

The Toronto World

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MAINTENANCE. TUESDAY MORNING, AUG. 9, 1910.

FIRE PROTECTION.

Cochrane has received an ugly but by no means a mortal blow. It is the fate 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 1866, 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 befel 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 profitableness of building with concrete and less congestedly 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 framer 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 restiveness 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 that 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 railroads 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 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 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.

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 the result of this is a national institution. The Quebec, Maritime Provinces and British Columbia members may outnumber the Toronto men, or they may not. The main thing 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 Legislature, but it is something about the "weight of loaves" 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, on the broad question of 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 alone 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 Hosea, "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 tickle declaring how much the bread and water together once 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 SEVENTH WARD SCORES ON RAILWAY

Terminal of the Hudson Bay Railway Scene of First Naval Battle in America. Continued From Page 1.

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 Company was incorporated in 1680, it was in the year 1680 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, DeRoche looked upon it as an intrusion of French rights and sent a party of 60 men under Troyes of Montreal to wipe out Fort Nelson and other forts which had been established in the north. DeRoche was one of this party and to their credit be it said, that they travelled up the Ottawa River to Lake Timiscaming, up the Montreal River, and by portages into one of those large rivers running north into James Bay, a trip which even in the present day would be considered an arduous one. The Montreal River was one of the earliest inhabited parts of Ontario, and tourists going to Elk City to-day, all note the remains of the old forts, 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 musk load-carrying men, and the fort was built up. DeRoche went up by sea in 1687 in the Pelican with three other ships and about a hundred men. In the straits, the Pelican, which was the largest of other vessels and sailed on to Fort Nelson. On nearing the fort, three vessels were sighted, which, DeRoche thought, were the remains of the 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, and the Pelican, which belied her name, fled. DeRoche's vessel, the Pelican, had received a quid pro quo from the Hampshire before she was captured, and was riddled so that after she anchored she split amidships and was lost. Nearly a hundred men were struck, and the two other vessels arrived before saying selge to the fort. Three days the factor and his men held out before surrendering. The fort was then captured, and the British 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 new world, and the first battle in the history of Canada, as witnessing the first naval battle in Canadian waters. Subsequent events of the Hudson Bay Company, how a handful of men stamped their nationality upon this new land by erecting trading posts and defending their commerce with arms. By this, the west was held British until colonial rule under British sovereignty. From the day Henry Hudson first discovered the early history of the Hudson Bay Company, the west was held British until colonial rule under British sovereignty. From the day Henry Hudson first discovered the early history of the Hudson Bay Company, the west was held British until colonial rule under British sovereignty. From the day Henry Hudson first discovered the early history of the Hudson Bay Company, the west was held British until colonial rule under British sovereignty.

ANNUAL TRAVEL MAGAZINE.

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Time for More Conservative Attitude.

LONDON, Aug. 8.—The Scotsman asks whether friendly sentiment has not induced the British capitalists to advance 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 time 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 itching, bleeding and protruding piles. See testimonials in the press and ask your money back if not satisfied. 6c. a tin. Solely of DR. CHASE'S OINTMENT, 215 P.M. DAILY EXCEPT SUNDAY.

NORTHERN NAVIGATION CO.

Sailing from Sarnia 3.30 p.m. every Monday, Wednesday and Saturday. From Collingwood 1.30 p.m. and Owen Sound 11.30 p.m. every Monday Wednesday and Saturday. From Penetang 2.15 p.m. daily except Sunday.

Tucketts True Cigarette Satisfaction. If you're looking for the kind of cigarette that pleases and makes you "want more"—if you want a cigarette of pure, wholesome tobacco, made by cleanly methods—then try Tucketts' "T. B. B." Cigarettes. You will find them of rarely delicate flavor—the flavor that comes only from pure, sweet tobacco, which, combined with their rich and pleasing aroma, affords perfect cigarette satisfaction to the particular smoker. Try a package to-day. 10c. a Package of Ten.

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 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 25,784. 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 \$10 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 points 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 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. 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 reconstruction 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 drunk, but it did not know anything specially about your honesty.

Honesty.

I was sitting at my desk when black Sam, who sometimes waits on me at my restaurant, entered my office. "What can I do for you, Sam?" I asked. "Ah, got a chance to change mah situation, Miss 'Clark," he said. "Yo kin see a good 'w'd' fo' me, can't you. Tell 'em Ah'm honest, 'n' s'ch?" "Of course," I hesitated. "You're a good w'alter, Sam, but I don't know anything specially about your honesty."

