

THE TORONTO WORLD

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NEW YORK—St. Denis Hotel and Hotel News stand, 1 Park Row.

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QUEBEC—Quebec News Co.

ST. JOHN, N.B.—Raymond & Doherty.

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CANADIAN NATIONAL EXHIBITION.

Swift-footed time, unshattering, unrelenting, has brought us once again within measurable distance of the opening of the Canadian National Exhibition. More than half a century has passed since the great world's fair, with which the Crystal Palace of London is so closely associated, appeared, to many enthusiastic minds, to be the herald of a new and better age. Since then international expositions have been many, and held in many places, while in a smaller way and in various directions the assembly of objects of interest and instruction, accompanied by other and even more popular entertainments, have become increasingly favored for their educative and recreative advantages. No one disputes their value, not only in the extension of knowledge, commerce and industry, but as important instrumental agents for the promotion of the best interests of mankind, both nationally and internationally.

Canada, it pleases her people to think, was the first country to make a really national exhibition an annual event, and the citizens of Toronto have special reason for satisfaction that to their city belongs the honor of initiating the movement that has borne such splendid results. Year by year the name and fame of the Canadian National Exhibition has spread in ever widening circles, and to-day it can be truly and fairly said that its superior cannot be found on this continent, and its equal with difficulty. During the brief fortnight of its existence it is the centre of attraction for hundreds of thousands of visitors, each of whom finds something of special appeal, much that is informative and an amplitude of enjoyment, unparalleled within a similar compass anywhere.

Of the value of the Canadian National Exhibition as an advertisement of the vast resources and wonderful progress of Canada it is scarcely necessary to speak. The character of the exhibits along this line speak more eloquently than words. To such of our neighbors across the boundary, who visit it for the first time, it comes with all the force of revelation. This is no exaggeration, and ample warrant can be found for the affirmation in the appreciative descriptions which, within the last few years, have publicly appeared. To attain year after year a high level of excellence is none too easy a task; to continue year after year extending and improving is naturally still more difficult. Yet this has been done, and it is safe to say that the exhibition soon to be opened will surpass its predecessors in its inherent quality as much as it is certain to do in public interest.

WITH OR WITHOUT HARD LABOR

In discussing children's courts and the like it is well to bear in mind how different is our view of young children and their delinquencies from the legal view of only a few years ago. For example, the newboys of Toronto are probably pretty well looked after by the police, and the police board is to be congratulated in not issuing licenses to little girls. But the ordinance upon this subject illustrates the point we have in mind.

We are not criticizing the administration of the ordinance, but it is interesting to read it. It requires that a child shall be, or appear to be, eight years old before he shall be granted a license. Undoubtedly some little children now on the street appear to be younger. Now what does the law do in these cases? One would naturally suppose, according to our present ideas, that a child five or six years old found upon the street trying to sell newspapers would be taken to its home and the home investigated, and that

it would be the duty of the officers of the city to look after that child and see to its comfort.

That is not the old idea, as this ordinance well indicates. According to our present city law, if a baby five or six years old is found upon the street trying to sell a paper, he shall be fined a sum not exceeding five dollars and costs and "in default of payment thereof, and there being no distress found of the goods and chattels of the offender out of which such distress can be levied"—and it being highly unlikely that many babies carry five dollars around with them, or have any goods and chattels—he may be "committed to the common jail in the city for any period not exceeding 10 days, with or without hard labor."

Certainly a law that can make no distinction between a child of six and an habitual criminal of 60 will stand some revision in the interests of common sense and humanity. "Kissing and coddling" a child, very much under eight, will seem to many a trifle less absurd than to levy by distress upon his rattle or other goods and chattels, or in default thereof to send him to the common jail, "with or without hard labor."

BACK TO THE LINKS.

John D. Rockefeller is distressed. Personally he does not mind losing \$29,000,000, more or less, but he is anxious about the people of the United States. He is satisfied that financial affairs are approaching chaos; money is scarce; the rate of interest is high; the whole country is going to the "demolition bow-wow," all on account of the present administration.

