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ADVANCE MORE THAN 10 MILES IN MACEDONIA

Allies Take Villages and More Than Four Thousand Prisoners.

OFFENSIVE CONTINUES

Serbian Troops Fighting With Courage Equal to the French.

London, Sept. 18.—Bulgarian resistance on the Macedonian front is weakening, and the allied troops have advanced an average of ten miles, according to the latest reports received from Salonica. Fifty guns have been captured. The Bulgarians fought well when the allied attack was launched, but their resistance has become less formidable as the allies have moved northward.

Germany Put to Flight.
Washington, Sept. 18.—German troops, sent to the Macedonian front to aid the hard-pressed Bulgarian forces, have been put to flight along with the Bulgarians, says a Serbian official statement on today's operations received tonight at the Serbian legation.

Breach is Widened.
Paris, Sept. 18.—The text of last night's statement reads:
"Near east, Sept. 16.—Our operations undertaken on Sept. 15 on the Macedonian front were pursued today with every success. The breach made in the enemy's lines on Sept. 15 on the front of Sokol-Dobropolje-Vetrenik has widened to the west and to the east for a distance of more than 20 kilometres and a depth of 7 kilometres."

"West of Sokol Serbian divisions captured the enemy fortified zone between Gradshnitz and Sokol and crossing the Gradshnitz River, drove the enemy back in disorder on to the Blazin Bay ridge where the second enemy defensive position in this region was captured."

"East of Vetrenik the allied forces captured the enemy fortified zone between Gradshnitz and Sokol and crossing the Gradshnitz River, drove the enemy back in disorder on to the Blazin Bay ridge where the second enemy defensive position in this region was captured."

UNCERTAIN WEATHER.

September is usually very uncertain regarding weather conditions. So far this month we have had more than our usual supply of wet weather, and if the balance of the month keeps up at the same pace it will break its record. There is a notice to prepare and so not be caught without the necessary equipment. The Dinsien Company, 140 Yonge street, announce the arrival of a shipment of High-class "Raincoats" in gabardine, Scotch mixtures in grey and checks. Heavy Paraffin Raincoats, \$6.50 to \$12.00. Military Coats, \$25.00 to \$35.00. Umbrellas, \$1.50 to \$7.00. Tweed Hats for rough weather, \$4.00.

Canadian National Railways Under Way!

The act of the Canadian Government yesterday in selecting a board of directors for the Canadian Northern Railway marks the beginning of a system of national railways in Canada from the Atlantic to the Pacific, and it also marks, as The World thinks, the location in Toronto of the administration of this public-owned system, which will include in a few days now not only the Canadian Northern, but the Intercolonial, the Transcontinental and the Timiskaming and Northern Ontario. When the Grand Trunk will come in (and we have every hope it will soon be in) is not safe to predict, but it is coming in, and the shareholders of the Canadian Pacific are well advised they, too, will come in. But with them or without them, we are about to start a national system from Halifax to Vancouver—through the Maritime Provinces, three Quebec, Ontario, Manitoba, and all the western provinces, including British Columbia. Any opposition that will remain will be in the Grand Trunk and in the Canadian Pacific.

Just whether Toronto has recognized as yet the new position which has come to her, we do not know. If we are to judge by the local press, they have either been silent or they have been putting forward the merits and the virtues of the Canadian Pacific, and those who have charge of it. The Globe, for instance, has been carrying on a posthumous worship of Lord Shaughnessy and the Canadian Pacific, and went out of its way recently to praise the merits and the virtues of the Canadian Pacific, and those who have charge of it. The Globe, for instance, has been carrying on a posthumous worship of Lord Shaughnessy and the Canadian Pacific, and went out of its way recently to praise the merits and the virtues of the Canadian Pacific, and those who have charge of it.

Notwithstanding that the Canadian Government is now spending over two million dollars in laying down at Leaside, near Toronto, the first of its big railway yards for the national system, not a single newspaper, outside The World, has had a word to say about it. The map in The World yesterday of the new development attracted much attention. It depicted the people's eyes, having in view the fact that a great, big transcontinental freight and passenger service from ocean to ocean will be, in a few days, directed from this city, with, probably, Mr. D. B. Hanna as chief executive officer, assisted by a host of other officials, who have in Toronto, the local papers in this city do not even see that it is up to the City of Toronto, to try and provide some kind of street railway service between the city and the railway town at Leaside.

