

The Toronto World

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A Morning Newspaper Published Every Day in the Year.
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TUESDAY MORNING, AUG. 9, 1910.

FIRE PROTECTION.

Cochrane has received an ugly but by no means a mortal blow. It is the fact of all northern towns to be scorched sooner or later. Elk Lake has had two conflagrations. Cobalt had a severe one. Englehart also knows what fire is. The secret, if it may be termed one, lies in the wooden construction and the crowding together of the buildings.

In England it is not understood why such fierce fires rage in America. On this side of the Atlantic we are still building as they built in London in 1896, when fire very advantageously swept the plague-stricken areas of the city of that era.

No one ever seems to think it necessary to provide against fire either by fireproof construction or by separating the buildings. The building sites are cheap enough to take plenty of room, but the new townsmen like to crowd together like sheep under a fence. Concrete construction would be scarcely more expensive than lumber at the rates for lumber which prevail in Cochrane, but the new townsmen are impatient and reckless of fire and the frame buildings are run up in a day or two to meet the usual fiery fate after some dry spell.

Cochrane is really fortunate in not meeting such utter calamity as befell Campbellton so recently. No doubt the northern railway centre will soon rebuild its wasted places, as other towns have done, and build them better. It would be well for all rebuilders to consider the profitability of building with concrete and less congested than heretofore.

THE MODERN EXAMINATION.

Some years ago, on an academic occasion, Lord Rosebery referred to the large and increasing number of examinations and offered the suggestion that a college for examiners providing a sufficient test of their capacity to frame a proper examination paper was urgently necessary. Certainly if examinations are to do all that is popularly expected of them, they require qualities that are not common enough to be found on every board, much less in every individual undertaking responsibility for their conduct. Examination questions, it must be admitted, too often provide a means for displaying the erudition and inventiveness or misplaced ingenuity of the examiner rather than an opportunity to the youthful victim to reveal the extent of his acquired knowledge and his ability to apply it to the given problem. But, unfortunately, it is easier to criticize the system than to offer a better alternative.

Ontario is not alone in its restlessness under the rank growth of the examination weed. The Rev. F. Sergeant, head of the United Service College at Windsor, opines that one great defect of English education is that boys are taught so many subjects that in the end they retain little or nothing that is of value to them as men. "The modern examination," he declares, "probably does more than anything else to develop selfishness, rigid education and spoli character." Personally he thought the old system, where a boy thoroughly masters something, is the best. His advice was to know in good time what a boy is likely to become and prepare him in as wide a range of subjects as possible for the particular line he wants to follow. "He can," Mr. Sergeant added, "specialize after his general education is finished. Sir James Whitney's favorite dictum that the public school should be an end in itself is undoubtedly sound, and that can best be secured by providing an efficient instructional staff in every grade."

IRISH RAILROAD REFORM.

One of the more legitimate of Ireland's grievances has been the imperfection of its railway system, due in large measure to the number of companies and the fact that most of them are not extensive enough to give a satisfactory service at moderate rates. Many suggestions and proposals have been put forward at various times, having for their object the permanent improvement of Irish transportation conditions. None, however, were wholly acceptable, and four years ago a vice-regal commission of seven members was appointed for the purpose of again investigating the situation and devising a remedy. Four instalments of its report have been published, and towards the end of last month the fifth and final was issued. Unfortunately, the conclusions and recommendations are not unanimous, the commissioners being divided as four to three over them. It is unlikely, therefore, that

this prolonged enquiry will yield any practical result.

On certain points the commissioners are unanimous. They agree that "in view of the economic condition of Ireland, there should be unification of the railways, with the object of securing special and cheap transit arrangements, which are not practicable under the present system of private companies, whose first consideration must necessarily be the interests of the shareholders." The commissioners are also unanimous that "if the rates of Ireland are to be chargeable in respect of deficits (if any) in the net revenue of the unified system required to meet the interest on the railway stock, the ratepayers should, as a matter of course, have control of the administration and working of the railway."

Here, however, the two sections of the commission part company, the minority recommending a single commercial system, to include the principal railways, and to be secured by the voluntary action of the companies, assisted by permissive legislation and by limited financial aid. The majority report in favor of "the acquisition and administration of the railways by an Irish elected authority, the interest on the necessary capital to be guaranteed by the state and charged upon the net revenue of the railway system—any ultimate deficiency to be made good out of the proceeds of a general rate to be struck by the Irish authority." This authority, as proposed, is a railway board of twenty directors, four nominated and sixteen elected, twelve of these by the ratepayers of Ireland and four by Irish authorities and associations. This solution of the difficulty will be acceptable neither to the supporters of state nationalization of the roads nor to the upholders of private ownership and management. It is significant, however, that the minority that recommends voluntary unification recommend a management "effectively supervised and controlled by public authority."

