the individual citizen. He prates of public sentiment, but he makes this an abstraction—the most useless abstraction—by failing to realize that for his own part he must take active and unselfish part in creating a militant public sentiment. The ordinary citizen makes himself profoundly ordinary because he is selfish; because, in short, he does not insist that those for whom he casts his vote shall be "devoted" to real public service, altogether forgetful of private gain or "graft." Graft is a nasty term, and is usually applied to mere mercenary results as such; but anyone who becomes ostensibly a public servant by eulfrage of the people, and prizes his position for the fame, the power, the social dignity, or what not, that it may bring him personally is as much a grafter as the man who accepts filthy lucre in the nation's currency for the part he takes in the legislature on behalf of a corporation.

The only thing that will make Canada a true democracy is for every citizen to matter how ordinary—to say to himself: "This is MY country, and is as dear to me as my home and family; I must look after its destiny as lovingly and solicitously as I would care for the lives of my children." But is this the attitude of the individual—the ordinary—Canadian citizen? On the contrary, he points to the churches, the colleges and schools, the libraries, the art galleries, the social clubs, the great banking institutions of Canada, and boasts of progress. Progress?—in what? These things are but the mere adjuncts, the material accidents, of progress; and all the while as these factors in civilization are becoming eminent, the individual citizen must say to himself: "Glorious as these are, they are built upon the selfishness of men, upon vicious organization, and their glory is only as the shining of a mirage in a desert of a wearisome and futile public sentiment."

Unto the people of Canada, as we believe, has been committed the task of proving to the world that genuine democracy is the best and ultimately enduring form of government. The only method that will make Canada, the "white flower" of democracy is for each individual citizen to do his own unselfish part, to take an active part in public service, and in promoting a militant public sentiment. And the only way in which this can be accomplished is for each individual citizen, if he can do nothing else, to cast his vote for men who he knows are actuated by love of country, and who are honest and sincere, whatever be the accidental party badge the man may wear. The deadliest foes of democracy are the individuals of its own household, who prate insincerely of freedom and progress, but who by not taking heart unto themselves fail to make public sentiment genuinely real and militant. Examples are too obvious to require elaboration.

## THE GEORGIAN BAY CANAL.

Further consideration must be given to the proposal to connect Georgian Bay and the St. Lawrence by way of the Ottawa River. Certainly the Dominion Government must not permit itself to be rushed into a scheme involving the enormous expenditure estimated unless thoroughly advised that the advantages it offers are sufficient to divert traffic from the regular route and further that it is the best available scheme for the improvement and encouragement of inland navigation. Every one alive to the present situation recognizes that the problem of improving the internal waterways is of the utmost national importance, but that renders it all the more imperative that the alternatives offered be carefully weighed and compared on their own proper merits without reference to personal or local interests, and in the light of the very best information and advice that can be obtained.

From the comments made by the press of those cities across the line whose shipping interests were threatened by the construction of the Georgian Bay and Ottawa River Canal, it is clear that the report of the Canadian engineers has been received with considerable relief. The Rochester Herald in a recent editorial points with satisfaction to the fact that, "while the saving on mileage would seem to promise a considerable saving in the time of transportation, the engineers report there would be only a slight saving of time over the St. Lawrence route, provided certain possible improvements are made in the St. Lawrence River. In fact," it adds, "they consider it doubtful if there would be any real saving of time on account of the greater speed that could be made by vessels in the open waters of Lake Erie and Lake Ontario and the open navigation of the St. Lawrence River, compared with the slow speed that could be attained in the long narrow and shallow canals."

Altho, in the case of Rochester, the wish may be father to the thought, the

argument is sufficiently strong in itself to merit the close attention of the Dominion Government. In the case of the St. Lawrence Canal its construction saved the doubling of either the Cape of Good Hope or Cape Horn, and the saving in point of time was great enough to compensate the heavy toll charged on shipping. The same argument holds good in the case of the Kiel Canal and is operative in the case of the Panama Canal. But the Rochester Herald says the route of the proposed canal would be a little over 400 miles long from Georgian Bay to Montreal, and would save 282 miles from Duluth and Port William over the present St. Lawrence route. This is relatively a very short saving in point of distance, and could easily be compensated in time if there is any marked difference between the relative speeds permissible in the open lakes and river and in the canal. Before the expenditure of \$100,000,000 is sanctioned there should be further enquiry into this, and also into the relative merits of the Lake Simcoe proposition and the existing route as it might be improved.

