

THE TORONTO WORLD

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HALIFAX—Railway Hotel news stand.
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MONTREAL—Windsor Hotel and St. Lawrence Hall; all news stands and newsboys.
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All Railway news stands and trains.

Does The Morning World reach your home before 6.30? If it does not send in a complaint to the circulation department. The World is anxious to make its carrier service as nearly perfect as possible.

WE WANT A BETTER MAIL TRAIN SERVICE.

The public of Toronto and Ontario can better realize the inferior service which they are getting on the railways in this province by a knowledge of the fact that two of the so-called mail trains between Toronto and Montreal on the Grand Trunk are run without mail clerks of any kind. The mail bags are left to the handling of the baggage men, who are at present overworked with baggage. There is no sorting of mails on the way in connection with these trains, and nobody can go to the train and post letters as they can in the case of those trains which carry mail clerks.

This condition of affairs has been going on for seventeen years and there is no promise of improvement. The attention of the postmaster-general is now called to it, and he must see from the growth of the country that it is time mail clerks were put on these trains. It is also up to the postmaster-general to find a way of supplying Toronto with an early morning mail train both going east and west from Toronto. Such a train is needed by Toronto as well as by its newspapers, and the business requirements of the capital of the province cannot be properly met without it. We believe the trade of Toronto would be immensely benefited if the postmaster-general found a way of securing an early morning train out of this city at 4 or 5 o'clock in the morning each day.

Another grievance that the people of Ontario suffer from is the late hour in the day at which most of the morning accommodation trains going out of Toronto depart. The same timetable prevails to-day and the same number of trains run to-day as were run twenty-five years ago. Very little improvement has been made; and if any one cares to follow the accommodation of the hour at which the accommodation trains depart, it will be found largely due to the fact that most of the express trains arriving in Toronto from the east and the west are from one to two or three hours late almost daily.

The postmaster-general should look into these things and he must know that the mails due in Toronto by 7 o'clock seldom reach Toronto postoffice until well on to 9 o'clock. There are delays all along the line and the postmaster-general could profitably come to Toronto, bringing his best officers with him, and spend a week with them studying the mail question. The board of trade can help in the work.

MEN WHO WIN.

The progressive man naturally enjoys hard work, especially such work as calls for resource, initiative, and skill. He regards his work as a school, in which every new experience is an interesting and helpful lesson. He is eager to take new responsibilities, eager to do any piece of unfamiliar work, and eager to do more and more skillfully the work he already knows well.

The unprogressive man often has just as much natural ability as the other, but he has a wrong idea about work. Sometimes he works hard in the wrong direction because he thinks it is the right one. More often his failure to get ahead is due to the fact that he does not bring all his powers and enthusiasm to bear upon the work in hand. His whole heart is not in his task.

The unprogressive man does not consider his work a school, but vaguely imagines that it is a sort of punishment to be avoided if possible. It matters not to him that the world needs to have the work done—he thinks only of his own immediate comfort, and in so doing loses the great

reward which the world pays to its real helpers—the joy of a useful life.

If you know of an unprogressive man—one who shirks because he thinks he gains ease, and who works only from necessity—help him to see these two opposite standpoints. One clear glimpse of the true relations between him and his work will sometimes inspire a man and give to the world another progressive worker.

EDUCATION AND TEACHERS' SALARIES.

Among the duties imperatively demanded from a democracy none is more fundamental than the provision of a thoroughly sound educational system. It is the boast of the English-speaking communities of North America that as every soldier of Napoleon carried a marshal's baton in his knapsack, so the poorest boy in a public school may rise thru the higher schools to the universities and enjoy every advantage which, in many older countries, were till recently the privilege of wealth. That is right, but it is of equal importance to secure that the education imparted be in each grade, of the class best suited to develop an all-round, capable citizen. The training for that end must begin in the common school which, apart from its value as the first step in the educational ladder, is also the most valuable agent in the unification of a mixed population.

