

## The Toronto World

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SATURDAY MORNING, SEPT. 14.

### Get Up Steam and Start 'er Going.

In spite of many complaints and protests the United States Secretary of the Treasury on Jan. 1, 1917, began to redeem with gold all outstanding greenbacks. Everybody recognized that the United States ought to resume specie payments, but nearly everybody had some particular plan for carrying out the policy. They deprecated anything that was too hasty or drastic. They had many suggestions, but all savored of delay. Secretary Sherman promptly closed the discussion by the now famous phrase:

The way to resume is to resume.

The way to run a railway is to run it. The Dominion Government has purchased the Canadian Northern, and has long owned the National Transcontinental and the Intercolonial. These three roads ought to be in one system under one management. We hold up both hands for the policy in this particular regard announced by the prime minister in his speech at the Toronto Exhibition.

At present the Canadian Northern is being well operated by a staff that has grown up in its service. That staff should be made to realize that they are now working for the government and are officials of the government. They and their fellow-employees on the National Transcontinental and the Intercolonial should be brought under one management.

The government in appointing a new board of directors may find men who will develop wonderful genius and they may find men who will prove disappointing. Sooner or later the system will be largely directed by one man. The Canadian Pacific is practically a one-man road, and with all respect to Lord Shuggens we venture to say that there will always be a man able to look after the system. The national system should seek for the best possible talent, and men can be found, plenty of them on this continent, big enough for this job.

Men of strong executive ability, like Hon. Frank Cochrane, have been mentioned, and masters of finance like Sir Thomas White. At the moment we think a practical railway man should be put in charge. Mr. D. B. Hanna, who knows the road and the staff from the bottom up, should make an efficient chief executive for the national system. He is, at any rate, now in charge and is running the road well. Those who think some other railway man would have the place ought to say whom they have in view. Merely to denounce Mr. Hanna because he has long been identified with a railway company and in the same breath say no one except a railway man of long practical experience should be appointed chairman, is to talk nonsense—so nonsensical that it appears to be malicious.

Let the government get a move on. Appoint your board of directors for the Canadian Northern and consolidate your state-owned roads into one system. If the directors are honest, intelligent men, they, no doubt, will perform their duties to the satisfaction of the public. With a competent executive head like Mr. Hanna or some other man of like experience and ability, the C.N.R. officials and employees will work as hard and with even more zeal for the public than they did in the past for a private corporation. Pyrotechnics are not needed and a miracle is not expected.

The government has a road, an operating staff, plenty of motive power, and rolling stock. Put a good man in charge and let him run it as the servant of the public. If he fails to make good put a better man in his place. If the Canadian Pacific had purchased the Canadian Northern a way would have been found to operate the two roads as one system under one management. The government should be no less efficient in consolidating the roads in its possession. Get up steam and start the national system going.

At present there is room for the criticism that the Canadian Northern resembles a spirited horse which the purchaser fears to mount. Courage is needed; any appearance of hesitation is to be avoided. No Canadian statesman should run the risk of passing into history under the picturesque sobriquet of "Man Afraid of His Horse."

And the Canadian people are demanding the immediate reorganization of the Canadian Northern, and the consolidation under that direction of all our state-owned railways into one system, because with the national railway system we will have national telegraphs, national express, a national mail service and a real parcel post. These great public services under public control have long been demanded

by the people. They want the national railway under steam and under way as the first long step forward toward public control of communication by mail, by wire and by express. Then in every city, town and village we will have a centre of intelligence—a public office under public control, where the people will have at their service all the great utilities of transportation and communication.

### The Eagle Swoops.

General Pershing and his army made a good clean job of the St. Mihiel salient, and the late afternoon reports yesterday indicated that the line was straightened out from Norway to Fresnoy, with the capture of 12,000 prisoners and more arriving constantly, with a considerable haul of guns and stores. Pagny, a town on the German border on the way to Metz, had been occupied, and these things are only a beginning.

A German paper says that the time for fine words, even from the Kaiser, has gone past. The salient with which prisoners surrendered, and the growing mutinous spirit of the German armies indicates that the day of wrath is much nearer than the Junkers suspect.

We have felt this way on one or two other occasions, but the collapse of Russia, the severe reversal in Italy and other factors contributed to delay the consummation which now appears to be imminent. News of the first importance is now to be looked for daily.