## THE STALLING OF THE CARS.

Many citizens and citizenesses, present and prospective, were subjected to grave inconvenience and suffered loss of time, temper, holiday trips and other engagements all thru the complete stalling of the street car service for nearly two hours at the most important period of Saturday. The episode is creditable to some one of four bodies, the Orangemen, the hoodlums, the police or the street car company, and the city should endeavor to ascertain on whom the blame rests or among whom it ought to be apportioned. All appears to have gone with decency and in order until the crossing at Queen and Bathurst was reached, and there for some presently uncertain reason some obstruction occurred for which the dictator of the street transportation service, judging from its immediate consequence, appears to have been lying in wait. Anyhow an edict was issued and promptly enforced, which brought the whole of the city cars to an enforced halt and they remained in situ till the autocar who must be obeyed saw fit to remove the embargo.

As the paraders themselves appear to have been amenable to reason and to have successfully negotiated the various crossings occurring in the earlier period of their march without entailing any serious interference with the car service there is a fair presumption that the crossing at Bathurst and Queen ought not to have created any difficulty. But it is alleged, and this is the first important matter to be investigated, that the police at that point failed to keep the roadway clear of spectators. There is reason to believe that friction was in evidence between the street railway company's officials and the police, certainly the crowd became mischievous, and the disturbance appears to have been participated in to some extent by the demonstrators. Whether the obstruction that here occurred justified the stalling of the whole car system is the other matter that deserves examination. It is a serious reflection on the police force if it can be shown that they failed to keep the Bathurst crossing clear or failed to clear it when encroachment by the crowd took place. And it is an equally serious reflection on the management of the street car company if it took advantage of any merely temporary obstruction to pay the city out for the fiasco of last year. Anyway the episode was highly creditable to those responsible, whoever they may be, and most certainly it ought not to recur.

## HOW WU FIGHTS OFF AGE.

Boston Man Who Wants to Be 200 Gets the Diplomat's Recipe.

BOSTON, Mass., July 12.—Wu Ting-fang, Chinese minister to this country, recently made the statement that he had discovered the secret of longevity, mentioning a period of 200 years to which he might live thru a system of diet.

He volunteered to give his system to anyone who would know it, and a Boston man who sent him an enquiry has received from the Chinese legation at Washington the following plan of "dietary procedure":

"In answer to your letter requesting my plan of diet, I have to say as follows: (1) I have given up my breakfast, taking two meals a day, lunch and dinner; (2) abstain from all flesh food; my diet is rice, or when I go out to dinner, whole wheat bread, vegetables, nuts and fruit; (3) I avoid all coffee, cocoa, tea, liquors, condiments and all rich foods; (4) I have given up salt also, because it is found that salt makes one's bones stiff; (5) I masticate every mouthful of food thoroughly before it is swallowed; (6) I don't drink at meals, but between meals or one hour after meals; (7) I practice deep breathing; (8) I take moderate exercise.

## JAPAN TOO POOR TO FIGHT.

NEW YORK, July 12.—J. C. Gould, a cotton merchant of Liverpool, arrived in this city yesterday from San Francisco, on his way home after a journey of 40,000 miles. At the St. Regis last night Mr. Gould said that his stay in Japan convinced him that Japan is poverty stricken, that what credit she has is based upon fictitious values, and that she is in no condition to wage war upon any other nation in the world.

A Massachusetts mill owner has been arrested, charged with importing contraband labor from Canada.

**Don't Howl With Neuralgia.**  
Cure it now—drive it out for all time. Rub on Nerviline; it's quick death to neuralgia, rheumatism or lumbago. Sure cure guaranteed with every 25 cent bottle of Folsom's Nerviline.

## ONTARIO'S MOST BEAUTIFUL

STILL COMING.

Ontario's most beautiful is a loaf of bread weighing 1-3 or 3 lbs., but few are made in Toronto. Slnovres.

**THE ONTARIO GIRL.**  
Symbol of God's angels.  
That hold the sacred cup.  
From which men drink the life  
That ever liveth up.

