

The Toronto World

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FRIDAY MORNING, JULY 16.

How Are We to Export Our Wheat?

War conditions may seriously affect the quick marketing and export of our grain to Europe. The extensive elevator and storage plants owned by the Dominion, by the railways and other concerns will temper the situation, provided the government and the banks are willing to assist, as we believe they will be, by carrying grain in store on reasonable interest charges. But the greatest relief may come from the negotiations now understood to be going on between Sir Robert on behalf of Canada, and the British Government, with a view of sufficient ships being assigned to the early and quick movement this fall of the Canadian crop across the Atlantic. For every reason Canadian grain ought to get the preference in this regard.

Resurrecting the Middle Ages

What the world would have been had the advances of peace at any price had their way, can only be conjectured. This at least is certain, that after the revelations neutral nations have had of the designs of the Germans and their methods of achieving them, short shrift would have been the lot of the nations that "too proud to fight." After all that has been said and done, the fact must be everlastingly remembered, that this war was engineered by Germany for German ends, and that to gain them Germans were prepared to denounce and destroy the whole system of international law, that had been laboriously built up and was supposed to be the guardian and protector of the rights of all nations.

Viewed in the light of the knowledge gathered and now accepted regarding the conduct of the German armies in Belgium and northern France, the only conclusion that can be arrived at is that the achievement of victory overrode all other considerations. This notion ultimately rested on the obsession, affecting the whole German people, that they were a race of supermen, and that their "kultur" was so eminently desirable in itself that any other nation refusing to acknowledge its superiority thereby and at once excluded itself from the pale of Christian civilization. Never before in the history of the world has a whole nation so blindly offered itself on an altar that resurrects the old and abandoned fetishes of the medieval age.

Sir James Aikins

The Manitoba Conservatives have gone a long way toward redeeming things by the platform they have adopted, and the selection of Sir James Aikins as their leader.

Its Name is Mud

The Globe still seems to think that it can evade the responsibility of the mud wall on the Esplanade by calling names at other people. The proposed viaduct is none the less a mud wall by whatever name The Globe wishes it. The Globe may hail it as the most prominent architectural feature of Toronto, but it cannot make it anything more than a mud wall for all that.

The Globe is accustomed to recognize swans in its ugly ducklings. It would be strange if it did not find beauty in a mud wall, just as it rejoiced at keeping Young Street the width of a lane, and at preventing the creation of a square in front of the city hall. The Globe did want to make a federal square in the region of Osgoode Hall, but this spasm of virtue only seized it after its political friends got out of power.

Public Ownership Forced on the Country

The Moose Jaw News discusses the nationalization of the Canadian Northern and the Grand Trunk Pacific, and comes to the conclusion that such a step is inevitable. Indeed, it says, good judges saw this coming long ago. It also believes that it would improve the political life of the country. But it wants to know whence the money therefore is to come, and come it must from somewhere, as the credit of the country must be upheld.

Our answer is that money has not to be provided so much as existing commitments must be assumed. And the Dominion and the provinces have guaranteed most of them. Now, inasmuch as there has been overconstruction of transcontinental railways, including the National Transcontinental, at great cost to the public, and inasmuch as the Grand Trunk has declined to take over the Transcontinental; and inasmuch as Canada has now not only to pay the interest on all the cost of this road, but to take it over and run it at a loss, the only way out would seem to be to consolidate these newer lines, even if some have to be put out of commission, take over any unnecessary duplication of service, and consolidate wherever possible lines that are likely to pay (the Canadian Northern's wheat lines in the west and its lines in the east that serve the cities of Ontario and Quebec, for instance) and out of the fat and leaner thus consolidated, including the Intercolonial, to get one public-owned transcontinental line that will help to pay its financial standing would certainly be affected.