Montreal would be turning handprings if it thought it could retain its supremacy of the direction of the railway systems of Canada. Now, one at least that owned by the people of Canada, is coming to Toronto.

And why should not Toronto be the headquarters of the national system of railways, inasmuch as the movement to nationalize the railways started in Ontario and in the west, and the loyal supporters of this system are certainly the people of Ontario and the western provinces? There is no sympathy with the state-owned railway lines in Montreal, as witness the daily tirades against public-owned roads in The Montreal Gazette, and the deliverances of Lord St. Armand of the Maritime front, now in the west, against public ownership.

But, whether the Grand Trunk is to come in at an early date, and whether the Canadian Pacific is to come in still later, on that is not the question. The real issue for Toronto and the provinces that have fought for public ownership is to get the service going in the best possible way, and to go ahead with what we have got, and show what can be done; and let us all turn in and support the national system and aid it wherever we can; and for this city to try and get the new railway yards of the national system some kind of street car service, as a mark of our appreciation.

And, with this national system of transcontinental railways also comes a national express service from ocean to ocean, and national telegraph service from ocean to ocean, and a national mail service from ocean to ocean, on the national-owned lines; and this gives an opportunity for the postoffice department to establish a real, national, public-servicing parcel-post system, hitherto opposed tooth and nail by the private-owned railways in this country. All this untoward influence must cease, and those charged with the administration of this national system of railways, national telegraph lines, an express service, must get down to business and give the people what they long have desired, and for which they have paid so generously—and in some

cases over-generously—for the lines that they have in their hands.

The public will watch with renewed interest the administration, and to keep an eye on the newspapers and the public men in regard to this, the greatest change that was ever effected in Canada. As for The World, it has always believed in public ownership of the railways, and fought for it day in and day out, under the greatest discouragement; but it has lived to see the day when the actual administration of such a national system is about to be put into operation. The first duty that the public owe to themselves and to those who believe in national ownership of railways and a service of this kind is to watch what is going on and to insist on the removal of all political influence out of the administration, and to keep an eye on the newspapers and the public men in regard to this. The revolution that is about to take place in Canada is in some respects even more sweeping than that which recently took place in the United States. As a matter of fact, we now own these roads, and we own the telegraph lines, and we own the express service, in the United States, the nation, while it operates them, has yet to acquire them. We have them, and we must make the best of them.

From now on The World hopes to see a gradual co-ordination, consolidation and co-operation of management, to be effected from the Canadian Northern to the Transcontinental and to the Intercolonial, and that in less than a fortnight we will see a daily railway service instituted between Montreal and Toronto, and from Toronto to Winnipeg, and Vancouver, connecting at Montreal with the Intercolonial, and using a portion of the lines of the Transcontinental, and a little later on still more evidence of the greater efficiency and co-ordination which a national management will be able to bring about. We also hope to see national telegraph lines soon serve the public from ocean to ocean, and a national system of express, The great thing is, we have national ownership of railways today from ocean to ocean, and the headquarters of the administration thereof will likely be (as it ought to be) in the City of Toronto, and in the province that believes in public ownership.

Mr. Hanna is a well-known financial man in Toronto. For years he has been the president and general manager of the Central Canada Loan and Savings Company. He is also a director of several large steel companies, and of the Dominion Iron and Steel Co. On the completion of the cement merger he became general manager of the Canadian Cement Company. He has a large shipyard and for years has made a study of the transportation question.

The new national system will get under way immediately without waiting for any developments in the negotiations for the acquisition of the Grand Trunk. The Canadian Northern will at once begin operating the mileage of the Hudson Bay Railway and as soon as practicable will take over the Intercolonial and the National Transcontinental.

THREE AIRDROMES HEAVILY BOMBED

German Night-Bombing Machines Brought Down by British Aviators.

London, Sept. 18.—Three hostile airplanes on a night bombing expedition were brought down inside the British lines last night, according to the official statement on aviation issued tonight. Fourteen enemy machines were destroyed altogether and five others driven down out of control. The statement follows: "After their heavy losses on the previous day enemy aircraft were less active yesterday. The weather on the British front was fine, with a strong wind. Our machines were at work all day carrying out reconnaissances and photography far behind the German lines; observing and reporting the effect of our artillery fire and bombing enemy airdromes, ammunition dumps and other selected targets. Enemy note machines were destroyed and five others driven down out of control. Ten of our machines are missing. At night we heavily bombed three German airdromes, where squadrons working in the Baltic area and localities. Three large hostile night-bombing machines which came over our lines were detected by our searchlights, attacked from the air, and brought down. One of our night-flying airplanes is missing. The total weight of bombs dropped by our machines during the 24 hours was 29½ tons."