Ontario prides itself on the excellence of its school system. In theory it is admirable, but in practice there are unquestionably serious deficiencies due to imperfect recognition on the part of local authorities of the responsibility resting on them to provide at least reasonably good educational facilities. In the pioneer days, both of the United States and Canada, the establishment of the public school was a primary consideration. Indeed, the value of education was appraised all the more highly because of the difficulty attending its procurement. But now that schools are compulsory and the call upon local educational boards resolves itself into the provision of the necessary funds, a tendency exists in many quarters to limit the salary appropriations to the lowest amount at which a certificated teacher can be got. As a consequence the pedagogical profession is ceasing to attract young men who naturally prefer other lines of work that offer remuneration more in accordance with present standards of living.

There is and must be ample room for their relative numbers should be so disproportionate as they are now. The best authorities practically agree that after a certain age boys are best handled by men, and this is particularly true in the upper schools, but whether the teacher be male or female, it is essential that the scale of remuneration be sufficient to enable the teaching profession to hold its own with other walks of life. Public opinion in many rural communities of Old Ontario needs to be stimulated in this direction. Resentment has already been exhibited at the regulations made by the government for the purpose of enforcing a minimum salary, although these were merely conspicuous for their moderation and were generally supported. This is too important a matter to be dealt with from a party point of view, and every effort possible should be made to deepen the sense of responsibility on the part of local authorities for the efficient working of the provincial educational system.

ON WHOSE BACKS.

No one disputes the fact that the life underwriters of Canada are perfectly entitled to discuss the report of the committee on insurance, and any prospective legislation touching life insurance. Underwriters and policyholders alike are vitally interested in insurance legislation.

To discuss the probable effect of any proposed legislation is the undisputed right of both. If this discussion is for the purpose of getting at the facts, sifting the wheat from the chaff, and deciding upon the best mode of modifying or revising the insurance law of Canada, it deserves to be applauded by the whole people. But if it has a sinister purpose, if it is intended to belittle the public mind and to make it appear that the revelations made during the recent insurance investigation are trivial and not worthy of being remedied, then the discussion is a dangerous one, against which the people need to be warned.

At the present writing, we are free to admit that the Underwriters' Association is discussing insurance legislation professedly in the interest of the policyholders. It is well, however, to remember that the Underwriters' Association has other interests to consider, and will have nothing to do with the passing of legislation affecting insurance companies in Canada. The province of legislation for the people of Canada rests with the Dominion Parliament. The responsibility for this legislation will not be upon the shoulders of the Underwriters' Association, but will be upon the backs of the representatives of the people.

If the present and the prospective policyholders of Canada keep this thought in view, whatever the purpose of the Underwriters' Association, the ultimate result will be for the good of all concerned.

NATIONAL DECORATION DAY.

The Militia Veterans' Association Grand Council have announced that they favor declaring May 24 as the Canadian national day of decoration. The association will meet at the exhibition grounds on Sept. 6 at 3 o'clock.

SHOEWORKERS TO DEMAND GENERAL USE OF LABEL

Majority So Decide—Delegates May Lose Jobs if They Stay Too Long.

The International Boot and Shoe Workers' convention, now in session at the Labor Temple, promises to be the most costly and lengthy on record. They do not expect to get thru their business for at least another ten days. There are over 250 delegates present, each drawing \$6.50 a day for expenses. Starting from the opening of the convention, a week ago Monday, the expenses total about \$2000 a day. The president announced that several delegates had been notified that unless they returned to work on Monday next they would be discharged. This led to the passing of a resolution that it was desirable that all delegates should remain until the end of the convention, and if any were discharged they should be protected.

An acrimonious discussion took place on the recommendation of the adoption of President Tobin's report, the Hickey section being very bitter. It was finally carried by a vote of 203 with 23 against.

A resolution of condolence was passed to Delegate J. Lynn of Haverhill, Mass., who was called away on account of the death of his brother. The afternoon session was devoted to a discussion on the use of the union stamp, the committee recommending that its use be made compulsory by all manufacturers, others suggested that it be left voluntary.

