

The Toronto World

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THURSDAY MORNING, MAY 24.

Women Not to Be Humbled.

In giving the franchise to six million women in Great Britain it goes without saying that a new heaven and a new earth are as definitely expected as the old earth is definitely passing away. We may have to wait some time for the effects to be manifest, just as the world had to wait some time after 1832 before the effects of the first reform bill began to be seen, but a lot of things have happened in Great Britain since 1832 which never could have come to pass had the reform bill not been passed.

Talk about bringing in the new world to redress the old is trite compared with what bringing in the woman's vote to reform humanity will prove to be. And experiment of giving the woman a vote would not have been tried had it not been proven that no worse middle of affairs was possible than men unaided have made of them.

Very few politicians who have ascertained the changed policy are able to explain clearly to themselves why they have done so. In most cases, especially for the professional politician, it has gone against the grain. The usual explanation is that the vote is given on account of the remarkable share women have taken in war work. Some of the leaders have been honest enough to admit that this is inadequate and not the real reason. The remarkable share that women have always taken in peace work would be a still more valid reason.

The real psychology of the change is that the weight of responsibility of misgoverning the world has become too great for man to bear alone, and the woman may never admit, especially if he is a politician, he is heartily glad in the face of the awful calamity of the great war to call in his always active partner to share his responsibilities. It will be found also, wherever there is an objection to suffrage on the part of the women, that the real reason is the objection to share responsibility—not the objection to share authority.

But one revolutionary change is coming, and it is coming as much in self-defence as the institution of the man themselves as from any pressure on the part of women. It is the equalization of the wage standard wherever men and women compete in labor. The greatest mistake men ever made was to allow women—not to work—but to undercut them in wages. Equal pay for equal work should be the rule and will be the rule when women have the influence and authority of the vote. By no amount of sophistry can it be shown that a woman doing exactly the same work as a man should be paid two-thirds or half as much for her labor.

"GOING TO CONSCRIPT THAT FAT GUY TOO, CAP?"

agree if science is willing to take on, shall we say, to keep her position of humble dignity at the toll's bench and the investigator's laboratory. There is no finality for science, any more than for commerce, for politics, or the nations. While the world changes, science must change also. Hadum that let a lot of light into the brains of the world in the last ten years, and we believe the doctrinaires and idealists of science must revise their conclusions, as well as those in other walks of life. It is the chief duty of science that it is democratic beyond measure. All the scientific men have to sit at each other's feet, whether they like it or not. If they can do so with a good grace, it is to the advantage of the humanities, but, in any case, it dispenses the doctrinaires and the dogmatists, and it gives the idealists a new direction.

Paving Without Sewer.

Editor World: Some time ago the city department of works recommended a concrete pavement on South Mount Pleasant road, and as there is no permanent sewer on this street the ratepayers petitioned against the pavement and the project was abandoned. Now, after a lapse of two years, the works department has decided to construct the pavement as a local improvement without consulting the ratepayers or without any properly signed petition. As the ratepayers on other streets have difficulty in obtaining pavements on petitions I cannot understand on what principle the works department acts in this case where a pull is effectual?

Veterans' Arch.

Editor World: It was intended to build a temporary arch to be used on the day we as veterans decide to march through the city. The arch was to be made of the great war veterans and their relations and friends who have been called upon to mourn by loss of loved ones with any wreath or flowers they might desire to donate to that purpose. But as it was found impossible to have it ready for decoration day (May 24) we have arranged to have them use the enclosure around the Fenian Raid monument in Queen's Park, where they will be accommodated. As associated veterans, we hope to have the arch completed by July 1, when it may be used in this connection. We have all interested will take advantage of our proposal. Any suggestions will be gladly received and acted upon. W. R. Switzer, President Veterans of 1866.

Real Estate Notes

A deal has just been closed whereby the Imperial Bank gets possession of the old Falconer Hotel, corner of King street and Spadina avenue. A portion of the building will be used by the bank. It was obtained through the foreclosure of a mortgage of the Chartered Trust and Executor Co. to the bank. The property being 10 x 128, the assessed value on the land is \$66,000, while the building is assessed for \$12,500.

