

# The Toronto World

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SATURDAY MORNING, SEPT. 21.

## The Incentive of Public Service.

We shall now have a demonstration of the reality of what has often been doubted in Canada—that men of experience, of ability and of approved merit are not only willing to serve the public but that they are to serve private interests, but that they are to serve private interests, but that they are to serve private interests.

A certain order of mind inclines to think that a public servant with great opportunities will use them only for his own advantage, and cynics who have never read Hepworth Dixon's "Life of Bacon" with the documents are fond of quoting Macaulay and Pope to the effect that the wisest of men will yield to the temptation to graft. It may suit the cynics to think so, but the facts are against it, and Bacon's life, as Dixon proves by documentary evidence, was absolutely free from such taint.

It is the rare exception that a man falls in his public trust. The percentage of failures is certainly no higher than in private business. And there is good reason for it. Leaving aside the legal deterrents which are just as potent in public as in private affairs, the incentive to upright dealing is much higher. Some men who have not evolved the consciousness of responsibility imposed by a trust, but the number of these men who could pass the other qualifications for public service are singularly few. Responsibility calls for the development in men of an order of all-round trustworthiness in the discharge of plain business and commercial affairs which in the higher ranks begets the loftiest morality. A man cannot be crooked in one department of his nature and not be crooked elsewhere. The man who emerges has done so because his general average must be high. A break in one line of action would so lower the general average that he would be ranked with the inefficient. This is why, more than for any other reason, the drinking man has disappeared from big business.

It should be clearly kept in mind that politicians are not necessarily business men. This is why it is demanded that the great public services shall be kept free from politics. The men who come from big business take their place in the big business affairs of the nation are of necessity of approved probity. They have graduated in the school of responsibility, and its acid tests have discovered no flaws. Very frequently the politician, especially in local matters, has never been tested at all. If he realizes no public responsibility and is conscious of no higher aim than his own advancement, there is nothing to warrant his admittance to the ranks of those who have shown their mettle in the success of real service. Too frequently the failures of business get into politics. The inspiration of serving his country, of making the nation an abler, finer unit in the human order, of developing a new condition of efficiency and organization, these things appeal to the responsible public servant as his craft to the artist, as harmony to the musician. When men begin to make history a new note is struck in their consciousness. A new note in Canadian history is struck in the public utilities. The honesty and the skill with which they are carried on will furnish the nation with new standards of public life.

## Belgium, the Martyr.

It must astonish the Huns and upset all their theories to find that the little Belgian nation, in spite of all the "schrecklichkeit" and diabolism with which the Kaiser has visited it, is still as gallant as ever, still as fully possessed of its soul, still as determined to see the Hun farther before it would yield a jot to the iniquitous demands made upon it, still as haughty as ever in rejecting the insulting proposals made against its honor, still as proud in the assertion of its independence.

The latest proposal of Germany that Belgium will abandon its neutrality and become a western bulwark of Germany with commercial and economical connections which would eventually bind the Belgian people to Germany is incompatible with the undying spirit of nationality which the modern Belgians have in-

herited from their far forefathers. Her language policy was to be dictated to her by the Kaiser, and she was to be the cat's paw to pull the monkey's colonial chestnuts out of the fire. Belgium's No 12 as a defiant as four years ago and she still stands with those who would dam back the tide of Hun militarism.

In one sense we are doing much for Belgium. Britain entered the war because of her, and we shall fight till the death in that cause. But there are many who do not yet realize all that Belgium's action has involved in suffering for herself, or all that her heroism meant for us thru her assistance in holding the line that was so nearly broken in 1914. Belgium thrust her poor bleeding body in the gap and held it just long enough to check the savages in their levy on humanity.