Nationalization of Railways

(From The Regina (Sask.) Province and Standard, July 15.)
If it indeed be true that Canada is facing the necessity of nationalizing all her railway systems, and putting them under state control, the people will face the problem with equanimity. As a matter of fact, it is doubtful if private ownership and construction of railways does not make greater inroads upon the public purse than public ownership, operation and construction would. The era of railway subsidies, which started under the Macdonald government, followed under Laurier, and is continuing under the Borden government, must close some time. With all the subsidies that have been given, all the inroads that have been made upon the public treasury by the railways, there is still only one of them that is able to pay its way, and there is small prospect that conditions in this respect will be radically altered for a great many years. The C.N.R. and C.P.R. lines are in serious financial difficulties, particularly the former. The credit of the country is at stake, both directly and indirectly. The solution of state ownership does not present as many difficulties as might be imagined. At the present time Canada has the National Transcontinental, the Hudson Bay Railway and the Intercolonial Systems on her hands. To take over the Grand Trunk Pacific and the Canadian Northern would not provide great difficulty. All that remains to be considered are the Canadian Pacific and the Grand Trunk parent company, to acquire either of which would require a large outlay of capital and the assumption of considerable obligations. Smaller lines, such as the publicly-owned T. & N. and others, would present practically no difficulty.

Canada Faces a Railway Crisis

(From The Christian Science Monitor, Boston, July 14.)
The Dominion Government has been obliged to take over a long stretch of the Northern Transcontinental System, an enterprise almost to be called a failure. Nationalization of railways has been a matter of fact, since the Grand Trunk Pacific already has been taken over by the government. From present appearances it is likely to go much farther. The interest obligations of the railways in question must be met; Canadian credit is pledged in behalf of these enterprises; the government must make sacrifices to protect its credit; in return for these sacrifices it will expect, and probably insist upon, obtaining greater control over the lines involved than it can exercise in the whole trend of things pointing to a nationalization of the railways. The public, of the corporations that have failed to meet expenses and interest charges under private management. The Canadian Government, federal and provincial, and the provinces, cannot afford to have the development of the country delayed or clogged by allowing the railways in question to remain in control of corporations if they have proved to be incompetent. The statement does not call for a choice between two evils. It simply calls for the exercise of good judgment in the handling of a problem of great importance to Canada's future.

lay a foundation stone itself, but as its ambition is to have a mud wall its activities would have to be confined to depositing lumps of mud where the wall is to start.

WARD FIVE CONSERVATIVES.

"Midsummer's Night Dream" will be given by the Duke of Teck Chapter, L.O.D.E., on the Harbord Collegiate Institute grounds, Thursday, July 28, at 8 p.m. The object of this entertainment is to help raise \$1000 for the boys at the front.

What Ground Gripper Shoes Do For You

1. Make you walk parallel.
2. Relieve pressure and nerve affliction.
3. Prevent and cure flat foot.
4. Strengthen ligaments and muscles.
5. Swing your great toe on a straight line.
6. Reduce bunions or swellings.
7. Straighten out deformed bones.
8. Make weak ankles strong.
9. Arch exercise at every step.
10. You are getting a real treatment by wearing a "Ground Gripper."

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UNIVERSITIES ARE SENDING SOLDIERS

Enlistment Offers Splendid Opportunities for Students and Graduates.
EASY TO GET OFFICERS

Those in Charge Want Picked Men for Non-Commissioned Posts.

There are many men in Canada who are anxious to go and play their part in the great war, who are willing to go as officers, but from want of adequate reasons, are unable to obtain commissions. These are the men who would prefer to join the ranks, simply because they realize the enormous responsibility of the wastage of life which results from the bad leadership of an improperly trained officer.

Universities Working.

Now, there is an organization in Canada, exactly suited to the requirements of such men, and its existence should be brought clearly to the notice of every young man in Canada.

The universities of Canada are working loyally together to raise commissions to officers, and to send them overseas to reinforce as units that famous regiment, the Princess Patricia's Canadian Light Infantry.

These companies are composed of men from the universities of Canada, and picked men for sergeant-major, company quartermaster-sergeant, platoon sergeants and section leaders, on whom largely rests the success of the company. Indeed Canada needs chiefly a training school for non-commissioned officers.

The general principle is followed of giving commissions to well qualified men from the university or from the district which furnishes the recruits.