### Gorky and Lenine.

Maxim Gorky has constituted himself director of propaganda for the Bolsheviks on account of the attempt on the life of Lenine, alias Ulanoff, the German conspirator against the liberties of Russia. Gorky can send us glowing accounts of the murder of the British attaché and thirty other Englishmen in Moscow; of the murder of the ex-empress and her four girls; of the reign of terror in Petrograd, and of the wholesale slaughters in Moscow and elsewhere by which his friend Ulanoff expects to place himself in history beside Robespierre.

Mr. Gorky and his subject will no doubt find themselves admirably adapted to each other.

### Clubbing and Clubbability.

A meeting of the board of police commissioners is called for next Tuesday at which persons who were hampered into insubordination on a recent occasion are required to produce evidence of the identity of the constables responsible for the hammering. Persons struck down and kicked while on the ground should not complain if unable in this position to make notes of the numbers on the uniform of their assailants.

It would be interesting to know if the police commissioners who were present at the riots and rescued some of the victims are to appear as witnesses or judges.

There is danger of an impression gaining ground that the police commission and the force stand solidly together for indiscriminate clubbing. And it is just possible that we shall hear there is no evidence of clubbing at all.

### From Canadian Papers

**Burian's Peace Lure.**  
Montreal Gazette: The lure of Baron Burian will be innocuous, as far as the allies are concerned, but the perpetuation of the legend of a defensive war makes the ultimate point of contact which must be reached sooner or later, almost impossible. The seductive wiles of Burian are rather playful, but the final impression of national character—that is the crux of the situation.

**Daylight Saving a Success.**  
Winnipeg Tribune: If the views elsewhere in Canada coincide with those which seem to be popular in the west, daylight saving has come to stay.

**Can This Be True?**  
Peterboro Review: Ottawa is filled with officers, so called, wearing the uniform of their King, and holding down easy jobs, who have never been overseas or who, if they did leave the country, never saw actual service.

**French Confidence in Victory.**  
London Advertiser: Premier Clemenceau, writing to a friend, says Germany knows that France, soon or late, will win the victory. The French "Tiger" speaks the settled confidence of his own people—a confidence that will not be betrayed.

**No Pity for Ex-Emperor.**  
Brantford Expositor: The murder of the late Emperor of Russia, if true, will cause little regrets throughout the world. A true German princess, she was largely responsible for the tragedies of Russia. . . . The responsibility for the Russian debacle in the first three years of the war rests largely on her, thru whose activities millions of Russian soldiers were led to slaughter, with Prussian regiments acting as butchers of unarmed and helpless men. She it was who removed every Russian general from command, where he had made munitions from English sent to the plans of Russia's leaders being betrayed to the German commanders, and munitions from England sent to Germany for use against the Russian forces. Her evil connections with the monk Rasputin were a public scandal, and her removal, if true, will be but just retribution.

## IDA GOES TO THE CITY HALL

By IDA L. WEBSTER.

At the board of control meeting yesterday Mr. McBride was very anxious to know just what a "handy" man was. Apparently no one knew, yet there was such a classification made in a report from the royal commission dealing with the civil employees.

Had we had a voice in the matter we would like to have suggested that a real live handy man was Property Commissioner Chisholm. Not only is he a handy young fellow, but he is one of the ever-ready sort. That is, he is always on the job, no matter what that job happens to be, and he seems to be just as willing to work at 12 o'clock at night as he does at 6 in the morning.

When the clock in one of the corridors in the city hall stops Mr. Chisholm is sent for and he has it started again. He sees to it that the doors of the hall are locked and that they are unlocked. When any member of the press fails to remember the combination of his typewriter, and it in turn refuses to work, the scribe notifies "Danny" and the machine is restored to its original condition.

Also he is responsible for the comfort of the various civil employees, and "heads." You see these folks are so rushed with work that it is absolutely necessary for them to ride around in automobiles, for which the city pays the upkeep bill. Now, supposing that one of the hard workers from the city hall wanted to dash down to the news stand at King street and there was not a car in readiness for him, Dan Chisholm would just about use his job. However, this never happens, because the property commissioner is right on deck, and the motor is always at the door.

The mayor, in speaking on the fuel situation, suggested that the matter be handed over to Mr. Chisholm, because he had lots of time to look after that kind of thing. This may have been said for a joke, but Thomas L. looked as serious as we thought he was quite a sober suggestion, but apparently the property commissioner had been asked to hasten to remind the board of control that he had washed his hands of the coal part of his work. This certainly was lucky for him, else he would have had one more little job shifted onto his shoulders.