What have we done in return? Every man can say for himself. Have we done more than read the newspapers, or let our relatives and friends go to the front for Belgium? Have we thought of Belgium as the friend who gladly laid down her life that our lives should be preserved? Their sufferings are not over. Daily hourly their sufferings are not over. Their outraged people, their starving aged ones, their dying children, have cried for help and for vengeance. Are we keener to send vengeance than help? Do we admire the soul of Belgium that is not lost? And then we are careless whether that hero soul has a body in which to make its peace? The Belgian Relief Fund is presenting a case that brings these questions home to one's heart, and the tragedy of Belgium is our business. There are little babies there, crawling up in the hunger line, pinched with famine, waiting for the bowl of soup and the two bits of bread that will keep them alive for another day. And they are hoping that we shall not fail to send the bits of bread. The dogs ate the crumbs that fell from the rich man's table. Have we no crumbs to send to these infants? One could even starve more comfortably knowing one had helped to relieve some of these little ones.

The horrors of the situation in Belgium are nothing to the horror of being able to help and failing by carelessness or neglect. There are other victims of the war, it is true, but these are now brought specially to our attention, and next week has been set apart for measures of relief with the intent of helping the neighbor in Belgium that has fallen among the thieves of Potsdam.

## Putting Up the Price of Paper.

We invite the careful attention of our readers to the letter which appears in another part of this paper from the newspapers' committee. R. A. Pringle, K.C., newspaper publisher at Ottawa. The letter complains of the recent ruling by the commissioner that public hearings must be resumed before him next Monday and that a new price for newspaper paper will be fixed on Oct. 1.

The advance in the price of newspaper paper may well challenge public attention. It has already forced many papers to suspend publication, and a number of others, especially the smaller papers, are finding the greatest difficulty in making both ends meet. Another twist of the wrench, another upward shoot in the price of their raw material will probably force a number of them out of business.

A free press is no less essential to the safety of a nation than a free government. Hence as a matter of public policy the government may well intervene to protect the publishers from extortionate prices. The newspaper commissioner is examining into the subject, but as our readers will see by the letter above referred to, the publishers are asked to digress and controvert on a few days' notice the voluminous report of an expert which has been in preparation for many months. The requirement is so unfair and impossible that the newspapers' committee feel nothing can be accomplished by their being presented at the co-ning hearing before the commissioner.

An impression has grown up that the newspapers have recouped themselves by increasing their price to two cents a copy. As a matter of fact they would be much better off with the old price of paper and selling at one cent a copy. They can scarcely subsist as things are, and the Montreal Gazette has given notice of an increase to three cents a copy. This tendency to pass everything on to the public, however, is one to be resisted. At best it helps the newspapers financially by limiting their circulation and by decreasing their number. It tends to monopoly, and is prejudicial to the public interest.

Let the newspapers get their raw material at a fair price, and let the everyday citizen get his daily paper as cheaply as possible. The publishers are convinced that they have a good case, but they demand time and opportunity to properly present that case to the newspaper commissioner and to the people of Canada.

## NO FALSE U-BOAT HOPES.

London, Sept. 20.—Lord Northcliffe, addressing the Newfoundland forestry companies engaged in wood-cutting in Scotland, at Kensington Camp yesterday, urged them not to let the prevalent false optimism about submarines cause them to relax their timber-getting efforts. He said every stick was a plank in the bridge of victory.

# THE KNOCKERS OUT AGAINST PUBLIC OWNERSHIP

Scarcely a cheer, or sound of jubilation comes from the press over the great event by which a nation-wide railway system passes under national ownership and operation. The Toronto Globe, which has been every now and then advocating complete railway nationalization, devotes a long editorial, not to celebrating the big step forward just taken by the government, but rather to pointing out with gloomy forebodings the difficulties which beset the undertaking. We are told that government ownership is not a new thing in Canada, and that we have had it for half a century on the Intercolonial, with ever-recurring deficits. The road, we are told, has never paid its fixed charges, and has not always been able to meet its operating expenses. Henceforward, the Globe tells us, passenger and freight rates must be jacked up on the Intercolonial, and indeed on the entire government system so as to enable the Canadian Northern, the National Transcontinental, the Intercolonial and all the other government roads to earn not only operating expenses, but interest charges upon the capital invested, and we read: "Railway rates must be such as to meet not only operating costs, but all fixed charges. There is no equitable reason for the continuation of a system under which passengers are carried and goods shipped at less than cost, and the loss to the national treasury is made good by an excessive income tax or customs levied upon all the people, many of whom may never use the national railways."