West Does Well.
The west has certainly been a great recruiting ground for the universities, and the men have proved themselves good soldiers, well disciplined and efficient, with fine physique. It is hoped that the Maritime Provinces will rival the west in furnishing recruits. Indeed, in the second company, men, doubtless, Canadians, came to join from Oklahoma, Arizona and Missouri.

A recruit can be examined medically and attested in his own district, and transportation will be provided for him.

All information can be obtained from Capt. A. S. Dye, 888 Sherbrooke Street West, Montreal, the headquarters of the successful companies.

The newspapers and publicity agents, by their voluntary aid, freely given, have shown themselves to be the most efficient means of furnishing recruits, but every reader is asked to help the men to join the company they are looking for and the company to find the men required.

Another picture which will be quite unique to Sunday World readers is a view of a gun collector collecting team fares at Edinburgh camp. If the war continues we may see a similar impression here.

BRITISH MINE BLEW UP GERMAN TRENCH

Pte. Macdonald of Second Battalion Describes Thrilling Experience.

TUNNEL'S DEPTHS DARK

Explosion, Followed Up by Charge, Let Pandemonium Loose.

The following letter has been received from Pte. N. T. Macdonald, No. 11453, 4th Company, 2nd Battalion, 1st Brigade, C. E. F. France.

"June 22, 1915.
"My dear sister:
"I came thru all right this trip, after being six days in the trenches, and we are resting up again. Capt. Ackerman (my captain), got badly wounded in the head and over the heart. We are now drilling every day within sound of the guns, but are safe enough here for a few days. Don't know when we will be sent back. It was certainly hot enough last time and our guns gave them a terrific bombardment; smashed all the trenches and wire entanglements and must have done tremendous execution.

"German Guns Miss.
"Just imagine our big guns, miles behind the front line, firing so accurately as to drop shells over our heads into the German trenches about sixty yards away. The German gunners don't get the range down so fine with their big ones. Suppose they are afraid of dropping the shells into their own trenches, but they certainly give it to our reserve trenches and even the second line. We do not mind the big shells so much, but don't care for the shrapnel, which we know we were each shell sends out hundreds of little bullets. It was pretty hot the day they made the attack on us and I'll try and tell you of the fun.

"Thou'll-Kna Lud."
"We left our reserve trench at 8 a.m. and went up to the front line, being detailed to help the sappers finish up their mine in readiness for the attack that night (attack at La Bassée). The German gun fire was worse than we ever had before, and one lad who was firing over the top of the trench was shot as we passed him. They dug a hole and buried him right there. We had been filling sand bags and about 10 a.m. we received orders to get down into the mine. In getting into the mine, I saw a chap say, 'How deep is it?' A British Tommy replied: 'Thou'll kna lud when thou steps into water at bottom.'

Preparing a Mine.
"Well, we got down the rope ladder into total darkness, and stepping into a hole, the bags of sand came down at the bottom. Somebody gave me a push to one side and whispered: 'Get down thru that hole, which I did and crawled into a tunnel, dark as pitch and very cold; others followed, and we crawled away along under the German trenches. After being there for awhile, the bags of sand commenced to come; you stand with your back to the next fellow and pass them over your head. We went on at this about an hour, being cramped up and working in inky blackness. At the end of an hour something went wrong with the air pumps; they stopped, causing us all to pant as the air in a race.

Capt. Ackerman Wounded.
"Finally we got thru and at 5 p.m. the mine was fired. It contained thousands of pounds of high explosive and I don't know how many Germans it put out of commission, but it blew trenches and everything away and then the lads charged and the noise started—every noise imaginable—machine guns, rifles, etc. Some of us were sent back to bring up ammunition and that was when Capt. Ackerman was wounded, the corporal beside him being killed. You see some awful sights, but try to forget them all.

"Our colonel has gone over to England to get more men. The 1st Battalion has less than 300 all told, including the sappers, and should have over a thousand. Ours is supposed to be the strongest battalion now and don't suppose we have 500 left, although we were well filled up at the beginning of May. Sam Montgomery and Harper and several of the chaps who came over with me are gone.

LOCOMOTIVE PUMPED WATER TO PUT OUT FIRE.

