

The Toronto World

A Morning Newspaper Published Every Day in the Year.

WHERE LONDON LEADS.

Arnold W. Brunner, the architect on the New York Municipal Art Commission, has just returned from a trip to Europe. He was impressed with several things he learned in London, but he thinks the modern architecture of Paris and London is not equal to that of New York.

"London," he says, "is more successful in handling intricate municipal problems than big artistic things, but it was news to me to learn that when the city displaced a slum it was bound by law to erect little homes, cheap and sanitary, elsewhere, sufficient to house the people displaced."

Another point that struck Mr. Brunner was the excellent results obtained in Europe by a general governmental control over the general architecture and planning of a city, its great streets, squares and parks.

"The approaches and plazas in front of the railway stations give a chance to distribute the crowds. The luggage and cabs are taken care of and do not obstruct the street traffic. We have been far behind in that respect. Our stations are put on the edge of a street, as a rule, with no space for the public to disperse."

He might have included our theatres, concert halls and other places of public gathering. A wet night at Massey Hall, for example, is a nightmare.

BRITISH NAVAL DIFFERENCES.

When experts differ what should the mere layman do? This difficulty arises very frequently in courts of law, and in other walks of life and business, and it has presented itself in a particularly serious form in connection with British naval administration. The difference of opinion between Admiral Sir John Fisher, the senior naval lord of the admiralty, and as such chiefly responsible for the sufficiency and efficiency of the Imperial navy, and Admiral Lord Charles Beresford, has long been acute and has been embittered by what appears to be sharp professional and personal antipathies. These have been strengthened by parliamentary and public discussions and by the division of responsible naval officers into two opposing and irreconcilable schools, to the evident detriment of the service and the uneasiness of the nation.

Sir John Fisher owed his appointment to the board of admiralty to the late government, whose members have identified themselves largely with the attacks made on his policy by Lord Charles Beresford, and those who either honestly sympathize with his views or find in them an opportunity to make party capital in aid of the present ministerial opposition. Upon his retirement from active service before the natural expiry of his term, he submitted a full statement of his contentions to the prime minister, and these have been considered by a committee of enquiry, comprising some of the strongest members of the government, including Mr. Asquith himself. The result has been wholly in favor of Sir John Fisher, the blame is found with both for inharmonious co-operation. The finding will not please the Beresford party and may not be accepted as finally closing the dispute. But a different decision would have been equally distasteful to the other side, and the controversy illustrates the difficulty which constantly arises during a period of transition, without the advantage of actual experience. But Sir John Fisher apparently will be allowed to continue his policy while the present government is in power.

THE IMPERIAL FORCES.

To co-ordinate the land forces of the Imperial states presents a less formidable problem than that of providing for maritime defence. The duty of each state to protect itself from within its own domain is conceded and it is only a matter of common sense to make them similar in training and equipment. Nothing has proved more fatal to military success than lack of inter-changeability in arms and to be mutually helpful there must be substantial agreement in organization and supplies. There can be no objection to this and it in no way affects complete local control. All that means is that the state governments will pursue a uniform policy as that may be settled by consultation and to take advantage of every opportunity to make their officers and men as efficient as possible.

It is not necessary that any hard and fast identity in military organization or administration should be required. Each government knows best the conditions it has to meet and can adapt itself and its methods accordingly. Considerable annual expenditure is already made in the British self-governing states for defence purposes and it is only reasonable to expect that the best use will be made of the money annually voted. As the mother country has frankly recognized the claim of the self-governing states for full and unfettered control of their own forces united action can be got only by consultation and individual action, and this is evidently the object of the arrangement sanctioned by the Imperial defence conference.

ONTARIO FARM LABOR.

Every season the clamor for labor on Ontario farms becomes greater. The rural population is steadily falling

away. The census, to be taken next spring, will, it is expected, show a further decrease on that of 1906. This means that unless otherwise compensated, Ontario will have fewer members in the house of commons after the next redistribution. This political phase of the question may, perhaps, induce the ruling powers to take it up. But whether they do or not, it is a burning question with the farmers.

It is generally admitted that the farmer who cannot get a profit out of his men does not know how to farm. The labor of any man who is kept intelligently busy will produce a profit for both himself and his employer. If he gets such share of the profit as seems fair he will not be unwilling to work. This is the basis of all labor contracts.

