

The Toronto World

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THURSDAY MORNING, JULY 8.

The New Prime Minister.

Hon. Arthur Meighen succeeds Sir Robert Borden as prime minister of Canada. He has earned his spurs on many a hard-fought field and comes to his high office after a long and varied experience as a member of the house and a member of the government. Elected to parliament in the general election of 1903, Mr. Meighen at once took a leading place in the band of fighting young Conservatives who were first returned to parliament at that election. In the house, which was probably the strongest since Confederation, Mr. Meighen, by his talent, his industry and his facility in debate, soon made his way to the front rank.

All felt that he had won his promotion when a few years later he was appointed solicitor-general, and made a member of the cabinet, and there was no dissent when, upon the formation of Union government, he was made minister of the interior. He had been the man who drafted difficult legislation and piloted it thru the house for the government. He had been the main reliance of the Borden government in every great parliamentary debate. The same talent, the same industry, and the same debating power was given without stint by Mr. Meighen in defence of the Union government, and for months past he has been recognized as the minister most likely to succeed Sir Robert Borden.

Mr. Meighen's ability as a lawyer and skill as a parliamentarian were of great service to the government and the country in bringing about the nationalization of the Canadian Northern and Grand Trunk Railway systems. He brought about the unification of the Canadian National Railways into one system, the reduction of its capital stock to one hundred million dollars and the transfer of forty per cent. of that stock to the government in consideration of the bond guarantee of 1914. This paved the way for the legislation of 1917, which took over the remaining sixty per cent. of the stock and for which credit must be given to Sir Thomas White.

Even a greater task fell to the lot of Mr. Meighen in relation to the Grand Trunk. He practically made the terms to which the Grand Trunk stockholders finally assented. It was his keen mind, his clarity of statement and his skill in debate which enabled the government to get thru the house in the dying days of the fall session of 1919 the legislation under which the Grand Trunk lines become the property of Canada and under which such progress has already been made in co-ordinating and consolidating the Grand Trunk and the Grand Trunk Pacific railways with the Canadian National Railway system.

Mr. Meighen is by nature a partisan, but, after all, we still have party government in Canada. He may be trusted to organize his followers, to boldly announce his policy, and prepare to carry on an aggressive campaign. Although a western man, he is an outspoken upholder of the national policy, and upon every issue that may arise he can be trusted to declare himself with frankness and decision. He will enthrone many of his followers who began to fear that the government was committed to a policy of drift. Under Meighen they know that the ship of state will go forward full steam ahead. Even the opposition, which has felt the vigor of his blows, will not begrudge his promotion. Mr. Meighen is a hard hitter but a fair fighter. He takes up the burden of party leadership and government administration at a difficult time, but he has the reputation in the house of surmounting difficulties and of turning apparent disasters into victory.

Why the Delay?

Colonel Grassett, who for years has been at the head of the Toronto police department, has been granted a six months' leave of absence preliminary to his retirement the first of the year. Deputy Chief S. J. Dickson, it is understood, will be his successor, and the appointment will meet with general commendation. In the meantime the deputy chief is to be acting chief during the absence of Colonel Grassett.

The acting chief can merely carry on during the next six months. He cannot change the policy of the department or attempt its reorganization. No doubt he has many changes in view which will meet with the approval of the board of police commissioners and bring the Toronto police force up to date. But these changes are halted and delayed for six months. It would seem better to give the acting chief a free hand so that he may inaugurate his policy and proceed with his work of reorganization. The only objection is the fear of the police commissioners that this may mean a duplication of salaries. But the act-

ing chief will no doubt be willing to wait for an increase in salary until he is actually appointed chief constable. What he probably desires, and what the public certainly desires, is that he assume control of the police force not merely as a substitute or a "supply" but as its actual head.

Someone should have full authority, someone should be responsible. An acting chief cannot have such power and responsibility unless it is expressly conferred upon him by the police commissioners. They should, in our opinion, act promptly in the premises, and do away with this six months' interregnum which can only mean delay.