EIGHTEEN DESTROYED.

German Aircraft Brought Down in Fighting With French.

Paris, Sept. 18.—A French official communication says: "Aviation.—On Sept. 16, 18 enemy planes were brought down or damaged and one captive balloon was burned. Night-bombing machines, notwithstanding the storm, dropped ten tons of projectiles on enemy stations, bivouacs and aviation grounds; several fires broke out."

FIVE NEW DIRECTORS ON THE C.N.R. BOARD

Two From Ontario, and One Each From Manitoba, Quebec and Saskatchewan.

D. B. HANNA, PRESIDENT

New National System Will Get Under Way at Once Not Waiting for G.T.R.

By Staff Reporter.
Ottawa, Sept. 18.—Public ownership of railways in Canada got off to a good start today with the announcement of D. B. Hanna as president, a few weeks ago eight of the 11 directors of the road, including Sir William Mackenzie and Sir Donald Mann, resigned, leaving in office only three directors, namely, D. B. Hanna, A. J. Mitchell and Major Graham Bell, deputy minister of railways and canals.

Today the appointment of five additional directors was announced by the government. When the Intercolonial is formally taken over three additional directors will be appointed from the maritime provinces. The five new directors are: Robert Hobson of Hamilton, Frank P. Jones of Montreal, E. R. Wood of Toronto, A. T. Riley of Winnipeg, and C. M. Hamilton of Weyburn, Sask.

The first three are widely and favorably known in Eastern Canada. Mr. Hobson has had some railway experience, but is principally identified in the public mind with the development of the iron and steel industry of Ontario. He is a director of several large steel companies, and of the Dominion Iron and Steel Co. On the completion of the cement merger he became general manager of the Canadian Cement Company. He has a large shipyard and for years has made a study of the transportation question.

Mr. Wood is a well-known financial man in Toronto. For years he has been the president and general manager of the Central Canada Loan and Savings Company. He is also a director of several large steel companies, and of the Dominion Iron and Steel Co. On the completion of the cement merger he became general manager of the Canadian Cement Company. He has a large shipyard and for years has made a study of the transportation question.

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Important Objectives Gained in Assault Opening at Dawn, During Which Several Towns and 6000 Prisoners Were Taken --- Germans Charge Thru British Barrage to Surrender --- French Attack Results in Mile Advance.

4,800,000

Enlarged American Military Program Calls for That Many Men By July.

Washington, Sept. 18.—An army of 4,800,000 by next July after all deductions have been made for casualties and rejections, is what the enlarged American military program calls for. General March explained this to the house appropriations committee today in discussing the new seven billion dollar army estimates.

There are now about 3,200,000 men under arms, General March said, and the plan is to call 2,700,000 of the new draft registrants to the colors between now and July.

The advance thus far recorded—in some places more than two miles—means that the British have at numerous points, gained the crest of the ridge along which their old front line ran prior to the German offensive in March and from their new positions were looking down on the Hindenburg line in the valley to the east.

Strong Counter Barrage.
The shelling would be encountered in this sector was a foregone conclusion. The main enemy opposition came from machine guns and artillery. The counter barrage which the Germans sent over in reply to the British bombardment was much more severe than the enemy had been able to provide in the recent fighting, and, as an additional new feature, the Germans maintained a heavy barrage over the back areas with high velocity guns, which had been concentrated for the purpose.

The German infantry surrendered quite freely in places. In fact, in the centre of the attack, where the Australians had been fighting, a considerable number of greycoats deliberately charged thru the British barrage to take themselves up.

Today's operation cannot be considered as a major operation as compared with recent battles. The objectives sought, however, were important, both from the offensive and defensive standpoints.

ALUMINUM COMPANY TO DAM LONG SAULT

International Joint Commission Grants Application, Despite Protests of Canadian Government.