Thy beauty is divine.  
Angelic emblem is thy face.  
Thy love doth beauty shine.  
And gracious is thy grace.  
A Subscriber.

## ORANGEMEN TO TAKE.

Continued From Page 1.

much. Orangemen was working for the civil and religious history of the country. In opening his address, Mr. Walsh commented on the simplicity of the exhibition for the citizens. The deeper purpose was to stimulate a greater interest in the great principles for which the Orange Order stood.

**Purpose to Stimulate.**  
The object was certainly something more than to provide a spectacular exhibition for the citizens. The deeper purpose was to stimulate a greater interest in the great principles for which the Orange Order stood. One of the purposes was to spread the infection of patriotism. They were working for the development of liberty and carefully guarding the door against unwarrantable encroachments on the liberty of the subject; while emphasizing justice.

"Orangemen, strictly speaking, is a rather a dogma not a ritual, the ritual, as it were, may be dispensed with, but the dogma must remain. It is an atmosphere, a living force, a golden thread running thru the soul of the people."

"If we would but listen to the whisperings of God, who inspires us, what immortal things would spring to life within us. How many of our problems, the nearer a movement of our soul approaches the Divine, so much the more scrupulously do we conceal it from the eyes of the world. Let the rustling wings of angels are the good thoughts, feelings, sentiments, desires and wishes in thy soul."

**Among the Brethren.**  
The proceedings were held an hour late, as it was half-past three when Joe Thompson, county master, followed by Tom Self, county treasurer, marched into the hall. Along with them came Deputy County Master William Bush, County Secretary Wm. Lee, County Financial Secretary A. A. Gray, Harry Lovelock, deputy grand master, and a host of other Brethren.

The Old Hundredth was followed by another prayer by District Chaplain Couburn, East Toronto, and Rev. J. D. Morrow announced the hymn, "Onward Christian Soldiers." He also read the first psalm as the scripture lesson.

The Alexander Choir under the leadership of Dr. G. L. Palmer led the singing, which was particularly hearty. While the brethren sang in rendered a processional hymn to the tune of "Men of Harlech."

The collection was devoted to the Protestant Orphanage, the T. C. and the Loyal True Blue Orphanage. While the offertory was being taken Dr. Palmer's choir sang with much spirit and rousing effect.

## BOY'S THIGHT BROKEN.

Fisel Woolfson, 41 Chestnut-place, aged 5 years, was run over by a hack at the corner of Chestnut-place and Centre-avenue, at 3 o'clock yesterday. His thigh was broken and he was removed to the Sick Children's Hospital. The vehicle was driven by one Saunders, employed at Houliaville's livery.

**Pope Gains Thirty-Nine Pounds.**  
LONDON, July 12.—The fact has just become known that Pope Plus X, since his accession to the throne, has increased considerably in weight. When he was elected the supreme pontiff he weighed 171 pounds, whereas a few days ago he tipped the scales at 210. This marked increase is attributed to his sedentary habits. It has caused the holy father, however, and medical advisers have ordered a more rigorous diet.

**Widow to Wed Earl.**  
NEW YORK, July 12.—It is now definitely known that the widow of a New York banker whom the Earl of Clan Carty is to marry is Mrs. Arnold Marcus, who, since the death of her husband, three years ago, has lived most of her time abroad.

**Candidate Under Knife.**  
NEW YORK, July 12.—Congressman Sherman was under the knife for several hours today. It was authoritatively announced this afternoon that Mr. Sherman will submit to an operation for the removal of gall-stones just as soon as he regains strength.

**THE SUNDAY WORLD** is delivered to any address in the city or suburbs for 5 cents per copy.

To ensure regular delivery, order at once. TELEPHONE MAIN 252

## SCRIBNERS TO PRINT THE ROOSEVELT BOOK

Big Prize of the Book World Goes to the President's Former Publishers.

NEW YORK, July 12.—The prize so eagerly sought by the publishers of the United States, a contract with Theodore Roosevelt for a chronicle of his big game hunt in the wilds of Africa, has gone to the firm of Charles Scribner's Sons of this city.