The Big Strike is Over! BUT EDDY'S "SILENT" MATCHES Are Still "On Strike" Eddy's "Silents" light every time. Eddy's "Silents" light every time. The Match with "The Head that won't drop off." A Sure Light—the First Strike. THE E. B. EDDY CO., Limited, Hull, Canada. Makers of Matches, Paper of all descriptions, Paper Bags, Wrapping, Toilet and Building Papers, Tubs, Pails and Washboards, Woodenware and Fibreware.

COAL AND WOOD AT LOWEST MARKET PRICE W. MCGILL & CO. Head Office and Yard: Cor. Bathurst & Farley Av. Branch Yard: 429 Queen W. Branch Yard: 1143 Yonge St.

PERMANENT MEETING PLACE Typographical Union Proposes to Erect Headquarters in Indianapolis. MINNEAPOLIS, Aug. 8.—Secretary-treasurer John W. Hayes of the International Typographical Union, read his annual report to-day, showing the organization to be in a flourishing condition. The borrowing of a large sum from the old age pension reserve is suggested in a report of the international executive council. The proposed loan would be used to secure a site, and erect a suitable headquarters building in Indianapolis, with the idea of making Indianapolis the permanent conventio place of the union.

MICHIE'S Finest blend Java and Mocha Coffee at 45c lb. is in a class by itself. It is a breakfast necessity. Michie & Co., Ltd. 7 King St. West.

DR. ROBINSON'S SOLUTION. Dr. R. H. Robinson says The World last night, "Why not use the money proposed to be spent in extending the intake pipe 500 feet, in bringing in water from the lake opposite Lorne Park or Scarborough? We can never get good water from our present intake so long as there is an island and an east wind to sweep sewage matter westward."

GOING TO EUCHARISTIC CONGRESS. Members of St. Patrick's Roman Catholic parish, who are to attend the Eucharistic Congress at Montreal in September, have made arrangements to go by the Turbina, leaving Saturday, Sept. 10. Rev. Father Doyle will be in charge.

The All-Water Route to Rochester, 1000 Islands, Montreal, Quebec and Saguenay River. Eastern resorts the steamers of the Richelieu and Ontario Navigation Co., which leave Toronto daily at 3 p.m. offer an attractive service, passing through the 1000 islands in daylight and connecting with observation steamers running the Rapids of the St. Lawrence River to Montreal, where direct connection is made for Lower St. Lawrence and all points east. Low round trip rates are in effect, including meals and berth, also special Saturday to Monday outings. Full particulars can be obtained at ticket office, 46 Yonge-street, corner Wellington-st.

Ex-Chief Commits Suicide. ROME, Aug. 8.—Signor Baliani, who was at one time head of the police of Naples and Florence, but retired on a pension in 1907, committed suicide last night. He had recently suffered from a paralytic stroke and he feared another.

Rev. Mr. Burnett Accepts. Rev. Christopher Burnett, widely known as an evangelist, has accepted a call to become pastor of Parliament-street Baptist Church. The pastorate has been vacant since the resignation of Rev. A. B. Park two months ago.

WILSON'S INVALIDS' PORT A LA QUINA DU PEROU A BIG BRACING TONIC BIG BOTTLE ALL DRUGGISTS THE ONLY PREPARATION ON THIS MARKET THAT HAS RECEIVED AS MANY WRITTEN ENDORSEMENTS FROM THE MEDICAL FRATERNITY

TUESDAY MORNING AUGUST 9 1910 JOHN G. Genuin White Outing Linen C. Rep and Linen I. Misses' Gingham and Linen Ladies' Muslin JAMES Sec. of For ed Wit The Assoc states that est conserv in the Unit turned from study of the American Penitentiary of the Unit Washington The Unit... million ac by means of it is lettin being done To carry vantage, provinces. up his rest he will train, organi wise to al Alarming OTTAWA, the departi... fatalitie, due to the legislation, establishm... that an m... The lady... com... Thur... dies of th... ladies' tea... to Niagara Club on... Queen's R... CALGAR... stant v... returned t... ence with... burser H... struction... Horseshoe... million do... Liquor... 73. Yet... Referen... party, pe... Sir W. I... Edm. G... tatio. Rev. N... Victoria... Rev. Fa... Michael's... Right H... Toronto... Dr. H... for the h... healthful... treatment... no public... ness, and... or corrag