A POUND LOAF.

A Newark paper suggests a solution of the loaf of bread difficulty as possible by establishing the custom of selling bread by weight. Sell it by the pound, just as pork chops, or sugar, or rice, or flour is sold.

In some places in the old world this is done, and the loaf is weighed on sale, and if light, a slice is cut off and another loaf kept for the purpose to make up the weight.

No doubt the shifting of values would not be objected in this way any more than at present. But at least there would be a stable element in the standard unit of bread. A pound loaf would be a pound, whether worth four or five cents.

In Toronto, the desire to make five cents the standard price obscures the advantage of having a standard weight. There appears to be a general agreement that twelve ounces is too light and twenty-four ounces too heavy.

The junior "matric" seems to have been too much trick.

Uncle Sam is getting so poor that his children are considering the advisability of coining half-nickels. If we had a two-and-a-half-cent piece it would be possible to buy The Globe's 12-ounce loaf at an equitable rate.

Mayor Geary has received a letter of thanks from Hon. W. L. M. King for adopting the suggestion of The World and calling upon the municipalities of Ontario to co-operate in bringing pressure to bear upon the parties to the strike. It pays to read The World.

TABLES NOT TURNED.

The Montreal Daily Star says editorially: "The Canadian Bakers' Association is in session just now in Toronto. We do not know what is the result of this national institution. The Quebec, Maritime Provinces and British Columbia members may outnumber the Toronto members, or they may not. The name is nothing to go by. There is a popular superstition in Toronto that Toronto is Canada, and many so-called Canadian institutions have no interests outside of Muddy Little York. We do not know the precise nature of the quarrel between the Canadian Bakers' Association and the Ontario Legislative Assembly, but our sympathies are with the bakers on general principles. Nearly all legislation about the weight of loaves is conceived in ignorance and born in stupidity. We do not know whether the average legislator is as foolish as he pretends to be, or on the bread question, whether he overrates the ignorance of his constituents."

The food value of a loaf of bread does not depend entirely upon its weight, as all the legislation seems to assume, but partly upon how much flour it contains and how much water. One baker may sell a loaf a little over four pounds in weight, and another may sell a loaf a little under four pounds in weight, and the lighter loaf may contain more flour and considerably more food value. The scales are no test of the actual value of the respective loaves, which, supporting weights to be equal, depends largely upon how long they have each been baked. The trouble with a good many loaves is like the trouble with a good many laws—they are slack-baked. The same might be said of many legislators. Ephraim," said Horne, "hath mixed himself among the people; Ephraim is a cake not turned." There are lots of people in Montreal who would like the privilege of occasionally buying a loaf, not plastered with a ticket declaring how much the bread and water together cost weighed. But this luxury has been denied them by the legislative action of some of our local Ephraims, who must have had a natural sympathy with anything slack-baked.

Give to Newsboys' Building Fund

Campaign for Home and Gymnasium Should Appeal to All Who Feel the Need of Social Service.

TORONTO UNION NEWSBOYS' BUILDING FUND.

I promise to pay to The Toronto Union Newsboys' Building Fund of Toronto, Ontario dollars, to be used exclusively in the purchase of a site, preparation of plans, erection of and furnishing a Toronto Union Newsboys' Home and Gymnasium in Toronto, Ontario.

Signed
Residence

Mail or deliver this subscription, with cheque or cash, to The Trusts & Guarantee Company, Limited, 45 West King Street, Toronto.

Ft. Nelson in History

Terminal of the Hudson Bay Railway Scene of First Naval Battle in America.

