

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 passed first.

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

Very few politicians who have assented to 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 taken in peace work would be a still more valid reason. Subconsciously, however, men are beginning to understand that their bluff of democracy and self-government is only a bluff and largely a fallacy, and that behind the subtleties and the hypocrisy behind a gross injustice has been done to women right along and that the whole race suffers on account of this injustice.

To apply the belated remedy of the franchise is the obvious thing, and politicians desire to have to do the obvious thing. There is a continual competition as to which party will do it first. Woman's suffrage was perfectly obvious, however remote the occasions, however inscrutable the probable results.

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 man may never admit it, 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 responsibility. 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. As a matter of fact, most of the prominent women who object to suffrage are notoriously among the most active managers and wire-pullers to be found. The answer given by one politician to the objection that the women did not want to vote—the answer that they would not be compelled to do so—was not satisfactory to the objector simply because it did not dispose of this question of responsibility. The vote is the women's; if they fail to use it the responsibility remains just as much as if they did.

It must be patent that the entry of a new element like that enfranchised by the new act will involve entirely new policies. The greatest perhaps will be the equalizing of the rights and privileges of men and women in all kinds of ways. Women do not need to become coarser, while it remains open to men to become gentler. The German attitude towards women must perish from the earth. Nor do women need to become industrial slaves while science and machinery continues to work such miracles as we have seen in the last three years. But one revolutionary change is coming, and it is coming as much in self-defence as the institution of the men 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.

Governments and politicians themselves have been grace offenders on this head, and the women will not forget them. It ought to be easy to remember what Sir James Whitney called the square deal, and the training is hard to overcome. But they will overcome it, and do even more radical things, will the politicians when the women march up to the polls. In business women are not easily humbugged.

agree if science is willing to take on, shall we say, to keep her position of humble dignity at the tollers' bench and the investigator's laboratory. There is no finality for science, any more than for commerce, for politics, or for the nations. While the world changes, science must change also. Radium has let a lot of light into the brains of the world in the last ten years, and we believe the doctrines and idealists of science must revise their conclusions, as well as those in other walks of science, if it is the chief glory 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 disposes of 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 Dan Avenue from Yonge street to Mount Pleasant road, and as there is no permanent sewer on this street the ratepayers' petition 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 effective?

W. R. Switzer.
A ratepayer on South Dan Avenue.

Veterans' Arch.

Editor World: It was intended to build a temporary arch to be used on the day we as veterans decorate our monuments by the great war veterans and their relations and friends who have been called upon to mourn by loss of loved ones with any wreaths 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 properly exhibited and cared for. Any churches, societies or other organizations who have lost members desiring to do so 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 by the committee. Licent Col. A. C. Belcher, 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. The frontage being 100 x 128, the assessed value on the land is \$56,600, 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 good demand for houses costing \$3500, to \$5000. Mr. Milburn also states that in a number of cases a substantial cash payment has been made.

Building permits issued yesterday: Jno. Inglis and Co., addition to machine shop, \$1500; J. E. Carlyle, detached dwelling, Woodbine Avenue, \$8500; W. J. Walters, two detached dwellings, Neville Park road, \$6000; Ryrie Bros., alteration to entrance, 134 Yonge street, \$1000; S. G. Smith, two detached dwellings, Durie street, \$5600; J. Muldoon, coal elevator on G. E. R. property south of St. Clair Avenue, \$3500.

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 Bloor and 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, 61 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.

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



FIFTY THOUSAND FOR EXPERIMENT

Officials Require That Sum to Try Out New Sewage Scheme.

Before the board of control yesterday a letter was read from Dr. Hastings and Works Commissioner Harris with reference to the possibility and advantages 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, but that in order to determine its real worth experiments would have to be made on a larger scale. To carry out a greater experiment would require \$50,000, but the council had refused the money.

TOO SLOW FOR MAYOR

Plan to Extend Street Car Line Into Ashbridge's Bay District.

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 operated 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. Works Commissioner Harris submitted a plan for the extension of a street car line into the Ashbridge Bay district from Queen street southerly 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 southerly, the proposed line to be of a temporary character. On completion of the Esplanade viaduct entrance would be made at other points. It was proposed to run the line along the Don to the south side of Eastern Avenue and then proceed with an elevated line on trestle construction southerly on 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.

Want Action.

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 between the Queen street line of the Toronto Railway Company and the proposed line. The Toronto railway had 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 itself operated on trestle construction. Where trestle was provided the company would supply and lay the rails and construct the overhead for the entire extension. The company was prepared to do the construction upon the city not charging 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 on 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 outbreak of the war to make victory seem a foregone conclusion. The film shows the actual victory and the triumph. And it shows something of the

Spring Offensive.

The spring offensive of 1917 marked the beginning of the German retreat 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

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HIT BY WAGON.

Nine-year-old George Warburton, living at Apartment 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. 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.

THE CRISIS

The value of "The Crisis" play, qu... (text continues in columns)

COHAN AT

George M. Cohan... (text continues in columns)

AT THE

The feature... (text continues in columns)

ETHEL BARRY

In "The Awaken... (text continues in columns)



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