Mr. Roosevelt might well reply, as did President Lincoln to an alarmist in 1861:

"Oh, I guess we will manage to keep house for awhile yet!"

If prosperity in the United States is impossible without illegal rebates, and the existence of gross monopolies, but-tressed by murder, arson, perjury and the like, then let the United States be less prosperous. Squeeze the water out. Now and then we are told that one hundred men control all the railways, telegraphs, coal and other necessities in the United States. It is assumed that they could freeze, starve and otherwise torment 75,999,999 people.

Could they?

One might pardon John D. for handing out this kind of dope, but it is not pitiful to find it echoed, parroted, by the victims of the system which he represents?

Many a man who is in doubt about where he will get the fare home on the night car, writes distressful articles about "disturbing the money market." But money represents the bounty of God, supplemented by the labor and brain of His children. He made the oil, not the Standard Oil Company.

The people of the United States are the most patient and long-suffering people that this world has ever seen. They are easy marks; they will stand a good deal. But if the Rockefeller, the Harrimans, the Baers and the rest go just one step too far they will be crushed like an egg-shell beneath the blow of a trip-hammer.

THE "ALL RED" ROUTE.

When the premier of Canada introduced at the Imperial conference his motion regarding the establishment of a fast mail and passenger service between Britain and Australasia, by way of the Dominion, all the speakers who took part in the debate expressed themselves as heartily in sympathy with the proposal. The desirability of bringing the remotest parts of the empire into closer touch with the mother country was generally conceded, and no hesitation was shown in agreeing that the interests of the empire demanded that, in so far as possible its different portions should be connected by the best possible means of mail communication, travel and transportation.

Canada, as the link in the chain, has, of course, a double interest. In so far as the Pacific end of the route is concerned, an arrangement is largely dependent on the attitude of Australia, as to which there now appears to be some doubt. New Zealand, on the other hand, is warmly in favor of the scheme, provided there be at least a twenty-two knot service. But unless the commonwealth is prepared to co-operate and to contribute in an equitable proportion there is no immediate prospect of the all-red route becoming a reality.

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MOVEMENTS OF CROPS.

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RIO JANEIRO, Aug. 14.—Three Japanese settlements will be established in the State of Rio Janeiro.

Structure Undermined.

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But this does not exhaust the possibilities of the proposal for Canada and the United Kingdom. Sir Wilfrid Laurier took advantage of the opportunity offered by the tabling of his motion to refer to the character of the mail service between Britain and New York, as compared with that between Britain and Canada. Were the latter of equal quality there would be at least a saving of two days in the sea voyage, and with an express train service passengers and mails could reach Vancouver in eight days. With the large British interests in the far east, this is a very important factor in the situation.

As the Dominion premier put it to Mr. Lloyd George, five years ago, the British government gave a subsidy to the Cunard Company for the service between Britain and New York, and he added: "I think it would have been far better if it had been given to a line to Canada." For the time being it is quite unnecessary to have such tremendously large vessels as the new turbine steamer Lusitania. Ships of a quarter of the tonnage can give a perfectly satisfactory service at the speed necessary to achieve the desired result.

According to a recent despatch, the Siberian Railroad may, before long, prove a formidable competitor for passenger and mail transportation to and from Japan. It is doubtless correct that an eighteen-day transit is possible by that route now, which may, in time, be cut down to twelve days, but there are other large commercial points in the far east which cannot be advantageously reached by that route. And in any case there are obvious imperial purposes which can only be served by a fast all-British line of communication.

Chip In.

It is coming just right. People are coming in to The World Office and leaving a dollar apiece for the Broadview Boys. These are the dollars that they have saved from the heart. We all have boys, or we are boys, or have been boys. Fathers, mothers, boys and girls, too, help this fund along.

There are 1000 good fellows in Toronto, surely, who can spare one dollar apiece to help 600 boys. It's up to you. Send checks to Noel Marshall or bring in or send in a dollar or two-dollar bill to The World. It will be acknowledged day by day.