C. W. Milburn reports the sale of several houses during the past week in the High Park district, and states that house property has been very active the last two or three months. There is still a great demand for houses costing \$3500, to \$5000. Mr. Milburn also states that in a number of cases a substantial cash payment has been made.

CONDUCTOR KILLED ON THE DEVIL STRIP

Arthur Durrant Crushed Between Cars While He Was Adjusting Trolley Pole. While standing behind his car trying to adjust the trolley pole at the intersection of Yonge street, yesterday morning, Arthur Durrant, 37 years of age, of 70 Olive street, a conductor on the Avenue Road line, was instantly killed when crushed between his own car and the front of a southbound Yonge car. Durrant's car had just turned the corner of the street, southbound, when the Yonge car, in charge of Motorman T. Murphy, 111 Alcorn avenue, and Conductor P. Barton, 81 Cumberland street, struck him. H. Lowery, 137 Borden street, was in charge of the Avenue Road car. On explaining the circumstances at police headquarters, Murphy and Barton were not detained. Eye-witnesses corroborated his testimony that he did his utmost to stop the car when he saw Durrant. Durrant leaves a wife and two children.

REFUSED PERMIT FOR JEWISH CEMETERY

M.O.H. Reported Against It—City Disclaims Responsibility for Small's Pond Nuisance. City Solicitor Johnston reported to the board of health yesterday that the city did not recognize any responsibility for the condition of Small's Pond, but that if it became a nuisance to the public health, there was no reason why Dr. Hastings should not exercise his powers and take action. Dr. Hastings said it was an absolute disgrace to the city and that the courts should decide who was responsible. Aid. Hiltz suggested that the M. O. H. take action as soon as a nuisance was found to exist. The city should have no sympathy with those creating a nuisance to the health of the people. The board refused a permit for the establishment of a Jewish cemetery on Roselawn avenue. Dr. Hastings reported against it on the ground that just outside the city in the same locality there were other cemeteries and it was desirable that they should be grouped.



FIFTY THOUSAND FOR EXPERIMENT

Officials Require That Sum to Try Out New Sewage Scheme. The city would have to spend only \$10,000 and the cost of the line would be \$175. The mayor said the harbor commission should pay for the line. It would be a great boon to the east end. The report was sent on to the council.

TOO SLOW FOR MAYOR

Plan to Extend Street Car Line Into Ashbridge's Bay District. Before the board of control yesterday a letter was read from Dr. Hastings and Works Commissioner Harris with reference to the possibility and advantage of disposing of sewage outside the city. It stated that the activated sludge method had been given a trial in a small unit and proved satisfactory. The improvement would be made on a larger scale. To carry out a greater experiment would require \$50,000, but the council had refused the money.

The nuisance must be abated," said the mayor, "but at the rate the officials are going a cure will be found when a cure for consumption is discovered." He asked Dr. Hastings if a cure could be found in three months, and was told that the nuisance was less in the past twelve months than in the past year. The improvement was gradual, but the best thing to do was to change the method of treatment. The works department was doing its best to minimize the nuisance.

WANT ACTION

Acting for a number of residents in the east end, H. Ferguson stated that his clients did not wish to take legal action against the city, and would not do so if the city showed a willingness to abate the nuisance. There was only one way to abate the nuisance, said Aid. Hiltz, and that was to place the plant outside the city. Dr. Hastings will report on the matter in a month. The city commissioner Harris submitted a plan for the extension of a street car line into the Ashbridge Bay district from Queen street south to the new steel plant of the Imperial munitions board. He said that the only possible, convenient and safe point of entrance into the industrial district was along the east bank of the Don from Queen street south, on the south side of Eastern avenue and then proceed with an elevated line on trestle construction south to the property occupied by the Sunlight Soap Co., then southerly across the main line of the Grand Trunk by bridge with standard clearance, again proceeding south on a trestle over the property acquired by the city from Gooderham and Worts, then southerly, westerly, again southerly, easterly and northerly over harbor commission thoroughfares to the last pinner trestle, thence southerly to Queen street.