The majority decided that coercion was the only method that would ensure good wages and healthy conditions for the workers, and that the same policy should be applied to all employed in the trade to make them join the unions.

BITTER COMPETITION IN RATES ACROSS POND

Fight for Control of Stevedore Passenger Business May Reach Ruinous Stage.

MONTREAL, Aug. 20.—A bitter competition for control of the stevedore passenger business between North American and the continent of Europe is now in full swing of development and advances this morning indicate that it may reach a ruinous stage if some agreement or compromise is not recorded in the immediate future. Indirectly the effect will be felt by the steamship lines in Canada, and they are already ready taking counsel as to how the difficulty may be met.

Twenty-three dollars from New York to Rotterdam is the rate now announced by the Russian volunteer fleet, and the Russian Asiatic Steamship Co.'s rate of \$2 below that, announced by the conference lines Saturday, the latter having made the reduction to compete with the Russian company.

Rates on Canadian lines have been considerably lower from Montreal to Liverpool than from New York to Rotterdam, but it is highly probable now that they must make new readjustment to hold their own against the rates fixed at New York. They run from about \$28 to \$23.75 on turbine engines and Expresses.

Representatives of three Liverpool lines here, the C. P. R. steamships, the Allan and the Dominion, have met and discussed the matter, but as yet are not prepared to make any definite announcements.

WILL RELIEVE STRINGENCY.

The Commercial, Winnipeg, Aug. 17.—The opinions of some pessimists that the crop condition will cause duller business here is absurd. Even admitting that the yield would be less than last year, it is estimated each acre of wheat will be worth about \$2 more than last year. That would mean that the total value of this year's wheat would exceed that of 1906 by \$10,000,000. Where, then, is there room for pessimism that the crop will cause duller business here? The money circulation of the country? The Commercial has maintained right along that this fall's crops would relieve the money stringency, and that a record business would be done in the West. Western Canada this fall and winter.

SWEET CAPORAL



CIGARETTES
STANDARD OF THE WORLD

Political Intelligence

The World continues to give the news and talk about politics, and most of all, about the men now in politics. They are all having a hard time of it. E. W. Thomson has been reading the riot act to Sir Wilfrid Laurier in a Boston paper. It was a most illuminating article, and The World published it in full. So did The Halifax Herald, with a lot of black-lettering thrown in. But all the hide-bound party organs took good care to keep their readers ignorant of it. But, since The World gave it widespread publicity, everyone is talking about it, and the more independent papers have commented on it a great deal. Soon after this Thomson outburst the Ottawa correspondent of The Toronto News started in to overhaul the Conservative organization. Incidental of the mention of the name of W. F. Maclean in the Thomson letter, the M. P. for South York has come in for a lot of criticism, some of it very harsh, some of it very true, but he, too, like the rest, more than the rest, must pass under The World's publicity searchlight. So to-day we give our readers the text of a cold criticism passed on him by The St. John Sun, now the leading Liberal organ in New Brunswick. Here is how it runs:

W. F. MACLEAN.

Editorial St. John Sun (Liberal), Aug. 17.

A few months ago Mr. E. W. Thomson, the well-known Ottawa correspondent, wrote an article for The Boston Herald, descriptive of Canadian political conditions, in the course of which he made the remarkable suggestion that Sir Wilfrid Laurier might strengthen his cabinet by offering a portfolio to W. F. Maclean. This might have passed for the irresponsible product of an ingenious but none too reliable political writer, hard up for pot-boiling material, but for the fact that Mr. Maclean himself has apparently taken the matter seriously. Not only has his newspaper, The Toronto World, given Mr. Thomson's article conspicuous publicity in its columns, but marked copies of The World of that date have been sent broadcast over Canada, presumably at Mr. Maclean's expense and instigation. This, taken in connection with the fact that The World of late has evinced a warm admiration for Sir Wilfrid, and a generous appreciation of the government generally, if it does not bring the matter into the realm of practical politics, at least opens avenues of interesting speculation.

ALSO A TRIBUNE OF THE PEOPLE.