There is a very general feeling that the Ontario farmer does not pay enough for his labor. A dollar a day and his food is regarded as excellent wages by the farmer for a man who has to work from 5 or 6 in the morning till 8 or 9 at night. The same man can get \$2 or \$3 a day in the city for eight or ten hours' work. There is no mystery about the lack of labor on Ontario farms.

Let the farm laborer be paid at least the equivalent of the wages he could earn in the city and the scarcity of farm labor will be ended.

But the farmer declares he cannot afford to pay such a rate. This leads back to the contention that the farmer who cannot employ his labor profitably does not know how to farm intelligently.

It is, however, also objected by many excellent farmers, that good men always go farming on their own account. The answer to this is that a practically inexhaustible supply of men is to be had from Scotland and Ireland, men who doubtless would go farming on their own account after a year or two's experience, but a succession of whom would supply all the labor required in Ontario.

For the proper and profitable utilization of his farm labor the farmer, if unskilful, must look for instruction to the government college, the institutes and other means of training. Mixed farming, intensive culture, fruit and other departments of modern farm activity must be adopted if men are to be kept busy at all seasons, and their labor exploited to the greatest advantage.

NEEDLESS TO COMMENT.
Thru his reverend spokesman, the Dominion Lord's Day Alliance declares that the selling of ice-cream as a food on Sunday in restaurants that are open in any case would compel the employment of 2000 people on that day. Comment is needless.

THE NEW ELEMENT IN CANADIAN LABOR TROUBLES.

Detroit Free Press editorial: Port William's strike is the second Canadian industrial disturbance this summer that has been attended with rioting and bloodshed.

The striking miners of Cape Breton are still out. Their destructive tendencies have been restrained by the presence of regular troops, but the contention against their employers is as far from settlement as ever. The struggle has reached its third month and the end is not in sight.

The two outbreaks reveal the impotency of that pretty piece of labor legislation, the Lameux Industrial Disputes Investigation Act, from which so much was prophesied when it was passed in 1907. It has signally failed in practice. Strikes and riots continue to break out despite its restraining clauses.

One cause for this impotency of the law is apparent at Port William, where the rioters are of the alien class. Canada is passing from the homogeneous population of a few years ago, when its people were almost universally of one stock, trained to law observance.

The Dominion is drawing to itself in its new-found prosperity a large proportion of southern and eastern European immigration, made up of men little accustomed to self-restraint and ignorant of the traditions which used to do more than the law themselves to assure tranquillity among the earlier inhabitants.

Canada's development will continue to raise such difficulties for settlement as the country enlarges and draws to itself an increasing unassimilable immigration. It is much the same condition that has been faced by the United States, and that has been made a subject of criticism by our Canadian observers.

We know how we have dealt with this difficult condition. How well Canadian institutions will adjust themselves to the change will be a matter for interesting study as the change goes on.

KNOCKED DOWN BY CAR

Prompt Work of Motorman Laura Saves Four-Year-Old Girl.

Little four-year-old Alley Settz, of Sherbourne-street, was knocked down by a street car at Yonge and Shuter-streets yesterday evening, and although shaken up was not seriously injured.

Yonge-street car No. 1804, in charge of Motorman F. A. Laur, was passing the corner of Shuter-street at a fair speed when the little girl, who had lost her mother, ran into the crowd at the corner, stepped out on the track. The car was almost at the corner when she went on the track and it was only by a quick work of the motorman that a fatality was averted.

TYPES TO VOTE ON IT.

ST. JOSEPH, Mo., Aug. 15.—(Special.)—With love feast and exchange of presents, the fifty-fifth annual convention of the International Typographical Union came to a close Saturday. It was decided to submit the monetary benefit proposition to a referendum vote next February.

COLONIAL DELEGATES NOT TRUSTING JAPAN

Some Objections Made, It is Said, at Naval Conference—Britain Relies on Ally.

LONDON, Aug. 15.—(By Associated Press.)—While the Imperial defence conference had little difficulty in elaborating a scheme for the army, as explained in detail in previous despatches, the delegates found the naval question a hard problem to solve.

All the colonies have agreed to a fair share of the cost of the navy, but discussion as to the particular form of the contributions disclosed a sharp difference between the admiralty and the Canadian and Australian delegates.

This was particularly true with respect to Great Britain's recent policy in the Pacific. When the Anglo-Japanese treaty was concluded Great Britain withdrew the greater part of her fleet from the China coast and entirely abolished the North Pacific fleet, both of which could be used in conjunction with an Australian squadron to protect British trade and British possessions in all parts of the Pacific.