Single Track

A single track line was proposed on the ramp running from Queen street southerly in front of the city property and the Conboy Carriage Co.'s premises to a point where it would connect with the tracks to be laid on the east bank of the Don. This latter track would establish connection with the tracks of the Toronto Railway Company and the proposed line. The Toronto railway has agreed to build and operate the line, provide ties, rails and everything necessary for the construction of the line at all points other than where it would operate on trestle construction. Where trestle was provided, the company would supply and lay rails and provide the overhead for the entire extension. The company was prepared to do the work on the condition that the city not charge mileage upon the tracks constructed on city streets. Mr. Fleming had pointed out that the company would not derive any additional revenue from the operation of the line. Cost, City \$10,000. Mr. Harris thought the proposition

NEW WAR FILM COVERS BIG FIELD

Most Comprehensive and Detailed Yet Shown of the Spring Offensive. BRINGS HOME COST Spectator Walks With Australians Thru the Ruins of Peronne.

Modern war in its full intensity, its perfected organization, and in its infinite detail of attack and resistance, as shown by the new war film the British Government has just released for public exhibition, and which will be presented in Toronto next month by Messrs. Jule and Jay J. Allen under the auspices of The Toronto World, is a vastly different thing from what it was in the days of the great Napoleon. The new official picture, while it does not include all the warring nations in the scope of its record, is still the most detailed and comprehensive war picture yet filmed, according to descriptions reaching here from Great Britain. It confines the field of vision to the gigantic struggle of the British Empire on the western front. Here is enough alone to make a thousand pictures. Several million men in mortal combat means not only the men actually on the firing line and the front trenches, but men in the sky, men at the artillery stations, men at the communication lines, men at work with a concentrated purpose and under a supreme intelligence, guided by a general plan which dovetails the energies of millions. A marvelous accomplishment for a nation unprepared at the otherwise well high incomprehensible organization necessary to make victory in war against the war-trained German hosts is that which the government of Great Britain has just given to the public.

Spring Offensive

The spring offensive of 1917 marked the beginning of the German retirement from France. The struggle is still raging, and the work is not yet done. But the result of the operations which culminated in the fall of Bapaume and the capture of Peronne is to show what can be done by the British armies when the time is ripe. The new film shows what was necessary to do to drive the Germans out of the entrenched and fortified positions of two years' standing. It shows the actual victory and the triumph. And it shows something of the cost—to England in lives of gallant men, to France in devastation and ruin wrought by order of the dictates of Attila the Hun.

Trilling Moments

The spectator walks with the Australians thru the remains of the streets in Peronne and Bapaume on the day these towns fell, and sees just what this war means to the countries where the Germans have left their mark. He thrills with the anger and the triumph which our soldiers feel on these historic days when the Hindenburg line is crumbling and broken, nerveless prisoners are being herded by British Tommies to safe places behind the lines.

The World believes this new picture should be shown to everybody in the City of Toronto whose heart has been set on the winning of this war by the course of events in the last three years.

HIT BY WAGON

Nine-year-old George Warburton, living at Apartments 4, Gore street, was knocked down by a coal wagon at the corner of Euclid avenue and Bloor street yesterday afternoon, while carrying an American flag in the Italian Red Cross parade. He was injured about the legs and arms. Advertise in The Toronto World.

READ THE SUNDAY WORLD

FOR luncheon, before the races, and any time you feel the need of a refreshing, invigorating drink, order O'Keefe's IMPERIAL ALE LAGER STOUT. Brewed exclusively from Malt and Hops. The brews that are always O.K. There's a brew for every taste, and each is fully up to the O'Keefe standard for purity, wholesomeness, and deliciousness. On sale at Hotels and Restaurants. Order by the case from your Grocer or Dealer.

O'Keefe's IMPERIAL ALE LAGER STOUT advertisement featuring a bottle of beer and promotional text.

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For the Price of One Both sides of EDDY'S Twin Beaver Washboards can be used—giving double service for the price of one. Made of INDURATED FIBREWARE (which is really pulp hardened and baked by a special process). It cannot splinter or fall apart. Won't hurt your fingers or tear your clothes. Double value for your money—almost life lasting. Don't do another washing until you get one. ASK YOUR DEALER.

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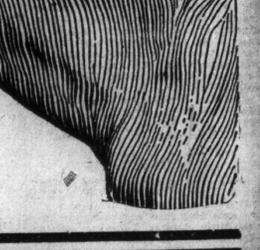
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The Race Week Favorite

The Race Week Favorite advertisement featuring a horse and promotional text for O'Keefe's beer.