

The Toronto World

A Morning Newspaper Published Every Day in the Year.

MAIN OFFICE 83 YONGE STREET

I. COURTNEY LOVE, Circulation Manager of THE TORONTO WORLD, do solemnly declare that the following statement shows the net circulation of THE WORLD for each day in the month of August, 1907:

| | | | |
|-----------|--------|-----------|--------|
| August 1 | 40,442 | August 17 | 42,342 |
| August 2 | 40,555 | August 18 | 41,894 |
| August 3 | 41,588 | August 19 | 41,894 |
| August 4 | 41,588 | August 20 | 41,598 |
| August 5 | 41,588 | August 21 | 41,447 |
| August 6 | 41,588 | August 22 | 41,591 |
| August 7 | 40,587 | August 23 | 41,594 |
| August 8 | 41,296 | August 24 | 42,098 |
| August 9 | 41,175 | August 25 | 41,756 |
| August 10 | 42,236 | August 26 | 41,756 |
| August 11 | 41,175 | August 27 | 41,833 |
| August 12 | 41,814 | August 28 | 42,177 |
| August 13 | 41,847 | August 29 | 42,038 |
| August 14 | 41,483 | August 30 | 42,436 |
| August 15 | 41,547 | August 31 | 43,159 |
| August 16 | 41,416 | | |

Total net circulation, 27 days... 1,143,743

Net Average 27 Days

42,360

The following statement shows the net circulation of The Toronto World, for the month of August, 1907:

| | | | |
|----------|--------|-----------|--------|
| August 1 | 40,442 | August 15 | 40,120 |
| August 2 | 40,555 | August 16 | 39,859 |

Net total, four Sundays... 161,662

Net Average Four Sundays

40,417

The foregoing figures include only papers actually sold and do not include damaged papers, samples or returned copies.

And I make the solemn declaration, conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath and by virtue of "The Canada Evidence Act, 1891."

(Sgd.) COURTNEY LOVE, Circulation Manager.

(Sgd.) JAMES BAIRD, A Commissioner, etc.

The World's circulation books, paper accounts, press room reports and press counters are open at any time to the inspection of any subscriber, any advertiser or any other newspaper.

JAPANESE IMMIGRATION.

Whatever diplomatic representations may be made regarding the voyage of the United States battleship fleet to the Pacific coast, it will be impossible to dislocate it in the public mind from the trouble over Japanese immigration. The States' Government has of course a perfect right to dispose of its naval forces as it pleases and the Pacific is as much open to them as the Atlantic. But if the president chooses to exercise that right just now in the way proposed, regard cannot be averted from the nature of the time and circumstances. This aspect of the decision and its consequence is necessarily present to both the United States and Japanese governments, however much it may be veiled by the externals of official courtesy. The Pacific cruise of this formidable fleet, including several modern vessels, counted by competent authorities among the most powerful in the world, will be read as a formal notification that the republic must be reckoned with and will maintain its position on that ocean.

Unless the Japanese Government is prepared to ignore all considerations except those that involve an absolute assertion of the right of unrestricted immigration, it is plain enough that some concession must be made to the pronounced sentiment of British Columbia and the Western States of the Union. On this matter the United States and Canada occupy similar positions, and this is a factor which the imperial government must ultimately recognize. Rightly regarded, there is nothing in the determination to preserve the Dominion as a white man's country that should antagonize any Asiatic nation. The natural instinct of a nation as of an individual is self-preservation, and it conditions Japanese policy quite as much as it does that of the United States or Canada. Japan has its national ideal and cannot deny to other nations the same right it asserts for itself. The trend of Japanese emigration should be westward, not eastward, and Korea and Manchuria are the proper outlets for it. It is true certain capitalists in Canada favor cheap labor and are prepared to subordinate national to particular interests in order to secure it. But other and higher economic considerations must govern a national policy. Japan herself pursues a policy of excluding cheap labor. Only the other day The New York Herald published a despatch reporting that several hundred Chinese coolies had been expelled from Japan because they were working on the railroads at a low wage. That drastic measure, it is said, was taken at the instigation of the industrial guilds and was carried out in pursuance of the right claimed by laborers at will. No different or greater right is claimed by Canada, and the argument against Asiatic immigration in order to secure it, is every way than that applicable to the case of the Chinese entering Japan. It is evident enough that outbreaks such as those occurring in Vancouver, however unjustifiable, will always be liable to happen while the conditions remain that prompted them, and the best and wisest course is to remove their occasion. This is admitted by such a sane and sober journal as The London Spectator, which recently pointed out that Australasia, Africa and Canada are as anxious as the people of California to exclude the yellow race. This determination on the part of the British states whose

proximity to the far east renders them peculiarly open to Asiatic immigration will assert itself, whether it suits the imperial authorities or not, and the prudent course is to accept it as the expression of an unalterable conviction. The projected Pacific cruise of the United States fleet will not lessen its intensity either in the republic or the Dominion.