The home government sees no danger in that part of the world, and has full confidence in her eastern ally. The colonial delegates, however, persisted in picturing Japan as a rival who might some day become a menace to their more territory.

They, therefore, while agreeing to contribute to the maintenance of the main fleet, declared that the greatest energy should be exerted to provide defences for their own coasts and trade.

Australia already is building torpedo boats as a nucleus of the fleet, and Canada purposes to do the same. The admiralty believes that these fleets will prove of greater use if confined to London, but to this the Canadians do not agree.

The fleet, they say, would come to the assistance of the mother country in a time of need, but it must be absolutely under the control of the federal government.

Canada's first ships will be modern cruisers, and the Canadians think that these should be placed in the Pacific. The home authorities, on the other hand, want them in the Atlantic, whence they could joint the main fleet in the North Sea on the shortest notice.

The delegates are in daily conference and the admiralty hopes that a scheme will be worked out and ready for presentation in the conference on Aug. 19. New Zealand, South Africa and the smaller colonies have agreed to make direct contributions to the British navy and to depend on it for their protection.

Canada's Coast Lines.
LONDON, Aug. 14.—The Canadian Associated Press learned that one result of the Imperial defence conference will be the provision of the sum of 2½ million pounds for the further development of the coast defences of Canada. It is understood the Canadian delegates submitted to the Imperial conference a scheme in this regard.

On Thursday morning the first of the admiralty will present bills to amend the Colonial Naval Defence Act of 1885, and to make better provisions respecting naval establishments in the British possessions.

ENGINEER'S PRIDE IN RECORD

Dying, He Wouldn't Take Stimulant Until He'd Proved His Reliability.

ATLANTA, Ga., Aug. 15.—Passengers who were on the Southern train wrecked near Bristol, Va., bring details of the bravery of Samuel Bush, engineer driver of Knoxville, Tenn., who died as a result of his injuries.

Bush asked for a last look at his old engine, as hopeless a wreck as it was. When the passengers came to him with whiskey he begged them to look after the comfort of the passengers. Told that no passengers had been injured, he said: "That's good; but before I take this whiskey, I want you men to smell my breath and testify, if I need be, that I had not been drinking when this happened. All an engineer has is his record," he said feebly, "and he cannot afford to have anything against that."

He worked for the Southern for 20 years.



Do this, and if you don't find it the finest tobacco you've ever smoked, tell your dealer and he'll refund your money.

Do you think that we could afford to make this offer if we hadn't tremendous faith in Shamrock?

Not only have we faith in the quality of the tobacco selected for Shamrock,—

But we have just as great faith in the way the tobacco is blended, matured, and put up.

SHAMROCK Plug is always just right.

FIRE BOAT DEPUTATION WILL GO TO CITY HALL

Representatives of Harbor Interests and Island Residents to Ask Protection.

A large deputation, representing the mine, island and harbor interests, will wait on the civic fire and light committee to protest against the cavalier way in which the board of control dealt with Chief Thompson's fire-tug recommendation.

It looks, in fact, as tho the battle for a fire boat that would not only protect the island and waterfront, but could also assist in fighting fires further up town by means of pipe-lines, is just beginning in earnest.

There will be a fire-tug ordered before the year is out," is the confident assertion of Ald. Church, chairman of the fire and light committee. He says he will bring the issue to a vote in the city council, and that he is assured of a sufficient backing to overcome the board of control. He blames the board for the tardy policy which has delayed the installation of a proper fire alarm telegraph system, for which the people voted \$45,000 four years ago.

Would Cost \$75,000.
Ald. Church says the board exaggerates the cost of a fire-tug and that a good one could be bought for \$75,000, and manned for \$5000 a year. He represents the mayor's imputation that the waterfront interests are not sufficiently goety that if his worship occasionally attended a meeting of the committee, he would have greater knowledge of the conditions.

The mayor is getting altogether too autocratic and council will have to set him and the board right, as it did on the firemen's salaries and other matters," he said.

Ald. J. J. Graham in Favor.
Owing to the absence from the city of many of the aldermen, it is difficult to get the trend of opinion. Ald. J. J. Graham, chairman of the island committee, declares himself unreservedly in favor of the purchase of a fire-tug.