Then, after about fifteen garage cases had been dealt with (more or less satisfactorily for the citizens interested), the mayor made a motion to leave the granting of such permits to the city architect. This is exactly what should be done, because, for one thing, that worthy official has a much better idea of what should be built, and what should not, than the members of the board of control, or, for another, he has the city architect, and someone else city architect, and the chief "battler" refused to hear of any such thing, and stated most emphatically that he regarded it as a very serious matter to have the members of the board, "We are not here to do the business of the people," said Mr. McBride, "and I do not feel like handing over any responsibility in this respect to the department officials."

Just what responsibility is attached to the granting of a permit to a garage, or the canceling of such a permit, the controller did not say; however, there must be a certain amount of glory in the matter. It might be a good idea for automobile companies, when they sell a car, to give a permit for a garage with it. This would not only simplify matters for the citizen, but it would enable the board of control to devote more time to real, honest-to-goodness business. Controllers Robbins and McBride almost got into a klem, but Mr. O'Neill rushed to the firing line, and bloodshed was averted. It took "some" quieting, but the peace-maker is evidently a champion at the trick, and after a few rather steel-like glances the meeting was resumed. During this set-to the mayor, the most patient look on his face, reminding one of a nervous wrecked school master attempting to reason with a couple of very bad boys. Two wildcats when they parried. The next session promises to be a hummer. Why do you not take a look-in?

## A Line of Cheer Each Day of the Year

By John Kendrick Bangs.

**A HINT.**  
If you're the child of circumstance, As some folks claim to be, As a fate fiddles you must dance In hand—and do it free. Those tyrant circumstances take in hand—and do it soon. And twist them round about, and make 'em play another tune. He wins the greatest stores of pelf In face of every ill Who makes his circumstance "himself," And bends it to his will.

### TWO GOOD JEW STORIES.

(From the Kincardine Review.)  
A Jew enlisted. He was so good-looking and intelligent, the recruiting officer asked if he would not like to take a commission. He replied that as he had no idea how many Germans he would kill he would prefer a straight salary to a commission.  
A French-Canadian and a Jew were passing Notre Dame Cathedral in Montreal. The Jew, reverentially raised his hat and the latter did the same.  
"You know what dat een?" said the French-Canadian. "Dat een de cathedral Notre Dame."  
"Oh, excuse me," said the Jew. "I thought it was the Bank of Montreal."

### ON STRAIGHT STUMPAGE RATE.

St. John, N.B., Sept. 13.—Hon. E. A. Smith, provincial minister of lands and mines, today announced a change of policy in the sale of timber on crown lands. At a sale of extensive tracts on Oct. 3, the bidding will be on the basis of a straight stumpage rate, instead of on a mileage basis. Larger revenue to the province is expected under the new plan.

## THE WIFE

By JANE PHELPS

### Ruth is Made Uncomfortable by Mrs. Curtis.

CHAPTER XXXVI.

Ruth met a Mrs. Curtis, the next day, when she went out to luncheon. Brian had introduced her one day in the street, and Ruth never had seen her again, so she was more than a little surprised when Mrs. Curtis asked if she were going to lunch; then proposed that they lunch together.

It surprised Ruth that Mrs. Curtis should seek her company. To Ruth, it seemed that they could have nothing in common. She recalled that Brian had said that Mrs. Curtis was a society butterfly. She, Ruth, was now a working woman. But to her surprise she found Mrs. Curtis rather interesting.

"And so you actually work?" Mrs. Curtis said. "Work in a store. How quaint! Don't Mr. Hackett object?" Why should he ask that question? Ruth had not yet learned to answer it without looking conscious. Even when Mrs. La Monte had asked it one day when she came to the shop to see her husband.

"Why should he?" Ruth queried, in return, conscious of the flush on her face. "I don't mind HIS working."

"No, of course not! But he's a man, that's different."  
"I don't agree with you. If a woman is capable, and if she cares more about doing some sort of work outside of the home than she does about peeling potatoes and washing dishes, why shouldn't she do what she likes best—especially if there are no children?"

"You have the oddest ideas, Mrs. Hackett. I'd give anything to know how to do something that would keep me eager and interested as you seem to be."

"It isn't seeming, Mrs. Curtis. I AM interested. I love my work in the shop, and I hate, I abhor, I abhor washing dishes and doing housework. Mr. Hackett is young, has his way to make. It wouldn't be right for me to be a complete help and sit around doing nothing. It wouldn't be fair. Ruth might have added, "Nor would it be possible."