VIADUCT OR BRIDGES.

Should the City of Toronto be called upon to bear any portion of the expense incurred in removing the danger created and maintained by the railways in the shape of level crossings on the Esplanade?

It is a fundamental principle of the common law of the country that any individual or company creating a danger must protect the people against that danger, and the carrying companies are not exempt from the operation of that law. There cannot be one law for the individual and another for the corporations.

When a contractor undertakes to erect a building within the city limits of Toronto, he is obliged to protect the people passing by from the dangers arising in connection with that work. In like manner a manufacturer who undertakes to install machinery in his factory is under an obligation to protect his employees from the dangers arising thru its use, and the railways must assume the responsibility of protecting the public against the dangers which they create.

The citizens of Toronto have a right to reach the water front without endangering their lives, and in granting the railways running privileges along the Esplanade this right was not surrendered, consequently it is the duty of the carrying companies to provide a safe and convenient access to the harbor for the use of the people; in other words, they must protect the public against the dangers which they themselves create.

There is a tendency on the part of the representatives of the city to throw up their hands every time they come into conflict with the railways, and time after time the interests of the people have been sacrificed by those who have sworn to protect public rights. As an excuse for this weakness, they allege that the railways quite overbalance the fact that their paramount duty is to be fair to the public whom they represent. It is unnecessary for our representatives to concern themselves about the protection of the interests of the carrying companies. Past experience should be sufficient to convince them that the companies are quite competent to take care of their own interests, and it is just as certain that the railways will insist upon getting everything from the City of Toronto to which they are entitled. On the other hand, the city will not receive anything from either the railways or the board of railway commissioners unless it asserts itself clearly and emphatically, and the representatives of the city should insist upon a removal of the dangers created by the railways without any expense to the people. If it is the duty of the railways to remove the danger which they create, there should be no hesitation on the part of the city in demanding a fulfillment of their obligation to do what is necessary for that end.

We have no desire to impose any hardship upon the carrying companies of the country, but the city must insist upon fair treatment from the railways and they must be compelled to assume the obligations imposed upon them by the common law. Be fair to the City of Toronto first, last and all the time, and the railways will see to it that their interests are properly protected.

There is no need for the City of Toronto to worry over these interests, as the roads have amply demonstrated their ability to take care of themselves.

THE TELEPHONE COMMISSION.

Had the management of the Bell Telephone Company, in its collective capacity, anything other than that lifeless entity known as a corporate conscience, they could hardly read the report of the Dominion commissioners without some spasm of compunction. Personally and individually directors and other officials of public companies no doubt possess the common attributes of humanity, and an average sense of responsibility, but round the board table notoriously know nothing, but the commercial necessity of making profits in any way and at any cost. This characteristic receives full illustration in the history of the strike of the Toronto telephone operators, as narrated by Judge Winchester and Mr. Mackenzie King. The story is not a creditable one for a company owning a valuable public franchise and earning the profits which the Bell Company does.

The findings of the commissioners completely justify the action taken by the employees, who did an important public service when they provided the means of revealing the methods of proceedings of the Bell Company. Nothing can be urged in extenuation of the attempt made to coerce the operators into signing a new contract which the commissioners pronounce to have

been oppressive and injurious to health as the old system, with smaller financial returns. Yet, in one view, there is nothing surprising in the arbitrary action condemned so severely in the report—little else could be expected from a public utility corporation of its class. Harsh treatment of defenceless employees and disregard of public rights, in order that profits may be increased, the public is now accustomed to associate with the private operation of franchises. Nor is it all probable that the Bell Company will now prove more amenable to considerations it has hitherto ignored. Relief can only be looked for from parliament and the government, but with locking of their hands, their paramount duty is to be fair to the public whom they represent. It is unnecessary for our representatives to concern themselves about the protection of the interests of the carrying companies. Past experience should be sufficient to convince them that the companies are quite competent to take care of their own interests, and it is just as certain that the railways will insist upon getting everything from the City of Toronto to which they are entitled. On the other hand, the city will not receive anything from either the railways or the board of railway commissioners unless it asserts itself clearly and emphatically, and the representatives of the city should insist upon a removal of the dangers created by the railways without any expense to the people. If it is the duty of the railways to remove the danger which they create, there should be no hesitation on the part of the city in demanding a fulfillment of their obligation to do what is necessary for that end.

CHICAGO, Sept. 12.—Plans for the construction of a mile race track on Zion City, the North Shore Colony established by John A. Alexander, Dowd and the Rev. of the Christian Catholic Church, were made public yesterday. Ground will be broken in a few days.