What Do We Really Know About Russia?

It seems as difficult to learn the truth about Russia as it used to be to learn the truth about the way prohibition worked in the State of Maine, and for similar reasons. Everyone sent to investigate Maine found exactly what he wanted to find and reported accordingly. So with Russia. Everyone who writes about the country with any authority is violently predisposed for or against Bolshevism, and his facts are assembled into a lawyer's brief rather than a judge's summing up.

The civilized world regards the Lenin-Trotsky regime with horror, and so did the civilized world regard, and rightly regard, the Red regime that sprang up after the French revolution. But the people of Europe who gave much thought to the matter, must have found something puzzling in the state of France. They heard of grotesque and horrible things, of wild men exercising supreme power, of governmental inefficiency, and governmental graft, of prostrated industry and a universal reign of terror. It seemed the plain duty of humanity to crush the revolution. But humanity found the ragged soldiers of the republic were keeping all Europe at bay.

The Russian people today may not compare in intelligence with the French people of 1793, and their present government may be as grotesque and revolting as that which flourished in Paris during the reign of terror. But the fact remains that the Russian forces are turning back the invading Poles in a war which would have been considered a great war 25 years ago. The Russian forces also appear to be marching triumphantly into Persia. Their numbers far exceed the armies of the French republic of a hundred and thirty years ago, and to keep them in the field must require a certain amount of transportation, organization, commissary and equipment. More than bravery is required to keep an army going.

The Bolshevik leaders will probably disappear one by one as did Marat, Danton and Robespierre in the French revolution. Many of them are foreigners and national sentiment alone will drive them out. Meanwhile, recalling Napoleon's prophecy, we find Europe not Cossack, but Republican. The Russians will not return to a czar and autocratic government.

OTHER PEOPLE'S OPINIONS

The World will gladly print under this head letters written by our readers, dealing with current topics. As space is limited they must not be longer than 200 words and written on one side of the paper only.

On Local Trains.

Editor World: I have been reading in The World what has to say in favor of the new railway system, the amalgamating of the Grand Trunk and the C. N. R.

Now, I am writing you the situation here, and I wish you to publish the other side of the case in your paper. Your paper talks of the better service for the city passenger traveling on a thru train; also that he does not have to rise at such an early hour to catch his train. Now, if the city people desire this new service, why can they not have it over the G.T.R.? But why should the citizens living in an inland district be deprived of our only train service in order to give this city service? Our government is depriving us of our rights. The government thought wise to give a charter for this railway a few years ago, and if it was necessary to build it, it is doubly necessary to keep it running. South, there is the G. T. R. and the C. N. R. running side by side, serving practically the same people, and a lake railway, serving hundreds of people who have no other truck or train service, and who have spent thousands of dollars in fact, their all, in equipping their various farms for their various kinds of production, and now, after all this, our government has taken off all our passenger and express service but an early morning train west and an evening one east, and the possibility of losing even those two off and closing our station.

BEAUTIFUL RESIDENTIAL PROPERTY

WEST SIDE OF BATHURST ST.
NORTH OF ST. CLAIR AVE.

CEDAR VALE.

Two miles from the corner of Bloor and Yonge Streets, and thirty minutes by street car to King and Yonge Streets. Adjoins the beautiful residential section surrounding Grace Church, on Russell Hill Road—a few hundred yards beyond the residence of Mr. R. J. Fleming, corner of St. Clair Avenue and Bathurst Street.

300 acres of restricted property, with township taxes; large lots and park areas; locality is strictly first-class and very attractive on account of the beauty of the Ravine and the new bridge, massive gates and other substantial improvements.

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APPLY British & Colonial Land & Securities Company, Bank of Hamilton Building, Telephone Main 1959; or H. B. Taber, Superintendent, Hillcrest 5887.



CANADA: "There's the job, Mr. Meighen, take off your coat and go to it."