This is self-evident, but there may be a disposition in certain parts of the country directly affected by the momentous changes that have taken place to load a part of the inevitably huge fixed charges of the state-owned roads on the taxpayers. That is no longer possible. Railway rates in Canada hereafter will have to be fixed at figures that will enable the government railways to pay their fixed charges without having recourse to the public till.

This advice, if followed literally, would wreck public ownership and paralyze the commerce of Canada. The National Transcontinental, for example, is a colonization road which can hope for years to come to more than make operating expenses. If its rates were made high enough to pay interest on its capitalization of two hundred million dollars no traffic could be secured. The Intercolonial, taking one year with another, scarcely earns enough to pay operating expenses and provide for renewals and betterments. The Globe would have it charge rates high enough to secure a return upon the capital invested estimated at \$110,000 a mile. The Canadian Northern was unable during the past year to meet its fixed charges. The Prince Edward Island Railway and the partly constructed Hudson Bay Railway can scarcely be expected to earn operating expenses. For the government, therefore, to attempt to make the system into which these roads are to be combined earn enough to pay operating expenses, fixed charges and betterments can only mean an increase of at least one hundred per cent. in passenger and freight rates.

During the past year or two the cost of railway operation has enormously increased. Freight rates have risen, increased forty per cent. during the past year, and yet since January first net earnings, and even gross earnings, have fallen off. The gross earnings of the Canadian Northern, for example, for the inclusive period from January to June inclusive showed a steady decline from million dollars per month, compared with 1917.

The Globe's advice is, therefore, foolish. We can only hope it is not malicious. It points out that rates are eighteen per cent. lower on the Intercolonial than on the other roads, and thinks they should be increased. Perhaps they should, but if they are to be increased sufficiently to meet fixed charges, they would have to be doubled. Does the Globe wish to stir the Maritime Provinces to something like mutiny against the proposed unification of our state-owned roads into one national railway system? Does it desire the public to associate national ownership of railways everywhere with extortionate passenger and freight rates?

We have no doubt that it may be necessary to increase railway rates both east and west, but the charge for the service should never be more than what the service is really worth. With the consolidation of the various state-owned roads into one system many economies can be effected, and when we ultimately nationalize all the railways the great saving of the Canadian Pacific will help repair the unavoidable deficits on some of the other roads. Perhaps sooner or later we will have to write off excessive capitalization. The main idea of public ownership, after all, is not profit, but service.

The World greets the rising sun with a smiling face. We are sure that the Canadian Northern directors will soon have under their control all the state-owned roads in Canada. We have reason to believe that the Grand Trunk and the Grand Trunk Pacific lines will soon join the system. We are confident that the management in charge will effect wonderful economies and will show a large increase in net earnings. We believe the national system is going to be such a success as to compel the Canadian Pacific to apply for admittance. Higher freight rates may be necessary, but we do not believe they will be made effective in a ruthless or tyrannical manner. Equalization of freight rates may be necessary, but we do not believe that the public will be unfairly dealt with. At any rate, we are not going to knock the new national system before it gets under way. There was a good deal of knocking of the national system in the United States, including Mr. McAdoo, however, went ahead and has so inspired public confidence that the person who now maliciously knocks the government administration of railways in the United States is regarded as a public enemy.