Washington, Sept. 18.—The International Joint Commission has granted the application of the Aluminum Company of America, a Pittsburgh concern to construct a dam in the St. Lawrence River at Long Sault, near Massena, N.Y., overruling the objection of the Canadian Government that the construction would violate Canadian treaty rights.

The commission held that construction of the dam was a war emergency and that it would increase the output of aluminum needed by the United States and the allies in the manufacture of war materials. Authorization to maintain the dam was limited, however, to the period of the war.

Two members of the Canadian cabinet and other officials recently came to Washington and urged upon Secretary Lansing the lack of jurisdiction of the joint commission in the case, but the secretary declined to interfere.

PERM IN SIBERIA, TAKEN.

Paris, Sept. 18.—A despatch from Vladivostok announces that the Czech-Slovak forces have captured Perm.

On the north, Peziers and a strongly fortified sugar factory to the northeast were taken by storm after hard fighting. Epshy proved a tough nut to crack. Here the famous Alpine corps had been brought up, and the German army boasts no better troops than these.

It was futile to attempt a frontal attack against this place, which was fairly brilliant with machine guns. The British accordingly worked about it to the north and south and squeezed it out. Ronsoy was carried by storm and a hundred prisoners were gleaned from the surviving garrison.

In the centre the Australians had to fight for every inch of ground they took, but they pushed steadily forward until they reached the crest of the ridge. By 8:30 o'clock the Australians had already taken a total of 500 prisoners. Most of these were Bavarians and men of the first German reserve division, and they appeared to be a poor class of men as they came straggling back disconsolately thru the drizzling rain.

Hot Fight for Mill.
One of the hottest engagements took place just south of Le Verzier, where the Germans had fortified themselves in a mill. This stronghold was surrounded and 150 of the kaitron were forced to surrender.

On the right flank there was equally hard fighting, accordingly worked as yesterday as a preliminary to today's attack, and from this point the

On the right, the divisions composed of English and Scottish troops captured Fresnoy-le-Petit, Berthaucourt and Fontu, meeting with an overwhelming strong hostile resistance, particularly on the extreme right of our attack.

In the right centre two Australian divisions captured the Villages of Le Verzier, Villerey and Hargicourt. "Pushing forward with great determination they established themselves in the old German advanced positions west and southwest of Bellcourt, having captured its old front trenches to a depth of three miles.

"In the left centre, the 7th Yeomanry division and other divisions, composed of East County and London troops, captured Templeux-le-Guerard, Ronsoy, Epshy and Peziers, also penetrating to a great depth.

"None of the divisions attacked over the northern portion of the sector defended by it with so much gallantry on March 21 and 22. Having captured its old front trenches, together with the strong point known as Vaucelle farm and pushed off a hostile counter-attack, been forward for more than a mile beyond this line, capturing several hundred prisoners and a German battery complete, with its team, in the course of its advance.

"On the left of our attack, other English and Welsh troops carried the remainder of the high ground south of Gouzeaucourt, reaching the outskirts of Villers-Guislain and capturing Gauche Wood.

"Over 2,000 prisoners and a number of guns have been captured by our troops in the course of these successful operations."

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GAINS BY THE FRENCH

Attack on Right of British Gains a Mile on Six-mile Front.

Paris, Sept. 18.—The French attack on the right of the British in the St. Quentin sector resulted in an advance of a mile and a third along a six-mile front, according to the war-office announcement tonight. The statement says:

"Our troops co-operating with the British progressed west of St. Quentin. We advanced our lines two kilometres between Holnon and Esaigny le Grand on a front of ten kilometres. "We reached the western outskirts of Fresnoy-Selency and captured Savy Wood and Fontaine Les Cleres. We hold the southern outskirts of Contrecoeur. We have taken several hundred prisoners in this operation."

"We made progress to the west of Joux (northeast of Solmons). The enemy strongly counter-attacked on the plateau to the east of Allement. We drove him back and gained more ground, taking 150 prisoners."

SIX THOUSAND PRISONERS

Six Villages Also Taken in Advance by British and Australians.

London, Sept. 18.—The British have penetrated the enemy's defences north-west of St. Quentin to a depth of three miles, and captured more than 6,000 prisoners, Field Marshal Haig reports tonight.

The British have captured Fresnoy-le-Petit, Berthaucourt and Fontu, and the Australians have occupied Le Verzier, Villerey and Hargicourt. The statement says:

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