KITCHENER COUPLE MARRIED IN CELLS

Unique Event Follows the Groom's Failure to Attend Formal Ceremony.

Is this fair to agriculture? Is it fair to the country? I say no. It is decreasing the value of our farms and discouraging farming. We read a lot about keeping people on the farms and back to the land, etc. Then why should the government take away the only train service we have and the service no hired help of any other kind could possibly give, and hired help of any kind is impossible to get? And yet the government asks for more and greater production. Our station, Starville, is one of the biggest shipping points outside of the city. There are a large number of milk and cream shippers, a number of gardeners, whose goods are perishable, and a big stock shipping point, and in the fall, when the days are short, the farmers are busy plowing, getting ready for next year's crop to feed the nation. They ship their grain, leaving them time to plow. Farmers have no hired help, and if they are obliged to drive three and four miles to town, to rise at 4 and 4:30 o'clock to do his work and catch the train to send the milk, a necessary task to the city consumer, who can rest in his bed while the farmer is doing this, and get ready for his return which is such a hard and long trip. This kind of thing is not thorough, but destruction to a country that fought and gave her life for liberty. Richard Holloway.

EXPRESS COMPANIES WORKING IN HARMONY

Canadian National and Canadian Express Are Consolidating Offices at Some Points.

ATLANTIC LINER TUNISIAN CLAIMS STOWAWAY RECORD

Montreal, July 7.—What is regarded as a record in the history of the Atlantic steamship travel has been accomplished by four stowaways on board the C.P.O.S. liner Tunisian, which docked here today. They were not discovered until after the ship had passed Quebec fifteen days out from London and Le Havre. They were two Frenchmen and two Poles who admitted boarding the ship at Le Havre. Their hiding place was in the coal bunkers and the men presented a fearsome appearance when they finally came out.

STEAMER HAMONIC IS RELEASED FROM SHOAL

Port Huron, Mich., July 5.—The steamer Hamonic, which grounded seven miles north of Harbor Beach in a fog early today, was safe, and would reach Sarnia, Ontario, about midnight tonight, according to a message received here late today. No attempt had been made to disembark the 350 passengers, the message added. The Hamonic, 5,600 tons, was bound from Duluth to Detroit.

Lt.-Col. F. M. Cole, D.S.O., Dies in City of Montreal

Montreal, July 7.—Lieut.-Col. Frederick Mindeh Cole, D.S.O., died today at his home, Westmount, after a brief illness. Col. Cole commanded the crack detachment which represented the Dominion Artillery Association, which went to England in 1896 and won the Queen's and Londonderry Cup. Col. Cole served thru the Northwest campaign in 1895. He served three years in France as officer commanding the First Brigade, Canadian Garrison Artillery. Col. Cole was born in 1859.

HANGS HIMSELF IN PRISON CELL

Man Commits Suicide in Cell at Peel Street Police Station.

Dodonovsky Vedennsky, 73 Edwin Avenue, was found dead in his cell at Peel street police station yesterday morning, hanging from a noose made with his belt and the Vedennsky was arrested on Tuesday night on a charge of theft, and when taken to the station appeared to have been drinking. He was discovered suspended from the top of his cell at six o'clock by Patrol Sergeant George Lough and Constable Miles.

Lindsay Breaker of O.T.A. Escapes From Police Chief

Lindsay, Ont., July 7.—A young man named Quillan, who was fined for being under the influence of liquor, and was sent to jail for refusing to divulge the name of the man who gave him the wet goods, made a daring escape from Chief Short as he was being taken to the jail. The prisoner was handcuffed, but managed to slip his wrist out of the shackles, getting clean away. He has not been found yet. Later it was discovered that of the three sets of handcuffs in town any man with a slim wrist could easily force his wrist out of the steel cuffs.

Sir Herbert Ames Sails on Victorian for England

Montreal, July 7.—The Canadian Pacific ocean service liner Victorian leaves Quebec for Liverpool tomorrow. Among important passengers aboard are Sir Herbert Ames, financial secretary of the league of nations, the Earl and Countess of Curry and others. The Empress of France is expected to dock at Quebec at midnight tomorrow.