Jap Must Conform.

Eugene McSweeney, president of the United States Graphite Co., and publisher of The New York Herald, was in the city yesterday for a few hours.

He appreciates the gravity of the Japanese situation, as it has developed in Canada, and does not minimize the danger that threatens the United States. He thinks perhaps what San Francisco has had an indirect effect upon Vancouver, and he deplores it.

Yet he is firm in his belief that the Jap must conform to the laws of the United States, and if he objects must be prepared for resort to arms, which eventually the United States sees in the future.

Gave Him an Address.

On the occasion of his coming in connection with the department, John E. Hodgson, formerly inspector of high schools and collegiate institutes, was presented by the high school teachers of the province with an engraved address in appreciation of his high personal qualities and the good work he performed while in that office.

A Bad Wreck.

OTTAWA, Sept. 12.—(Special.)—The wreck on the C.P.R. near Plantagenet last night was caused by a train of ten empty coaches, being taken to Montreal, crashing into a gravel train, which was on a siding. The fireman was killed. The engineer was hurled 60 feet. The first car was piled on top of the engine.

Body on the Lake Shore.

COLCHESTER, Sept. 12.—The body of a young man was found on the lake shore, two miles west of here, this morning, with the letters "P. D. L." tattooed on the right arm. The body is supposed to be that of Percy Langdon of Conneaut, Ohio, who was drowned from a small boat near Bar Point one day last week.

Hays Hammond Ill.

GLOUCESTER, Mass., Sept. 12.—John Hays Hammond, the well-known mining engineer, is ill at his summer home near here. His condition is such, it is stated, that it may be some weeks before he will be able to return to business.

Political Intelligence

In connection with the Aylesworth meeting at Dundas, there seems to be no doubt of the accuracy of The World's report of the minister's speech, tho The Globe yesterday made an effort to show that the whole thing hinges on the use of the little word "if."

An examination of a number of papers which had representatives at the meeting is contradictory of The World's report, which said:

Mr. Aylesworth declared that if that election petition (against Mr. Borden) ever came on for trial, and the evidence was given in court, that had been told him, Mr. Borden would be disqualified from holding office of the commons for at least eight years.

"The statement," says The Globe, "that Mr. Aylesworth declared that he had been told by Mr. Borden, is a distortion of the minister of justice's words. Mr. Aylesworth was dealing with Mr. Borden's statement that Mr. Borden had knowledge of bribery and corruption in his constituency, and the minister of justice reported to the Globe, the minister of justice proceeded to condemn in measured terms the tendency of members of the opposition to base their charges on hearsay. If, he went on, they were to believe all they heard, the evidence against Mr. Borden in the House of Commons would be the quality him from office and banish him from the house of commons for eight years."

The Hamilton Spectator reports the statement thus: "Mr. Aylesworth said that if the things he heard about the conduct of the Halifax campaign by Mr. Borden's supporters could be established, Mr. Borden would not be elected by acclamation."

A despatch from St. John, N.B., says Mayor Sears has withdrawn his opposition to Hon. William Pugsley, and that the latter will be elected by acclamation.

Speaking of the rumor that he may join R. L. Borden in federal opposition, Premier Whitney said yesterday: "One says and hears many interesting political prognostications these days. I am still profoundly impressed with the amount of sound, effective and permanent work which may be done in the provincial legislature."

A rumor was current at Ottawa yesterday that Mr. M. C. Coulter, deputy postmaster-general, will resign his position to run for parliament in London. Mr. Coulter is away at present.

PHONE REPORT

Continued From Page 1.

have proper periods of recreation and relief and "overtime" made prohibitive, and the necessity of medical experts should further consider the conditions of the operators.

"Matters deserving of special consideration by the company," the report says, "are the necessity of making improvements suggested by some of the medical witnesses are suggested; the construction of the switchboard of far reaching, the perfecting of the lighting of the switchboard, and devices used for the purpose of relieving the operators each day, instead of once in two or three months, and the providing of sound for the hearing, and for her exclusive use; the construction of the seats so as to make them more comfortable, and so as to permit of an operator standing the question, in the words of one of its experts, has come to be 'primarily one of service rather than of profit.'"

Under the five-hours system, as practised by the company, the effort seems to have been to discover "the breaking point" of each operator, and to each operator to approach as nearly to it as possible. Experience, however, failed to prove that what was "the breaking point" of one operator was also a "breaking point" in the service and a change was accordingly decided upon.

We have only the strongest condemnation to offer for such a system as prevailed under the so-called five-hour system. Work was continued for five hours at a stretch. The majority of the medical witnesses were of the opinion that a total working time of eight hours, divided into two periods of two and one-half hours each, with an interval of at least one hour for lunch, was preferable to any other proposed scheme. The two and one-half hour periods were conceded in this case on account of the considerable length of that portion of the day during which there was no actual or anticipated work, and consequently greater opportunity for recuperation. Where such a rest period is to be covered in the course of a day.