He thinks money could be expended to greater advantage in this way than in enlarging the waterworks engines and mains on the island, as the latter measure would not give to the waterfront or the city side the protection a fire-tug could afford. He had been informed by a gentleman who had seen the operations of fire boats in different cities, that the cost ranged from \$65,000 to \$100,000, but the more expensive boats were more powerful than Toronto needed, and had elaborate ornamental equipment which the city could afford to do without. The cost of maintenance would have, however, to be carefully considered.

Ald. Chisholm said he hadn't decided that a fire-tug should be bought, but would like a full discussion by council, as he was convinced more protection of some kind was needed. He thought that as a fire-tug could only land at Hanlan's Point, Centre Island and Ward's wharves, it wouldn't be of use to cottages along the waterfront.

THE G.T.P. IN THE EAST

Contractor Davis Returns With an Encouraging Report.

MONTREAL, Aug. 15.—(Special.)—M. P. Davis of the Ottawa contracting firm of M. P. and J. T. Davis, has just been over the 200 miles they are building for the Grand Trunk Pacific from Quebec and New Brunswick frontier. He reported to-day that thirty miles of track laying had been accomplished, and that all the grading would be done by September, except where the ten steam shovels are at work at different points. These shovels move 1500 yards of earth per day each, and it will take them two years more to complete the work. There are twenty steel and concrete bridges on the Davis contract, all of which are well under way, and the fifty miles being built by the same firm west of Quebec should be completed and sidled by the first of November.

Crew Rescued.

SYDNEY, N.S., Aug. 15.—(Special.)—A message was received from North Sydney to-day to the effect that the crew of the schooner Myrtle, which was wrecked at Lunenburg on Wednesday night, were picked up and landed at Bell Island.

EATON'S DAILY STORE NEWS

As in June and July, Store Closes Saturday at One o'Clock during August. No Noon Delivery Saturday.

Men! A Tweed Suit for \$6.19



MEN'S suits in medium grey all wool tweed with faint stripe effect, single-breasted three button sack style, durable Italian body linings; well tailored throughout. Special value. Sizes 36 to 42. 6.19 Price.....

Price of Boys' Two-Piece Suits Reduced to \$2.95

Because it's a little late in the season, we've marked these specially low. Quite a bit of summer left for the boy to wear them, and they'd do for early fall. See them Tuesday morning. Boys' two-piece suits, made from a good durable English tweed, in dark grey shade, with green tinge, double breasted style, with belt in loops. Italian cloth body lining, knee pants. Sizes 29 to 33. Tuesday \$2.95.

Men's Silk Neckwear Lowered to 12 1-2 Cents

Some balances left from special lines gathered together for a big clear out Tuesday morning at this little figure. Men's four-in-hand silk neckwear, medium width. All this season's new patterns, in light, medium and dark neat fancy patterns. Special value. Tuesday, each, 12 1-2c.

See Our New "CA-NO" Summer Suit Cases, 3.75 to 7.00.

THE T. EATON CO LIMITED CANADA TORONTO

Seamstress Machine light-running drophead, 21.00

YES, ICE CREAM'S A FOOD SO ARE ONIONS, MEAT, ETC.

But Butcher Shops Are Not Open on Sunday, Says Rev. T. A. Moore.

"The courts have been trying to figure out whether ice cream is a food," said Rev. T. A. Moore, at Broadway Tabernacle last night. "Of course it is a food, so are onions, meat, etc., but should the butchers and green grocers keep open on Sunday? The law says that no unnecessary business should be transacted. Is it necessary that people should have ice cream on Sunday? If we have to have ice cream on Sunday, it means that 2000 people in this city will have to work on Sunday. Are we that selfish that to get ice cream we should make all these people work?"

It was the fighting against such sentiments that prevented open saloons in this country.

As to the progress of the work of the Lord's Day Alliance, he said that previous to March 1, 1907, 150,000 men in Canada had been relieved from working on Sunday. This entailed, however, 14 years' labor on the part of the alliance since its organization. Since the passing of the act, over two years ago, however, 85,000 have been added to this number.

"There are yet," he continued, "75,000 who should be allowed the Sabbath day privileges, and who are illegally being forced to work on Sunday."

Reference was made to the street railway traffic, which he admitted was legal.

"But, listen to those cars," he observed. "Since I came into this world up to the time I started to preach, 40 cars have passed by. I feel sorry for those men who have to work on Sunday."

According to Mr. Moore, the enforcement of the Sabbath law was the practicing of the golden rule, and he quoted the statement of a number of English and Canadian statesmen bearing out his contention that Sabbath degradation meant national degradation, while Sabbath observance meant national prosperity. France, he pointed out, had never prospered as a nation since the revolution, which had destroyed the Sabbath law.