Mr. Maclean, the nominally a Conservative, and actually a member of parliament on the opposition side of the house, belies the party name in his every characteristic, and is as little at home in his present company as a fish on land. Constitutionally, he is a Liberal of the most radical type, and continually the struggle between his situation and environment in which Fate has placed him is giving rise to peculiar situations. During his fifteen years' service as member of parliament, he has consistently posed as the advocate of the common people's interests, and tho he is demagogic in his methods, it cannot be denied that his policies have always supported his pose. Nobody has introduced so many measures of public interest as he, and tho, in every case, his propositions have at first been received coldly and indifferently by both sides of the house, he has hammered away indomitably, preaching to the public rather than to parliament, and, as a result, has had the satisfaction of seeing frequently both government and opposition swinging into line behind his suggestions—tho never of hearing either give him credit for causing the change. The railway commission, for instance, was largely due to his persistent advocacy of more stringent government control of corporations; the Bell Telephone enquiry was a measure instigated by him; so was the legislation bringing telephone and telegraph companies under the control of the railway commission; so was the insurance enquiry and the agitation for lower railway fares. Altogether, he has been a highly useful public servant, and, judged by his policies and performances, would be a strength to any government.

BUT HE IS A BANDIT, IN THE EYES OF SOME.

But his personality must be reckoned with by any political leader considering the advisability of affiliating with him, and if the idea of taking Maclean into his cabinet has ever occurred to Sir Wilfrid, thought of the Maclean idiosyncrasies must give him pause. Able and original and versatile and unconquerably plucky as Maclean is, he is by nature a typical Ishmaelite, as impatient of all authority and as careless of his methods of evading it as even the Moroccan bandit who recently kidnapped his famous namesake. "The man with the knife" is his common cognomen, and, if his colleagues can be believed, it aptly describes him. The instinct of discipline is not in him, and a man lacking that is not conducive to peace in any party. So, tho he is unquestionably one of the most useful men in the house, and might, by reason of his undoubted ability and popularity with the Ontario masses, make a capable and useful minister, it is doubtful if his presence in the Laurier government would prove of any permanent strength. Sir Wilfrid, like his famous predecessor, Sir John A. Macdonald, is not inclined to be long patient with insubordination, and it is doubtful if he and Maclean could get on together. As a matter of fact, speaking politically, Maclean is probably of more use to the government in his present role of thorn in the opposition's side than he would be as a minister.

HE APPRECIATES THESE BOUQUETS.

P. S.—The World asked the member for South York what he thought of this opinion of him, and he said he thought it was too flattering. Indeed, he was getting off easy. When he looked across the 49th parallel and saw what they were saying of those who upheld public rights there; of those who were enforcing respect for public law, and who were, because of that, held up as "wreckers," as "disturbers of prosperity," as "Socialists," as "White House cranks," and all kinds of other hard names, he thought he was getting off easy with being called "the man with the knife," or "brigand," or "bandit." But, admitting that he was a "bandit," "an Ishmaelite," the people of Port Hope and Cobourg were saving 25 cents and 30 cents on each trip to Toronto, and a great many other people in other places were making a proportionate saving in railway travel, and he didn't mind the hard names. He rather liked these attentions. They helped to make him picturesque, at least, and picturesque was quite a useful thing to have about the house. It was often gentlemen who could not make themselves picturesque, who went out to "touch up a bit" those whom they didn't like. And finally, he said that, after reading Mr. Borden's program, as outlined at Halifax last night, that gentleman, too, might be called "a bandit" before long, and after Mr. Roosevelt's speech of yesterday, he, too, might be styled an "Ishmaelite."

WILL VISIT NIAGARA AND CROSS THE BORDER

German Prince Expects to See One of the Wonders of the New World.

NORFOLK, Va., Aug. 20.—To-day's feature in connection with the visit of Prince Wilhelm of Sweden will be a brilliant reception, to be tendered aboard the cruiser Flygia, in Hampton Roads, this afternoon by the minister from Sweden and Madame DeLager.

