

The Toronto World

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UNITED STATES.

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TUESDAY MORNING, AUGUST 10

Settle the Big Question First

The St. John, N. B., newspapers are calling upon the Dominion Government to connect the National Transcontinental via the St. John Valley route with the port of St. John. The National Transcontinental as planned and constructed had its eastern terminus at Moncton, N. B. Moncton is on the tidal waters of the Petitcodiac, but a considerable distance from the sea. It is, however, connected with St. John, Halifax and Sydney by the Intercolonial.

Some time ago the New Brunswick Government guaranteed the bonds of a railway which was to pierce the fertile valley of the St. John and give the Grand Trunk Pacific a short cut to the sea. The road, we believe, has been finished some distance north and south of Fredericton, but now that the Grand Trunk Pacific has failed to take over the National Transcontinental, pressure is being brought upon Mr. F. W. Guelphus, the general manager of the Canadian Government railways, to recommend such railway construction by the government as will give the National line a new outlet to St. John. No doubt the government will also be urged to prosecute to a finish the elaborate work projected at Courtney Bay, originally planned in connection with the proposed terminals of the Grand Trunk Pacific.

The St. John Sun says that the local Conservative politicians are urging the Ottawa Government to act, and we have no doubt the Sun would see political capital in the failure of the government to immediately spend the money. Yet we venture to think that the Dominion Government should say, not only to St. John but to Halifax, Quebec, Montreal and other ports, that no new harbor or railway construction will be undertaken until we decide definitely whether our transportation facilities are to pass under national ownership and operation. That nationalization may be effected and very quickly is due to the urgent necessity for ending our present policy of haphazard expenditure and wasteful duplication. We want such port and harbor facilities as are necessary and such other highways to the sea as our commerce requires. But all expenditure hereafter, whether upon roads or ports, must be in the national interest. We do not want to see three or four trains running where there is only enough business for one and we do not want to see the government spend vast sums at St. John or any other port unless the improvement of such port be necessary for the development demanded by efficiency.

Mr. Guelphus and his superior officers and the Dominion Government generally will be well advised to spend no more money on railway construction and to initiate no new scheme of elaborate terminals on either coast until we know whether the transportation services of the country are to be co-ordinated under national control. Let us deal first with the big vital question of railway nationalization.

Excuses for Staying at Home

From the amount of correspondence and comment in the newspaper press of the province, it is evident that a large number of people believe that they have no immediate duty in furthering the enlistment of troops for the war. A letter we published a few days ago quite decidedly stated that unless other people of various classes mentioned enlisted, the writer did not see that he was called upon to encourage enlistment.

This is a subtle and dangerous plea, and one which is readily adopted by many who are merely looking for an excuse to do nothing. If we all waited till somebody else did something there would be little done. It has hitherto been the boast of British men that they needed no urging and no stimulus to move them to their duty. The new view is that unless the loafers and the unfit, the criminal and the worthless, and so their part first, the young and able, the intelligent and well-to-do, should stay at home and let Britain burn.

When the logical consequences of such a doctrine are placed before them, we do not believe that those who are uttering it will be inclined to continue to entertain it. One thing is certain, that if the efficient and able men of the country do not defend it, there will be no country to defend. War is war, and whether the unit go or not, the fit must go or the war will go against us.

There is probably a fairly large class of people who would not care whether they lived under the German flag or the British if they could continue at their business in the usual way. This is the mistake they make. They could not so continue. They may argue that Germany would never get into Canada, and that if the worst came to the worst, the United States would prevent invasion. This is by no means certain, but even if it were so, we cannot think much of the British spirit in those who assume this as the correct solution of the international problem. Where the commercial instinct has developed to the extent of cringing out the patriotic, little weight need be attached to arguments why people should or should not enlist.

The fact is that recruits are needed, and badly needed, at the present time. The gigantic effort for which preparations are still going on will require huge reinforcements to keep the forces intact when forward action once commences. Appeals are being made in every direction, and if there be some men who by reason of their physique, or of their health, or for any other cause, are not going to the front, there is the more need for all who do understand the need and who are able to respond, to do so as quickly as they can.

The department of militia shows by its action in removing the necessity for consent of their wives by married men, and of their parents by young men over 18, that all possible obstacles to filling the ranks are to be removed. We have heard many protests against conscription. Sir Wilfrid Laurier has just stated his belief that conscription will never come either in Britain or in Canada. It will not come if it be not needed. But if all concerned do not co-operate to get every available man to the front, conscription is just as certain in Britain and in Canada as it is in Germany.