The contract was made following the second visit of Robert Bridges, business manager of the publishing house, to Mr. Roosevelt at Oyster Bay. Last Tuesday Mr. Bridges dined with the president and put the case of his house before him for the second time, and won.

S. S. McClure, representing the McClure publications; Caspar Whitney, representing Outing, and the representatives of many other large publishing concerns vainly visited President Roosevelt and used all their wiles to get this contract, which is considered among publishers to be the most promising in the money making line that has been open for competition since the days when Kipling asked and got a flat rate of 25 cents a word.

There has been talk of an offer of \$1 a word for the big game story of Mr. Roosevelt. One offer of \$25,000 was made to him, and this was declined. The average novel runs from 50,000 to 75,000 words, and writers of "best sellers" seldom, if ever, reach that amount of pay for their work on the percentage basis.

But with all of the popularity which Mr. Roosevelt has achieved, and with the suspense that will follow his plunge into Africa with his son, Kermit, it is believed that the story of the big hunt and the long trek thru the jungle will sell as never a "best seller" has sold before.

So the contract with Mr. Roosevelt has been made on the royalty plan. He will get a very large percentage of the money which the sale of his book brings to the Scribners—perhaps the largest royalty ever paid to an author. The exact figures, however, are not revealed.

The Scribners published Mr. Roosevelt's "The Rough Riders," running it first serially in six numbers of Scribner's Magazine in 1898. Mr. Roosevelt had then just returned from the Spanish war. He wrote "The Rough Riders" when he was running for governor of New York. The story was published later in book form.

The next work of importance Mr. Roosevelt turned out was "Oliver Cromwell." This was written in 1900, and ran thru six numbers of Scribner's. It was published later in book form, attracting wide attention.

In 1905 Mr. Roosevelt's pen once more wrote a master to the scribner to the "The Rough Riders," running it first serially in six numbers of Scribner's Magazine in 1898. Mr. Roosevelt had then just returned from the Spanish war. He wrote "The Rough Riders" when he was running for governor of New York. The story was published later in book form.

## EXIT IMMORALITY.

Fort Frances Coroner's Jury Recommends That It Be Stopped.

FORT FRANCES, July 11.—(W.A.P.) The coroner's jury who sat on the remains of Eva Poliquin, known as Mrs. Allan, who suicided by the carbolic route Wednesday last, handed in a rather remarkable rider to their verdict, to wit: "That Mr. Allan, having admitted he had led an immoral life, by not having been married to the victim, that this jury put itself on record as disapproving of such conduct and recommend that the proper authorities take the necessary steps to prevent a recurrence of the same."

**Express Man Hurt.**  
Edward Kerr, 135 Harbor, expressman, while driving west on Gerrard, crossing Yonge, Saturday afternoon, was struck by a northbound Dupont car. He was knocked off his seat, his foot was crushed and shoulder dislocated. The injured man was taken into Goodman's drug store and Dr. Charles Wagner attended him. He was afterwards removed to his home.

**Antarctic Next for Peary.**  
NEW YORK, July 12.—Upon return from his present expedition in search of the north pole, Robert E. Peary plans to organize a national American Antarctic expedition to explore the southern polar region, a project which, he says, has the approval of President Roosevelt. Peary, however, does not intend to accompany the party.

**Smoke**

**Old**

**Gold**

**Cigarettes**

Sweet and Mild

**5c**

## Some Items Condensed From Sunday World

CANADIAN—

Because of the delay of the French senate in ratifying the new treaty, Canada may denounce the existing arrangement. Hon. G. P. Graham, in replying to Mr. Borden, estimated the cost of the G.T.P. at \$7,000,000 less, and said the road would be a paying investment from the start. Sir Wilfrid stated that technical education will not be dealt with this session.

Grand Master Essey, addressing Hamilton Orangemen, said the railways discriminated against Orangemen by charging full fares on the "twelfth," and urged support for the two-cent rate.

Ten Austrians are under arrest at Port Arthur for plotting to dynamite the Union Lake dam.

It is anticipated that the railways will be unable to handle the western crops, and that a grain blockade is probable.

A Catholic institute for the higher education of girls is contemplated in Montreal.

A St. Catharines Radical motorman caught two burglars.

Mackenzie King will investigate the labor troubles in the Quebec cotton mills.