Capt. J. S. Menish Resigns From Staff at Speedwell

Guelph, Ont., July 7.—(Special.)—Another stir occurred at Speedwell Hospital this morning when Capt. J. S. Menish, assistant director's representative, and one of the leading officials at the institution, gave notice of his severing his connection with the staff, and gave up his duties at noon.

Two Thousand to Attend Shoe Dealers' Convention

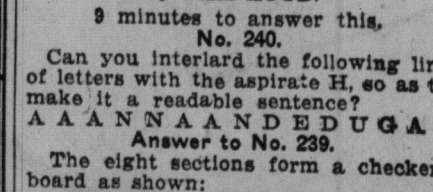
Montreal, July 7.—The second annual convention of the National Shoe Retailers' Association and the Shoe, Leather and Allied Trades Fair will open at the Windsor Hotel here next Tuesday and continue until the 18th inst. It is expected that about 2,000 guests will be in Montreal, and housing accommodation is at such a premium that sleeping quarters have even been secured on the steamer Richelieu in the River St. Lawrence.

WORLD'S DAILY BRAIN TEST

By SAM LOYD.
9 minutes to answer this.
No. 240.

Can you interlard the following line of letters with the aspirate H, so as to make it a readable sentence?
A A A N N Y A A N D E D U G A S

Answer to No. 239.
The eight sections form a checker-board as shown:



(Copyright, 1919, by Sam Loyd.)

JUDITH OF BLUE LAKE RANCH

By JACKSON GREGORY.

CHAPTER IX. THE OLD TRAIL.

On the Blue Lake Ranch there was more than one man ready to scoff at the idea of a robbery like this one, frank enough to voice the suspicion: "It's just a stall for time!" So much had last week's rumor done for them, preparing them to expect something that would set aside the customary monthly pay-day. But when they had seen Charlie Miller's bruised head and heard his story; when they had sat on their horses and looked down at the animal which had been shot under Bud Lee, they were silent. And, besides, when long after dark they came in behind Carson from a fruitless quest, their pay was ready for them as formerly, in gold and silver.

Major Langworthy imbibed an unusually large number of cocktails and long before noon of the following day had suggested that the ranch be put immediately under military law, hinting that a military-mustered regiment of the Blue Lake forces, and forming within his own mind the picture of himself in the office, revelling in table, cocktail at elbow, directing the manoeuvres from this point of vantage, not to say safety. Mrs. Langworthy ruffled her feathers and sniffed when Judith's name was mentioned. It was perfectly clear to her that all the ruffians of the west would be quick to take the advantage arising from the ridiculous condition of a rowdy girl assuming men's pantaloons. "I am rather inclined to think, mamma," said Marcia, "that you don't do Judith justice."

Trevors, with little to say to any one, took his departure in the forenoon, extracting from Hampton the promise to ride over and see the lumber camp some day soon. Judith, held at the office by a lot of first-of-the-month details, did not get away until close to eleven o'clock that morning. She was met by the Patrol Sergeant George Lough and Constable Miles.

"What's a thousand dollars, Charlie?" she laughed at him. "We'll lose and make many a thousand before the year dies."

Just below the Lower End settlement she came upon Doc Tripp. He was in one of the quarantine hog-corral, his sleeves rolled up, a puzzled look of worry puckering his boyish face.

"What's up, Doc?" asked Judith. "Don't know, Judy. That's what gets my mad up. Just performed an autopsy on one of your Poland-China gilts."

"Found it dead?" asked Judith. "Killed it," grunted Tripp. "Sick. Half a dozen more are off their feed and don't look right. A man's always afraid of the cholera. And," stubbornly, "I won't believe it. There's been no chance of infection here, there's not an infected herd this side of the Bagley ranch, sixty miles the other side of Rocky Bend, a clean hundred miles from here. But just the same, I'm taking temperatures this morning and having my herders cut out all the dull looking ones and break the herds up."