The Mail and Empire, therefore, follows the government. It but, as to its policy of railway nationalization, it follows with leaden feet. The government is cautioned against rushing with headlong haste into more nationalization. The Mail is, apparently, hopeful that the Grand Trunk lines will not be acquired, and more than that.

mates that the competition of the Canadian Pacific may put the national railway system out of business. At best, our neighbor seems to look upon the government's recent achievement as a mere experiment, which can be tried out for a year or two, at the end of which time we may decide to revert to private ownership. To quote: "The all-important thing is not headlong haste in increasing the state's railway ownership, but to get the country the very best service out of all the railway systems operated within its bounds. If the Grand Trunk and the Grand Trunk Pacific Companies can carry on for a year or two upon their own resources, and handle with economy and despatch all the traffic that is offered to them, we see no reason why the government should not let them do so. It is not a time for plunging blindly into unnecessary debt. In the meantime, the new government board can be tried out, and the public can see whether they are better served by government commission administration of the G.N.R. or by company directors administering the Grand Trunk systems."

The Globe and The Mail alike bring funeral bakemeats to furnish forth the wedding breakfast. They do not rejoice over the nuptials, but go about with long faces, shaking their heads in ominous prediction. But they at least say something, while the papers of Montreal, Ottawa, Hamilton and London remain silent. The Hamilton Herald, it is true, has something to say, but it is mainly to deplore the fact that no representative of labor has a place on the new directorate, and the Globe regrets that a public ownership man is not on the board. Possibly the Junta of lawyers who more or less dominate the Ottawa government did not want a labor man or a public ownership man on the board. At the same time we are sure that the employees of the national system can count upon just and considerate treatment.

The Globe also objects to the fact that some of the eastern directors have been distinguished in the past by their zeal for public ownership. This publicly points at Mr. Hanna, the new president. It must be remembered, however, that The Globe, while it opposed the selection of Mr. Hanna, and also the selection of Mr. Cochrane, declined to suggest anyone for the place except Lord Shaftesbury!

The Toronto News very pertinently points out that, if Mr. Hanna had not been appointed president, the government would have had to fill that position with some other man actively identified with a great railway corporation, and possibly would have had to go for such a man to meet the opposition of the public. The News says that Mr. Hanna is a well-served tribute to his integrity and ability. It commends the progressive course of the government, and urges the speedy nationalization of the Grand Trunk.

Sir Robert Borden and his colleagues have made a fine start in the nationalization of the country's railways. The Grand Trunk and Grand Trunk Pacific are shortly to be taken over. The administration should complete the transfer of the United States, the government road under one management as rapidly as war-time conditions permit. Once the Grand Trunk, Grand Trunk Pacific, Canadian Northern, National Transcontinental and Intercolonial Railways are linked up, this country will possess one of the greatest, if not the very greatest, state-owned transportation systems in the world.

Our national system is undoubtedly weak in the Ontario peninsula. It does not serve that fair portion of Ontario which borders upon and runs back from the Lake Erie front, and it does not extend to the Niagara or the Detroit River frontier. As the Intercolonial has been a Maritime Province road so the Canadian Northern has been a western road. The system to be completed and well balanced should include the Grand Trunk, which fairly assures the public of Ontario. Running rights and traffic arrangements at any rate should be secured without delay.

But the outstanding fact is that Canada's national system is the great undertaking of national ownership and administration of railways, telegraphs, express and parcel post; and that the government has entrusted the management of the nation's railways to a board of railway and business men who are to be free of any and all political interference. We are making the start in earnest and we may make some mistakes, and we will certainly encounter criticism—fair and unfair—of such a policy. But we will go on nevertheless and the public will support the new departure. If the officials and directors are not equal to the responsibility imposed upon them we will have to try other men to do the work. But first let us give them a chance to show what they can do. Don't knock but encourage. Most of all patronize your own road and telegraph. There are difficulties in the way. The many mistakes in our railway history in the past have to be overcome as best we can, and the friends and agents and organs of the private-owned railways will be busy doing their best to discredit the policy and the men carrying it out. But public opinion is with the new plan, and public opinion, if nothing else, will form the new board and officials to get straight and serve the nation. The World is very concerned in getting the system going that it is in finding fault. Let the public watch the directors and the officials; also keep their eyes on the knockers in the press or in conversations. The hope of public ownership is in the watchful eye of the public more than in anything else, and in its undivided and persistent support. The people must "root" for their own railways. Don't knock!