An Ottawa woman is accused of terribly beating her nine-year-old stepson, fracturing his skull.

G. W. Mitchell, assistant professor in classics at Queen's, will go to McGill.

A lamp at the bedside of a sick person at Queen and Bathurst streets, the street railway shut the power off and refused to move the cars until the procession was over—a delay of 1 hour and 40 minutes.

Warden R. J. Ball of Hanover will be the Conservative candidate for the commons in South Grey.

## LOCAL.

Because the Orange parade blocked the cars at Queen and Bathurst streets, the street railway shut the power off and refused to move the cars until the procession was over—a delay of 1 hour and 40 minutes.

A collision in the Union Station caused cash-injuries to J. M. McKenzie and George Campbell.

The Ontario railway board has ordered the annexation of Deer Park to the city.

The Ontario Medical Council has reduced the number of text books by one-third.

The Old Nurse Inn at the Humber was badly damaged by fire early Saturday morning.

A cattle pen at the exhibition grounds was scorched by fire Saturday during the Orange demonstration.

## GENERAL.

The United States team won the Olympic international match at Biele, scoring 2531; Britain, 2498, and Canada, 2488. Smith (Canadian) made 15 bull's-eyes at 800 yards. The United States won the revolver team competition; Belgium second, and England third.

British press opinion is that Bryan will be beaten.

Capt. Horace Hood, R.N., is on the way to South America to inspect naval conditions.

The select British committee reports against a duty on hops.

Two of the Persian ministers will go to London to present the shah's regrets for recent occurrences.

A lake of oil in Vera Cruz, Mexico, is on fire, and can be seen for 200 miles.

## UNITED STATES.

Hearst won't support Bryan for the presidency.

Mayor Reubyn of Philadelphia will prosecute the editor of The North American for alleged criminal libel.

## THE PROSPERITY CAMPAIGN.

J. S. Bache & Co., bankers, New York, issued the following letter Saturday:

In the last analysis of the panic and the conditions following it, all conservative observers admit that it was loss of confidence and not any real inherent unhealthy basic trouble, which brought about the collapse. Such being the case, to restore prosperity, confidence must be restored. Thinking people and great leaders are working towards this end. It takes courage when things are at low ebb after disaster, to advocate aggression not warranted apparently by the situation of the moment. When a few months ago the turn of prosperity earnings to panic defects had brought the Erie difficult up for settlement of the question, as to whether to save the situation or to let events take their natural course, there appeared to be only one man in the Erie board willing to face the situation. Mr. Harriman, individual, stepped in and lifted the weight. The whole country was at that point of blue pessimism when if the clouds were not dissipated, the sun would have been a long way off. The financial part of the world at once felt the relief. If Erie had defaulted, confidence in all railroad securities would have received a severe blow. The Pennsylvania issue which came out later would never have been the remarkable success it was, had it not been for the action in Erie. The success of Pennsylvania was the actual beginning of real restoration. We have gone along since mainly on the upward incline. There were depressions in the road to be passed. Railroad earnings are still sinking to lower levels. But the tendency both in sentiment and in actual conditions was towards betterment. The railroads are still not doing well, but the tide in their earnings has turned. Those who criticize the action of the Baltimore & Ohio in continuing its full dividend case sight of the broad results to be obtained and the ultimate success. It takes courage and far-sightedness to advocate such action as Baltimore & Ohio's and to be responsible for it. The initiative in this, again is attributed to Mr. Harriman. It is said to be in the interest of his full dividend case sight of the broad results to be obtained and the ultimate success. It takes courage and far-sightedness to advocate such action as Baltimore & Ohio's and to be responsible for it. The initiative in this, again is attributed to Mr. Harriman. It is said to be in the interest of his full dividend case sight of the broad results to be obtained and the ultimate success. It takes courage and far-sightedness to advocate such action as Baltimore & Ohio's and to be responsible for it. The initiative in this, again is attributed to Mr. Harriman. It is said to be in the interest of his full dividend case sight of the broad results to be obtained and the ultimate success. It takes courage and far-sightedness to advocate such action as Baltimore & Ohio's and to be responsible for it. The initiative in this, again is attributed to Mr. Harriman. 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