"There is," he said, "an inseparable relations between a nation's Sabbath observance and a nation's prosperity."

Rev. Mr. Moore chose his text from the Book of Nehemiah, and illustrated his arguments from the experiences of the Jewish nation, which prospered most when it observed the day of rest.

Car Traffic Blocked.

Street railway traffic was suspended for half an hour at Gerrard and Broadview last night. The rear truck of a large double-truck Carlton-street car jumped the track while they were flying at 8.45. The truck became detached from the car body, and went thru the floor. When about 30 cars were waiting for right of way they got things partially straightened out and the car limped off to the barns.

\$2.25 to Cobourg and Return From Toronto

Including admission to Cobourg Horse Show. Tickets good going p.m. train August 16th, all trains August 17th to 20th inclusive. Return limit August 21st, 1909. Secure tickets from Grand Trunk Ticket Offices.

A large number of Barcelona revolutionists have sailed for South America. James Wellington of the New Wellington House, Port Dalhousie, was fined \$50 and costs for selling liquor to an Indian berry-picker.

Fourteen were injured, one fatally, in an explosion on the torpedo boat Dragon at St. Petersburg.

WHEN YOU GO OUT TO LUNCH TO-DAY be good to yourself and order a bottle of O'KEEFE'S "PILSENER" LAGER

It's the best appetizer and aid to digestion. Brewed as they brew lager in Pilsen, Germany—of pure Barley Malt, Hops and filtered water. The beer is filtered again after it is brewed and pasteurized after being bottled.

Ask for The Beer With a Reputation THE LIGHT BEER IN THE LIGHT BOTTLE

MONORAIL IS COSTLY Will Cost About a Million to Make Experiments.

CLEVELAND, O., Aug. 15.—Engineers at work on plans for the two-mile stretch of monorails near Schenectady that was to have been used in experimenting with the 500-miles-per-hour magnetic railroad invented by Mayor Johnson several years ago, have found that the cost of the experiments would run to \$1,000,000 or more. This has halted the work, as the General Electric Company does not wish to assume the entire burden.

Some time ago the suggestion was made that a pool be formed for the purpose of fitting out the two miles of rails, but this step has not yet been taken.

Mr. Johnson's invention may be ahead of the times," said A. B. Du Pont. "There is no limit to the speed at which cars can go with this system in use. Engineers declare they could be made to go 800 miles an hour or 1000 miles an hour. At the former speed, the trip from New York to Chicago could be made in 1 1-2 hours."

In the cellar of Mayor Johnson's home several years ago Mr. Du Pont had a number of rides on a magnetic line 80 feet long fitted out by the mayor for experiments.

In riding on it one floats along in a car poised between two magnets, touching neither the upper or lower rail. Mr. Du Pont has suggested to the mayor that the tubes or cars built for the system be unsupplied with windows. In that event passengers would be deprived of the novel sensation of

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studying nature in her various moods while being jerked along at the speed of 10 miles a minute or thereabouts.

The St. Lawrence River Trip to the 1000 Islands, Rapids of the St. Lawrence, Montreal, quaint Old Quebec and the wonderful Saguenay River is the delightful summer outing offered by the magnificent steamers of the Richelieu and Ontario Navigation Co. Low rates in effect including meals and berth. Reservations can be made in advance and full particulars obtained at ticket office, 2 East King-street, Toronto.

Caught in Kingston. Word was received last night by the detective department that Arthur Wallace had been arrested at Kingston Mills and was being held in Kingston. He was picked up on information from Toronto charging him with theft of \$50 from the City Dairy Company, where he was employed as a driver. It is three weeks since he left Toronto, without turning in his collections. Detective Moffat will go after him this morning.

INCORPORATED 1880

The TRADERS BANK Capital and Surplus of Canada \$6,350,000 Total Assets \$34,000,000

You would find it very convenient to have a Joint Deposit Account with this Bank, in the names of yourself and your wife, or son. Then either could do the necessary banking when in town, depositing or withdrawing money on the one signature. It would save you many a trip on busy days. \$1 opens a Savings Account

THE BANK FOR THE PEOPLE

SEVEN BRANCHES: Yonge and Colborne (Toronto Branch) Avenue Road and Davenport. Queen and Broadview Avenues. Danforth Road.

Yonge and Bloor Streets. King Street and Spadina Ave. Gerrard and Main.