"Not getting nervous? Are you, Doc?" And Judith spurred on down the valley.

Before she came to the spot where Bud Lee's horse had been shot she came upon Lee himself. A rifle across his arm, he was looking up at the cliffs of Squaw Creek canon.

"Well, Lee," she said, "what do you make of it?"

He showed no surprise at seeing her, and answered slowly, that far-away look in his eyes, as though he were alone still and speaking simply to Bud Lee. "Using smokeless powder now, is a handy thing for a man shooting under cover," he said. "Then rig up your gun with a silencer and get off at fair range, half a mile and up, with a telescope sight and it's real nice this picking folks off!"

"All of that spells preparation," suggested Judith.

He nodded. When he offered no further remark, but sat staring up at the cliffs, Judith asked:

"What else have you learned by coming back down here? Anything?"

"There were two men, anyway. I guess three. The one who stuck up Charlie and then drifted while Charlie dithered was good. Then the two others that tried to wing me."

"How do you know that?"

"My horse that was shot," he explained, "got it in the left side of the neck. Now, look at that hole in the little fir tree yonder."

Judith saw what he meant now. At this point Lee yesterday had been the second bullet singing dangerously near. It had struck the fir, and plainly had been fired from some point of the right of the canon. Her eyes went swiftly after his up the cliff walls.

"I doped it out while I was running," he went on. "Look at the way the trees grow here. If a man was on the cliffs shooting at me, and coming that close to winging me, why, he'd have to be off to the right. Then, to the right of the cliff, the other side. It's open there were two of them. And damn good shots," he added, dryly.

Briefly he went on to give her the rest of the results of his two-hour seeking for something definite. He should ride on a little she'd come to the spot where his horse had been killed; she would see in the road the signs where, at Tripp's orders, the carcass had been dragged away. From there, looking off to the left, up the cliffs, she would see the spot which Lee believed had harbored one of the riflemen. High above the canon, on the rocky pinnacle he had marked yesterday, with brush standing tall in a little depression.

"Indian Head," broke in Judith, galloping upward. "Bud Lee, I'll bet a horse you're right."

"And," said Lee, swinging from the saddle, "I'm going up there to have a little look around."

In an instant the girl was at his side.

"I am going with you," she said simply.

He looked at her curiously. Then he shrugged his shoulders. An angry flush came to the girl's cheeks but she went on with him. Not a word passed between them during the steep climb, the girl required to climb the steep side of the mountain and come under Indian Head cliffs. Here they stood together upon a narrow ledge pining, resting. Again Judith saw Lee glance at her curiously. He had sought to accommodate his swift climbing to a girl's gait, and yet he had not distanced her in the ascent. But in Lee's glance there was nothing of approval. There were two kinds of women, as he had said, and a "Pretty steep climb from here up," he remarked bluntly.

"For a valley man or a cobble pounder, may-be," was Judith's retort.

Thereafter they did not speak again until, after nearly another hour, they at last came to the crest of Indian Head. And here, in the eagerness of their search, rewarded by the sign which they found, they forgot, both of them, to maintain their reserve.

(Continued Tomorrow Morning.)

Dear Bill: Be sure and come down over the week-end. I'll have plenty of O'Keefe's on ice and promise you

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THE W

Meteorological 7, 8 p.m.—The over Michigan has been rainy for several days.

Lower Lakes are generally fair; no rain.

Ottawa and U.S. Fresh northwest change in temperature.

Lower St. Lawrence northwest winds; fresh in temperature.

Maritime Provinces southwest winds, thunderstorms in temperature.

Lake Superior winds; fair; no rain.

All West—A. 4 but for the most part.

THE W

Time. 7 p.m. 42° 8 p.m. 40° 9 p.m. 38° 10 p.m. 36° Mean of day, 40° 11 p.m. 34° 12 p.m. 32°

STEAMS

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