"That's a new way of looking at it. But most men hate to have their wives work. And another thing: I have observed that where the wife works, where she really earns money, the husband after a while lets her do it all. It seems to me it is bad for the man. It has a demoralizing effect on them. And the queer part of it is, it seems to affect all classes of men in the same way. From the washerwoman's husband up."

"I don't agree with you, Mrs. Curtis, altho it is interesting to hear your views. Of course I am not a known woman who worked, so I am not qualified to talk upon the subject, but I can't see WHY it should demoralize a man, as you say, if he has his wife earn money."

"I don't know WHY it does either. I know that it does, and I have known women who worked, so I am not qualified to talk upon the subject, but I can't see WHY it should demoralize a man, as you say, if he has his wife earn money."

"Yes, and found her charming." "Isn't she?" Ruth asked. "I am not much for that Bohemian crowd myself, but I always liked Mollie, and Mr. Curtis is as fond of her as I am. I often think of her when I am alone, and Mr. Hackett and I dine with us one night when she is with us—that is, if you would care to come."

"I should like it very much," Ruth replied honestly. It would give her a chance to see Brian and Mollie King together.

"How nice. I don't suppose Mr. Hackett will object. Mr. Curtis used to say he thought they would make a match. I never agreed with him. And you see, I was right."

"Oh, Brian, Mr. Hackett, has told me all about his old acquaintances, Miss King included. It is quite interesting to listen to his stories. But I presume you had the same experience with Mr. Curtis."

"Mrs. Curtis hadn't. But she said nothing about her husband's secretiveness, altho she determined to put him thru the third degree when she reached home. Receiving no reply, Ruth continued:

"You see, in my work, I am often sent out of town to look after the redecorating of some wonderful old houses. It isn't fair that Mr. Hackett should be alone, feel compelled to dine and spend the evening alone when I am out of town. So I am glad that he has some one like Miss King to go out with him, and to entertain him when I am away."

"So you knew and approved. I thought so. I told Mr. Curtis I bet you knew all about it. Mr. Hackett's dining at the Brevort with Mollie. You have been married too short a time for your husband to deceive you."

"He wouldn't think of such a thing!" Ruth replied, saying things under her breath that would have astonished her companion should she have heard. "We always talk everything over together."

"How lovely! Wait until I tell Mr. Curtis. Then as they rose from the table. "I'll telephone Mollie, then find an evening both you and she are free, and have you to dinner. So glad I met you."

"Oh, thank God you told me, Brian," Ruth said aloud to herself, as, with flaming cheeks, she hurried back to the shop. "It will go to that dinner if I have to crawl there!"

To Be Continued.

## FOLLIES OF THE PASSING SHOW—By Mitchell

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### HAVE YOU EVER NOTICED

Male politeness increases with the alarming dressgoods shortage.

## From the Papers of the United States

### Ship for Ship.

New York Times: Do they (the Germans) think that Germany will not be required to pay for the ships which her submarines have destroyed? To the British, American and French tonnage thus lost must be added nearly 1500 neutral vessels. It is expected that the nations whose ships have been torpedoed will not insist upon taking German tonnage to replace them, so far as it will go, and demand compensation for the remainder.

### Must Expect Attacks on Convoys.

New York World: We have received intimations that the German admiralty, driven to desperation by the failure to starve Britain, has turned to more daring submarine attempts upon our convoys. We must expect other attacks like that of Friday last. Our seamen and soldiers will know how to meet them. American homes will know how to await the event in tranquillity and confidence.

### Can Hold Up Their Heads.

Philadelphia Inquirer: When this war is over we can go to London, Paris and Rome and hold our heads up and look men in the face. Had we pursued the course of a cowardly neutral we could not have done that. An American would have gone abroad with shame stamped upon his countenance, the most despicable of human beings.

### SEPTEMBER IN ALGONQUIN PARK.

September is one of the most delightful months of the year in the "Highlands of Ontario," and Algonquin Park offers attractions that are not found in other districts. It is situated at an altitude of 2000 feet above the level of the sea, assuring visitors of pure bracing air that rejuvenates body and mind. A few days here is better than courses of tonics and "doctor's" bills. The territory is also easy of access via the Grand Trunk, 200 miles north of Toronto and 170 miles west of Ottawa. The "Highland Inn," a charming and advanced, affords most comfortable accommodation at reasonable rates. Descriptive literature telling you all about it, from any Grand Trunk agent, or write Miss Jean Lindsay, manager, Highland Inn, Algonquin Park, Ontario.

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