Princess, in honor of the prince. To-night the governor of Virginia and Mrs. Swanson will entertain the prince at dinner at Old Point Comfort. The Flygia with the prince aboard sails to-morrow morning for Newport.

R. I. His itinerary will, it is said, include a hurried visit to Niagara Falls, when he will cross the Canadian border. He will return from Niagara direct to New York and conclude his engagements there, and the Flygia is expected to sail from Boston Sept. 5.

Algonquin National Park. A veritable paradise for the angler, hunter, reached only by the Grand Trunk Railway System. The lakes and rivers, numbering considerably over 1000, form a veritable network of waterways, affording innumerable trips for the canoeist and camper. The best and fullest information can be obtained from the excellent illustrated and descriptive folder, "Algonquin National Park," issued by the Grand Trunk Railway. Call at city office, northwest corner King and Yonge-streets, and get a copy.

Kingston to Ottawa. OTTAWA, Aug. 20.—The G.T.R. is to proceed without delay the construction of the line between Kingston and Ottawa as soon as the route before the department is approved. They promise as much.

A Watch for a Lady

The Prettiest and Best \$10.00 Will Buy NOW who's not enough interested in that to want to know more about this watch!

It's a splendid timekeeper.

THE CASE is almost an ornament—it is a fine piece of workmanship without a doubt, backed by our 25-year guarantee; the popular 6 size; stem wind and stem set; hunting; engine turned, fancy engraved or plain (which is suitable for monogram). All are 1907 designs, and that fact is stamped on the inside.

THE MOVEMENT It's a Waltham! An extra fine one of latest improvement, and the most durable.

And now, if you're going to buy a watch for a lady, you'll have reason to thank us for putting you in the way of this little gem and for saving you money on your purchase.

THE PRICE IS \$10.00.

MAIN FLOOR—YONGE ST.

THE T. EATON CO. LIMITED

Since it is true that—

"IN TORONTO AND ONTARIO

nearly everybody reads

THE WORLD"

there can be no escape from the conclusion that the advertiser can reach nearly everybody in Toronto and Ontario thru the columns of The World.

UPPER HOUSE MEMBERS DON'T CONSIDER WOMEN

New Zealand Will Not Have Suffrage for Women Under Much Herald Bill.

WELLINGTON, N.Z., Aug. 20.—The women politicians whose cause was championed by the house of representatives of New Zealand received scant consideration from the legislative council, which to-day, without a division, rejected the bill providing for the election of an upper house by the house of representatives. According to one of the clauses women electors were to be eligible as members of the upper house.

The legislative council of New Zealand, or upper house of the general assembly, now consists of forty-four appointed members, some of whom are life members. The house of representatives or lower house is composed of eighty members, elected by the people for terms of three years.

Woods-Norris, Limited, Growing. In February last the Woods-Norris Advertising Agency moved to new, handsome and commodious offices in The Mail Building. As a result of the rapid expansion of the firm's business, more room was required, and a large office on the west side of the building has been added to the suite, which now

The brewers in Pilsen, Bohemia, use the same formula as is used in brewing the famous



Money cannot buy better Coffee than Michie's finest blend Java and Mocha, 45c lb.

Michie & Co., Limited

NIGHT SCHOOL FOR YOU Best individual instruction. Thirty subjects, including shorthand, bookkeeping, math. Open Aug. 19, day and night. British Canadian B.C., cor. Bloor and Yonge. N. 4781. R. A. FARQUHARSON.

gives the agency approximately 200 square feet of floor space. The addition has been fitted up for the accommodation of the copy and art department.

THE TRADERS BANK OF CANADA

INCORPORATED 1885

Paid-up Capital	\$4,350,000
Reserve Fund	\$1,900,000
Total Assets	\$33,700,000
Deposits	\$23,500,000

Head Office, Corner Yonge and Colborne Streets, Toronto.

BRANCHES IN TORONTO:

Cor. Yonge and Colborne Sts. Cor. King St. and Spadina Ave.
Cor. Avenue Rd. and Davenport Rd. Cor. Queen St. and Broadview Ave.

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A general banking business transacted.