Our Serial Story  
"THE WIFE"  
Will Be Found on  
Page Ten

# FOLLIES OF THE PASSING SHOW—By Mitchell

(Copyright, 1918, by Public Ledger Co.)



A portrait of the gentleman who would like to declare war on Sweden

## A Line of Cheer Each Day of the Year

By John Kendrick Bangs.

### DEATHLESS DAY.

Some poets in their mournful lays Delight to speak of "long dead days." As if a day by passing by, could ever really truly die—

A day is but a span of light That merges dawn and noon and night In swift succession hours in one Eternal smiling of the sun.

And hence it is my heart is rhyed With the eternity of day, I sing Shall sing the deathlessness of time!

### TARTARS HOLD BAKU.

Constantinople, Sept. 20.—The Town of Baku, Trans-Caucasia, has been occupied by Tartar volunteers, says an official statement issued by the Turkish war office.

## High Prices and Farm Produce.

Editor World: Just a few lines re the article of T. M. Humble. I take issue with him in reference to justification. I am not interested in the milk going to Toronto, but why should the milk producers not raise prices as well as any other line? Big as it may look the prices of dairy and farm products are not in it with all lines of manufactured articles. Look at the price of hides, and look at the price of harness. Weigh up all the leather in a set and the castings and see what you pay a pound for leather and iron. I bought 11-2 ounces of leather recently and paid 28 cents for it. I did not buy it by the ounce, but I weighed it when I arrived home and it weighed 11-2 ounces. Figure it for yourself and compare the price of hides and leather. I am not in favor of the boasting, but what is the producer going to do? Everything he touches is soaring out of all proportion to his line of production when climatic conditions do not affect his production. Going into all lines of

## COMPANIES INCORPORATED.

Ottawa, Sept. 20.—Incorporation has been granted to the following joint stock companies: The Parle Store, Ltd., Montreal, capital \$25,000; Cedar Products, Ltd., Amherst, N.S., capital \$500,000; Toronto Athletic Club, Ltd., Toronto, capital \$50,000; Canadian Patent Hat Lining Company, Ltd., Montreal, capital \$20,000.

# After Six

AFTER six, when the strength-sapping labor of the day has taken all the gimp out of you, and you arrive home tired, all in, just ready to drop, then it is you'll really appreciate and feel the benefit of

## O'Keefe's IMPERIAL BEERS

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The healthful principles of hops and malt are embodied in these brews, making them not only delicious beverages, but excellent to restore vim and vigor.

O'Keefe's Imperial Beers are made under the most rigid conditions of sanitation and come to you pure and wholesome. Any member of the family can enjoy them. They are refreshing and delicious.

Ask for Imperial Beers at hotels and restaurants, or order by the case from your grocer.

O'KEEFE'S "O.K." BRAND and YORK SPRINGS GINGER ALES on sale at all hotels, restaurants and refreshment stands.

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## Special Ladies'

We are showing of new and winter styles. The class and cat favored and priced moderate.

## Ladies' S

Special display in splendid styles. The class and cat favored and priced moderate.

## Underski

We show trimmed, new, and old. The class and cat favored and priced moderate.

## Autumn

Charming, trimmed, new, and old. The class and cat favored and priced moderate.

## JOHN C

Ladies' and Gentlemen of all kinds. The class and cat favored and priced moderate.

## LENGTH IS

## Important Before

The first rest of the season is now on hand. Monday, and the affair. The class and cat favored and priced moderate.

## POWER TR

## SUBJ

P. M. Lincoln Electric Company lecture on the "Electric Power" before Mr. Lincoln.

Mr. Lincoln's lecture on the "Electric Power" before Mr. Lincoln.

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