The length of time to be fixed for relief should depend in part on the amount of work done, and the relief period. It was the general opinion of the doctors who appeared before the commission that the longer the period of relief the better, and that periods of less than 15 and 20 minutes were of little value.

No "Overtime."

Whatever the period of working hours may be, overtime, however, should be absolutely prohibited, as should also the practice of compelling operators to work a fraction of an hour either before or after the scheduled time, with, or as has been customary at the Toronto exchange, without compensation.

In the telephone operators at Toronto, a half-holiday on one of the working days of the week does not seem to have been the regular practice, and the operators appear to have been engaged in on a certain number of Sundays in the year by operators who received an additional allowance for this work.

We believe that work on seven days in the week should be prohibited, and that in the case of an operator being permitted, after having worked six days, to enter upon a subsequent day's work until after a break of at least 24 hours. We believe, moreover, that the weekly half-holiday in addition is in every way, necessary and desirable.

We believe that 17 is too young an age for a girl to enter upon the duties of telephone operating, and would recommend that young women should be prohibited from entering this class of employment until they have completed their 18th year.

We would also recommend that before being accepted by the company, operators should be required to pass an examination as to their health, especially as to their nervous system, throat, lungs, sight, hearing and tendency towards tuberculosis.

Changes in C.P.R. Mskoka Schedule.

The C.P.R. will make the last trip this season Saturday, Sept. 14, and the "Queen City Flyer," south-bound train, will make its last trip Monday, the 16th. On the new schedule trains will leave Toronto for Bala and Muskoka Lakes at 9 a.m., and for Chisholm at 6.15 p.m., south-bound, leaving Chisholm at 7.45 a.m., and Bala at 8.40 p.m., all daily except Sunday. Further information desired can be obtained at C.P.R. city ticket office, corner King and Yonge streets.

CASTORIA.

The Kind You Have Always Bought

Signature of J. C. Watson

"Ripper" Escapes.

BERLIN, Sept. 12.—Seneane man named Lolsky, arrested on suspicion that he was the "Ripper" who murdered several schoolgirls recently, has escaped from the prison hospital.

Abductees.

The special senses of sight, hearing

and speech are called into operation not only continuously, but constantly in a concerted manner; when not actually employed they are not resting, because the nervous system is constantly receiving impressions from the external world.

The liability to injury from shocks, the harsh words and abuse of subscribers, the irritations caused by the intermittent slowing of lights, reflecting the impatience of subscribers, the occasional buzzing and snapping of instruments in the ear, the noise of crowds where work accumulates, and the inevitable anxiety occasioned by seeking to make the necessary connections whenever a rush takes place, all combine to accentuate the strain upon an operator, and they are all factors more or less absent from other callings in which women are engaged.

The ability to secure operators is, we believe, chiefly a matter of wages, for few women know till they have been some time in the service the full nature of the strain it involves. Hours are, of course, a factor also, but they operate in relation to wages, in determining the available supply, and only in a secondary consideration in employment. The question of wages left to the market, cost and service dictated the conditions under which operators are obliged to work, and this leads to the adoption of methods whereby a maximum of work may be had, at a minimum cost.

Money Making and Humanity.

We believe that when in a question between the money-making devices of a large corporation and the health of young girls and women, business considerations should be compelled to make way.

A full determination of the effect of this class of employment upon the health of those engaged in it, it is to be had only as the result of expert medical investigation.

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EATON'S DAILY STORE NEWS

Saturday Shoe Clearance

Men's No. 7's at \$2.50

Women's No. 4's at 2.00

'They're samples—just the one size each—but money-saving that will make it worth your while to come for.

Men's Samples—The best boots made, in size 7 only, in patent colt skin, box calf, velour calf and enamel leather; also a lot of broken sizes and lines, sizes 5-12 in lot; the fact is, such shoes couldn't be bought ordinarily for about double

Saturday's quick price of \$2.50

Women's Samples—Size 4 only, beautiful boots, sent for trial and display purposes, all leathers, and Goodyear welted and turn soles; broken lots are thrown in, so that all early shoppers might benefit by the fractional prices we place on each to clear Saturday, pair \$2.00

SECOND FLOOR—QUEEN STREET.

THE T. EATON CO. LIMITED

STORE CLOSING DAILY AT 5 P.M.

AT OSGOODE HALL

Announcements.

Non-Jury Sitings.

Peremptory list for Monday, Sept. 16, at 2 p.m.

1. Thomas v. Imperial Export Co.

2. Polson v. National.