The C.P.R. express from Sudbury, due in Toronto yesterday at 8:20 a.m., was nearly two hours late. A fire at Lovering, Ont., caused the delay. The engine was used to pump water to quench the flames. Some 20,000 cords of wood were burning.

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At the Cigar Dept., 7 KING ST. W., MICHIE & CO., LIMITED

LIÉUT. KAPPEL'S DEATH DECLARED ACCIDENTAL

Coroner Dr. J. E. Elliott Decides Inquest Unnecessary.

Coroner Dr. J. E. Elliott stated yesterday that there would be no inquest held over Lieut. George Kappel, who was accidentally shot Wednesday morning while using a revolver to kill a bat. The doctor said it was evidently purely an accident and that no investigation was necessary. The funeral will take place from 9 Meredith Street this afternoon at 2:30.

The service will be conducted by Rev. Canon Cayley of St. Simon's Church. Interment will follow at Mount Pleasant Cemetery.

GREAT LAKES SERVICE.

Five Sailings Weekly—Port McNicoll to Sault Ste. Marie and Fort William.

Canadian Pacific Palatial Great Lakes Steamships leave Port McNicoll Mondays, Tuesdays, Wednesdays, Thursdays and Saturdays for Sault Ste. Marie, Port Arthur and Port William. Steamship Express making direct connections leaves Toronto 12:45 p.m.

Particulars from Canadian Pacific Ticket Agents, or write M. G. Murphy, District Passenger Agent, Toronto, ed

MEMORY FORSOOK HIM GOT LOST DOWNTOWN.

While walking along Albert Street yesterday morning, Frederick Downe, aged 50, of 227 Sherbourne Street, suffered from a lapse of memory and

LADIES SKIRTS

These are all new styles, and the best that they come in. They come in all sizes and lengths, and are made of the finest quality of material, and are very cheap.

Re-cover Down Qu

Down Quilts should be re-covered for Fall. Phone Main 1001. Quilts, coverings, down, clean, stock, and re-covered. Down coverings, practically new, at 50c.

JOHN CAT

55 to 61 KING ST. TOR.

GARDEN PART TO HEL

Event at Niagara Falls. Was N. Suc.

Special to The Toronto

Special to The Toronto: Mrs. Charles Neill, Niagara-on-the-Lake, today (Friday) received a letter from Mrs. Neill, who is in the hospital at the University of Toronto. The letter was from Mrs. Neill, who is in the hospital at the University of Toronto.

UNINTENTIONAL WAS CAU

Jury Believes Fr Robert Mo

"Unintentional" is the verdict of the coroner's jury at the inquest into the death of 103 Mr. who died on July 10. The jury found that the death was caused by a fall from a scaffold with Frank Young.

QUEENSTON WRECK VICTIMS ARE RAPIDLY RECOVERING.

Two patients, Calvin Dewitte, of 115 Wilson Avenue, and Florence Little of 105 Bolton Avenue, hurt in the Queenston wreck, have returned to their homes. The nineteen remaining patients are improving.

Charles Watts has just been brought to the Toronto General Hospital from the military camp hospital at Niagara-on-the-Lake. His condition is still serious. The patients at the Niagara Hospital are reported to be "doing extremely well."

It's the Light Beer in the Light Bottle

It's the Best 'Made in Canada'

Wolfe's Pilsener Lager.

Another picture which will be quite unique to Sunday World readers is a view of a gun collector collecting team fares at Edinburgh camp. If the war continues we may see a similar impression here.

MANSLAUGHTER DISMISSE

Special to The Toronto: GUELPH, July 15.—A manslaughter charge against a man who killed Roy Y. Y. was dismissed yesterday by the police.

The evidence was given at the trial of the man who killed Roy Y. Y. The evidence was given at the trial of the man who killed Roy Y. Y.

EXTRA STEAM

Niagara Division. An extra boat, leaving at 9:30 a.m. Sunday, July 18, will make a special trip, as follows: 9:30 a.m., 9:30 a.m., 9:30 a.m.

There will also be a special trip from Niagara Falls to Toronto.