Since Port Nelson has been almost decided on as the seaport and terminal of the Hudson Bay Railway, it becomes interesting as a matter of history to go back 224 years to the time when this bay was established. The Hudson Bay Company was incorporated in 1670, it was in the year 1688 before actual trading posts or forts were established on Hudson Bay. Fort Nelson was the first of these forts, and as soon as the French, who had begun to monopolize Eastern Canada, heard of it, DeBeville looked upon it as an intrusion of French rights and sent a party of 80 men under Troyes of Montreal to wipe out Fort Nelson and other forts which had been established in the north. DeBeville was one of this party and to their credit be it said, that they traveled up the Ottawa River to Lake Timiskaming, up the Montreal River, and by portages into one of the large rivers running north into James Bay, a trip which even in the present day would be considered a great feat. The Montreal River was one of the earliest inhabited parts of Ontario, and tourists going to Elk City to-day, all note Gravelly Point and the old battle site, where some of the earliest settlers in Canada are buried. These Frenchmen wiped out all the posts and drove the Hudson Bay factors and their associates out. A year or two later Fort Nelson was re-occupied by the Hudson Bay Company and a few muzzie loads came and went, but in 1697 the Pelican with three other ships and about a hundred men. In the struggle, the Pelican was destroyed and the other vessels and sailed on to Fort Nelson. On nearing the fort, three vessels were sighted, which, DeBeville thought, were the French. On approaching them he found he was mistaken. They were British merchantmen armed with small cannon. The Hampshire, the largest of the British vessels, fought until riddled with shot so that she and all on board went down. The Hudson Bay, a smaller vessel, was captured. The Pelican, which he had named, fled. DeBeville's vessel, the Pelican, had received a quick pro quo from the Hampshire, for she was sent down and was riddled so that after she anchored she split amidships and was lost. Nearly a hundred men were strangled. The Pelican was the last of the French ships and the two other vessels arrived before saying a word to the English. The Hampshire's work was felt until the treaty of Utrecht in 1713, when England secured undisputed right to the Hudson Bay territory as well as Newfoundland and Acadia. Fort Nelson then is associated with the first petty quarrel between the French and English in the early history of Canada, over two hundred years ago.

ANNUAL TRAVEL MAGAZINE.

"Water Way Tales." Published by D. & C. Line, Sent to You Free.

The latest contribution to the literature of travel is the 250 page book issued by the D. & C. Line. It contains three interesting stories and is beautifully illustrated with fine halftone scenes along the D. & C. Coast Line to Mackinac. Sent anywhere upon receipt of ten cents in prepaid postage. Address: D. & C. Navigation Co., 6 Wayne-street, Detroit.

Time for More Conservative Attitude.

LONDON, Aug. 8.—The Scotsman asks whether friendly sentiment has not hurtled into the land of the future money to Canada on too easy terms. It is easy to discount even such a brilliant future as Canada's and it looks as if this were at last being recognized by the public. So far, no injury has been done Canadian credit by the question being asked whether it is to adopt a more conservative attitude.

The U. S. Consul-General at Quebec.

reports to his government that there need be no fear of a pulpwood shortage for the American market.

PILES

Dr. Chase's Ointment is a certain and guaranteed cure for every form of Piles, Bleeding, Itching, and all other troubles connected with the rectum. See testimonials in the press and ask your money back if not satisfied. Dr. Chase's Ointment, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

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SEVENTH WARD SCORES ON RAILWAY

Continued From Page 1.

erated by the respondent are out of repair, (2) that the said respondent has agreed to repair the same and now neglects or refuses to do so."

"As to the objection of the counsel for the street railway that Mr. Kittson of the board was not present at the hearings in 1908, the order says the 'objection fails, as the record shows that Mr. Kittson was present at all hearings at which this application has been dealt with.'"

History of Case.

The order continues: "In 1908, when the matters at issue in this application were being considered, the board came to the conclusion that the rails still had in them several years of useful life, and for that reason the board did not deem it expedient to finally deal with the city's application for an order requiring the company to reconstruct tracks. Accordingly the application was adjourned sine die to be mentioned again to the board, if the company fail to keep the tracks in proper repair."

About the middle of June last the complainant made application to the board to have the matter reopened. After due notice to the respondent, the board appointed Friday, June 17, 1910, to finally deal with the city's application for an order requiring the company to reconstruct tracks. The board's engineer and report upon the condition of the parts of the railway complained of was presented to the board, and after receipt of the engineer's report was resumed on July 5, 1910.

"After considering the engineer's report, upon which the complainant relied to establish the poor condition of the railway, and upon hearing the evidence adduced on behalf of the respondent, the board is convinced and finds as a fact that the parts of the railway complained of are in a dangerous condition and that the points where renewal is necessary to restore the same to a safe and satisfactory state should be made forthwith."

Company is Bound.

"The board is of opinion that the respondent, the Toronto Railway Company, is bound to reconstruct the tracks and the superstructure of those parts of the railway hereinbefore referred to."