The following sums have been already subscribed to the Broadview Boys' fund and are acknowledged with thanks:

| | |
|-------------------------------------|-------|
| J. M. Godfrey | 50 |
| Noel Marshall | 50 |
| W. F. Maclean, M.P. | 25 |
| Senator Jaffray | 10 |
| W. Welliver | 1 |
| An Irish Boy | 1 |
| Baillie & Wood | 20 |
| A. H. H. H. | 1 |
| Conger Company | 10 |
| A. L. Malone | 10 |
| B. C. | 5 |
| W. E. B. | 5 |
| W. B. Baillie | 25 |
| William Dineen | 5 |
| G. T. B. | 5 |
| J. H. Tilden, Hamilton | 10 |
| Dr. H. Wilberforce Atkins | 10 |
| Friends | 5 |
| W. E. B. | 5 |
| Ernest Saunders | 10 |
| D. B. Hanna | 10 |
| H. B. Sheppard | 10 |
| H. A. Dorsey | 10 |
| Jenkins & Hardy | 10 |
| H. P. D. | 5 |
| W. K. McNaughton | 5 |
| E. J. B. Duncan | 10 |
| W. O. J. | 5 |
| Maj. Hugh C. McLean, Winnipeg | 5 |
| W. G. Green | 5 |
| Emmie J. McCausland | 25 |
| W. L. Ross | 10 |
| W. G. McMillan | 5 |
| R. W. D. | 5 |
| "A mite for a doer" (Matt. VII. 12) | 1 |
| G. E. B. | 5 |
| T. A. Russell | 10 |
| H. C. Hammond | 25 |
| A. Friend to Broadview | 5 |
| "Thorn" (J. H. Tilden) | 1 |
| James Kyle | 1 |
| H. H. Smith | 1 |
| "Lex" | 1 |
| Total | \$485 |

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POLITICAL INTELLIGENCE.

Is Sir Hibbert Tupper Coming Back to Politics in Nova Scotia?—The Montreal Star on Mr. Borden's Traveling Companions—Mr. Bourassa Goes into Provincial Politics—Other News and Comments.

ENFORCING LAW IN THE STATES AND NOT ENFORCING IT IN CANADA.

Passing a law means something in the United States.

North Carolina recently passed a law declaring 1-4 cents to be the maximum rate per mile that any railway company working in that state under state law might charge for the carriage of passengers. The big Southern Railway Company proceeded to ignore this enactment. It obtained a temporary injunction from a federal judge and proceeded to sell tickets at the law.

It did not proceed very long. The next day two or three ticket agents were sent to 30 days in the chain-gang, and the president of the company found himself rapidly headed in the same direction. Gov. Glenn served notice that he proposed to enforce the law, and all the other railway officers and police machinery. He threatened to convene the legislature in extra session to let the company's charter if it persisted in disobeying the law.

And the coon came down. The 1-4 cent-a-mile rate is everywhere effective in the State of North Carolina. True the federal courts will pass in time upon the technical question involved in the appeal to the federal courts, but, meanwhile and now, the people get the benefit of the law.

In Alabama another railway company undertook to defy or ignore a similar rate law. Its charter was nullified and although it has now put the legal rate in force and has promised to observe it hereafter, the state authorities may not give back its charter.

How long would the G.T.R. play horse with the State of North Carolina? In Canada it defies plain provision of its own charter, expressed in a solemn act of parliament, for more than half a century. The government of Canada certainly for five years past has been notified thru the press and in parliament as to the law involved in the fee that it was being defied and overruled. To no effect. A private citizen, at his own expense, had to forego and such a management of the timber and minerals of the province, including the pulpwood limits, as would build up a permanent income for the province.

Mr. Bourassa speaks next Sunday at St. Hyacinthe, and will make a number of speeches throughout Quebec, at Lévis, St. Hyacinthe, Drummondville and other places.

Mr. Gouin made a good speech at St. Hyacinthe. He conceded, however, the justice of Mr. Bourassa's demands, that the minister should be investigated, and that the entire matter of the Abitibi land transaction should be ventilated before there should be any appeal to the country.