"By clause 3 of the agreement made Oct. 6, 1899, between the Corporation of the Town of Toronto Junction and the Toronto Suburban Street Railway Company, the Corporation of the Town of Toronto Junction and the Toronto Suburban Street Railway Company, Limited, were incorporated in the agreement of Oct. 6, 1899, which agreement was duly ratified by the legislative assembly of the Province of Ontario. Clause 5 of the agreement of Nov. 11, 1899, is as follows: 'The Corporation will from time to time construct, reconstruct and maintain in repair the street railway portion of the tracks, substructure and superstructure of the railway system, BUT NOT THE TRACKS, SUPERSTRUCTURE OR SUPERSTRUCTURE REQUIRED FOR SAID RAILWAYS.'"

"There are only two parties interested in the railways referred to in clause 5 of the agreement, the Corporation of the Town of Toronto Junction and the Toronto Suburban Street Railway Company, Limited, and the Corporation of the Town of Toronto Junction is expressly relieved of that obligation. By necessary implication, the Toronto Suburban Street Railway Company, Limited, is bound to reconstruct and maintain in repair the said tracks, substructure and superstructure."

Must Assume Obligations.

"Under the terms of clause 3 of the agreement of Oct. 6, 1899, the provisions of the said clause 5 are expressly made binding upon the city company, i.e., upon the Toronto Street Railway Company. So far as the said section 5 is concerned, what do the words 'made binding upon the city company' mean if they do not signify that the Toronto Street Railway Company is bound to assume the obligation imposed upon the Toronto Suburban Street Railway Company, Limited, to reconstruct and maintain in repair the tracks, etc.?"

"By various statutes the City of Toronto now stands in place of the Toronto Suburban Street Railway Company. The order of the board will therefore go directing the respondent, the Toronto Railway Company, forthwith to reconstruct and maintain in repair the said tracks, substructure and superstructure of the railway complained of. The formal order may issue accordingly."

"No order as to costs save that the respondent company shall provide \$20 for stamps upon the formal order."

WILSON'S INVALIDS' PORT

A LA QUINA DU PEROU

A BIG BRACING TONIC

BIG BOTTLE — ALL DRUGGISTS

SOCIALISTS INCREASE

Organized in 42 States With 3,200 Local Societies.

NEW YORK, Aug. 8.—A report of the progress of the Socialist party thruout the United States for the last three years has been received by all the branches of the New York local party from Morris Hillquit of New York, Victor Berger and J. Mahon Barnes, secretary of the party.

It is stated that during the last three years the party has gained largely in numbers by sudden decisions of bodies of workers. One of these, it says, was the endorsement of the Socialist party by the United Mine Workers of America. The report says that on January 1, 1907, the Socialist party had regular state organizations in thirty-nine states of the Union, comprising 190 local organizations with a total membership of 26,784. At the present time, the report states, the party is fully organized in forty-two states, the number of its local organizations having grown to 3,200.

FARM LABORERS' EXCURSIONS

Western Call for Men.

Preparations have commenced in earnest for the wheat crop of Western Canada, and the farmers are suffering on account of the scarcity. To meet the demand for farm laborers in Western Canada, the C. P. R. have put in the rate of \$16 from all points in Ontario to any point on the company's line east of Moose Jaw. Trains will be run direct from all points in Ontario to Winnipeg, and the men will be re-ticketed there at the point where they engage to work without charge. After at least one month's work in the harvest field laborers will be issued tickets back to starting point in Ontario at rate of \$18. Tickets will be issued to women, but no half-rate tickets to children.

The excursion days will be Friday, August 12, and Tuesday, August 16.

CITY WELCOMES TEACHERS

Touring Party from England Entertained in Council Chamber.

Fifty London, England, school teachers, who are on a tour of Canada, in charge of J. Gautrey, a member of the London county council, were given an official welcome at the city hall yesterday afternoon. A number of the teachers are now being taken in Canada by the people of the home land, and the need of a true understanding of the facts concerning Canada.

The party later had a drive about the city in motor cars, and were given a reception in Rosedale school by the Toronto Teachers' Association.

MACKENZIE & MANN GET CONTRACT.

OTTAWA, Aug. 8.—(Special.)—The contract for the substructure of the bridge over the Saskatchewan River at the Pas Mission has been let to Mackenzie and Mann, the contract figure being \$100,000. The contract for the superstructure of this bridge, which will constitute the first link of the Hudson Bay Railway, was let some weeks ago to the Canada Foundry Company.

James Catchpole's Death.

That James Catchpole met his death thru falling over the banisters at the Prince George Hotel on the night of July 20, was the verdict of Coroner Graham's jury last night.

The evidence showed that Catchpole was somewhat under the influence of liquor, and the verdict suggested that more care should be exercised by the management in allowing the use of the railway in question.