The Montreal and Quebec papers are selling among themselves as to whether Gouin made an overture to Mr. Bourassa. That there were overtures made by some one, presumably Mr. Gouin, is beyond doubt. Mr. Bourassa never claimed that Mr. Gouin actually communicated with him before he made his overture. He was addressed a letter to The Chronicle, which may not be unfairly translated, as follows:

"I am a mutual friend who, after hearing my views, said, 'There is evidently a misunderstanding between you and Mr. Bourassa. You ought to get together. Are you willing to meet him?' I expressed myself as willing to meet Mr. Bourassa, but I heard nothing more about it."

Evidently the mutual friend took some message from Mr. Gouin to Mr. Bourassa, and evidently Mr. Bourassa refused to entertain the offer, whatever it was. Mr. Gouin can disavow that the go-between said as much as was to be found in the Gouin Government to Mr. Bourassa.

Bystander, in The Weekly Sun, says the following tribute to the member for Labelle:

Mr. Bourassa is coming more prominently forward, and apparently taking a stand of his own in public life. Immediately the question is raised what new faction he intends to join or organize, and on what platform of action or movement he means to trade. That he should stand on his own feet is taken to be impossible. Mr. Bourassa has ability, courage, political knowledge, and power as a speaker. Why cannot he rest on these, and deal with the question of the day, whatever it may be, independently, the in concert with those with whom on that question he is congenial?

It is, of course, at once treated by graft and the caucus as a traitor, and assailed by their loyal liegemen with hooting and stones. A traitor to graft and the caucus, let us hope, Mr. Bourassa means to remain.

The Evening News last evening published the following Ottawa special:

It is pretty well settled that Mr. Pugsley will be the official Liberal candidate in St. John, and will succeed Mr. Emmerson as minister of railways. All thought of Mr. Emmerson re-entering the government has been abandoned. It is clear, however, that he desires to return, and that he will resist the action of the prime minister. Any hint that he will do so will be confined to New Brunswick. The general conviction at Ottawa is that he was not a strong minister, that in so far as his administration of the intercolonial was strong and progressive, it was due mainly to the deputy minister, Mr. Pugsley.

Mr. Emmerson's reinstatement by Sir Wilfrid Laurier could not be considered a serious blow to the government, and it is expected that there will be no change in Quebec, and whether or not Mr. Sifton will return to the government seems to be unsettled. It is said that the prime minister is eager for Mr. Sifton's return, and that the mass of western Liberals feel that his reinstatement to the cabinet is vital if the unity of the party in the western provinces is to be assured. In Ontario Mr. Scott will retire, and will be succeeded by Mr. Devlin, and will be the spokesman for the Irish Catholic element, and may stand for an Ontario constituency at the next general election.

Clean, dry, fine Salt—that slips from the spoon, grain by grain—WINDSOR SALT.

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THE T. EATON CO. LIMITED

MEN'S BARGAINS

One of these lists of bargains that mean big additions to your savings bank account and—usual—quality right all the way along.

\$10 and \$11 Suits for \$7.95

Worsted finished tweeds, stylish patterns, in overplaid and stripe effects on brown and grey ground, single and double-breasted, semi-form-fitting, creased side seams, sizes 36 to 44.

\$7.50 to \$12.50 Two-Piece Suits \$4.98

Outing Suits, double-breasted, grey and fawn homespuns, neat patterns, with overcheck.

\$1.43 for Men's \$1.75 Trousers

Neat dark grey mixture, with colored stripe, sizes 32 to 42.

\$1.50 and \$2.00 Hats for 69c

Fur felt, newest Derby and Fedora shapes.

35c to 75c Underwear for 29c

Fine double thread balbriggan, cream shade; also white mesh; sizes 34 to 42.

SHIRTS

Soft fronts, laundered neckbands, fine colored materials; regularly 50c and 75c, Friday bargain

OUTING SHIRTS

Men's and boys', white duck, and some sizes in blue oxford, regularly 75c to \$1.00, Friday bargain

COLLARS

White linen, all shapes, including the popular stand-up - turn-down, sizes 14 to 18; regularly 12 1-2c and 18c each, Friday