The German Temper

Perhaps the most salient weakness of the common mind of Germany is the persistent judgment of the mind of other nations by its own standard. Because Germans have convinced themselves, or rather have allowed themselves to be indoctrinated with the notion, that they are the salt of the earth they are convinced that every other people is ready to welcome them as the heralds of a new and higher civilization. They actually present themselves as the apostles of freedom and, to all appearance, imagine that a waiting world is ready to herald their advent with sword and fire as the dawn of liberty. When they find that their peculiar brand of "kultur" is detested rather than appreciated, this does not abate one particle of their conceit. German rule, if not accepted, must be imposed.

That in brief is the notion that has been assiduously instilled into the German mind. With Germans it has become an article of faith that they have been created to dominate everybody. According to their idea they are the embodiment of super-humanity, the flower of mankind. Therefore, they assume, in order to establish their dominion they are justified in using all means, lawful or unlawful, in pursuing a premeditated policy of frightfulness, and in violating all law, human and divine. If this is the end civilization then civilization has proved a curse rather than a blessing, and freedom, right, honor, names not realities, reached only to be found allies of Sodom.

Federal Reserve Banks

The federal reserve banks of the United States, which are really government banks of issue and discount, opened their doors for business last December and have made their first report to the federal reserve board as of date June 30, the end of the fiscal year. For a variety of causes they have not done as much business as might have been anticipated. Money has been very plentiful in the United States with rates of interest comparatively low and no great demand for capital from business men. Consequently ordinary banks have been quite able to accommodate their customers and have even financed foreign governments to some extent. Yet the reserve banks have been so successfully managed as to show a net profit for the six months.

The southern banks did especially well. Most of the rediscounting of commercial paper with national currency was done by the banks at Richmond, Atlanta and Dallas. The Wall Street Journal believes that the southern banks will have to charge lower interest in the future to their customers because they cannot expect a great deal more interest than they have to pay themselves when they rediscount their paper and get national currency from the federal bank.

That would not be an unkind evil, because the south has labored for years under the handicap of high interest rates. Meanwhile business everywhere is helped by the assurance that there is plenty of money for the man whose paper is good.

It was not expected that the reserve banks would get under full steam for a year or two. Only one-third of the capital was paid in when the banks opened for business. Their great strength will be demonstrated when the expansion of home industry comes and with it the development of pan-American trade.

The Toronto Harbor Mystery

The World's article of yesterday on the Toronto harbor mystery excited much attention. The acting minister of public works appeared on the scene bright and early at the King Edward, and so did Contractor Stewart and later on big Clive Pringle, the Ottawa solicitor, who represents some of the sub-contractors.

The Telegram also got busy and was all over showing copies of The World's mystery article to those assembled at the hotel—contractors, sub-contractors, ministers and lawyers—and invoking their solution. It gives a description of men going up and coming down the hotel elevators in the most mysterious way, and going in and coming out of the minister's room, and the minister coming out and washing his hands of the whole affair except that he was going to see that the poor working men got their pay. And interested citizens were calling up The World all day to get further information.

Perhaps the best way to enlighten the public is to quote some of the paragraphs from The Telegram of last night, the result of its attempt to solve the mystery, and to interview all the parties in connection with it. It has no doubt now that a mystery prevails. There are some sentences from its columns:

THE TORONTO HARBOR MYSTERY.

(Evening Telegram, Aug. 9.)

Hon. J. D. Reid, acting Minister of Public Works for Canada, was today, after a lengthy conference with the members of the Canadian Stewart Company and their sub-contractors, informed The Telegram that all wages due by the sub-contractors on the Toronto harbor work would be paid this afternoon.

The minister lost no time in bringing the Stewart people and the sub-contractors to time. "I have not been in touch with the harbor troubles here at all in detail," said Dr. Reid.

The fact that the sub-contractors had dismissed their men, and that their pay was being held up, reached the ears of Dr. Reid late last night. He arrived in Toronto yesterday afternoon. He made it clear from the start that the troubles of the harbor contract were out of his hands entirely. Hon. Robert Rogers was dealing with the whole business, and aware of the fact that the commission which has been investigating the irregularities, alleged and otherwise.

A Clean-Up.

There was one thing, however, he wanted cleared up. He was not a wages question, and before he left for Buffalo at one o'clock today he had the assurance of the Stewart Company that the money would be paid without delay.

"I have nothing to do with the report of the commission," he said. "The morning, 'Mr. Rogers left Kenora last night, and will be at his desk at Ottawa Tuesday morning. He knows all about the harbor. I cannot say anything further.'"

C. Stewart, head of the Canadian Stewart Company, which has the harbor contract, anxiously awaited the arrival of Dr. Reid. He was in time for a short conference with him. This morning Mr. F. Franson of New York, the American head of the Stewart company, also came up to see the minister. Clive Pringle of Cobourg, who was also present, was in time for the eighth floor and in turn went down to see the minister.

No one wanted to comment on the publication of an article in The Morning World. Dr. Reid had nothing to say. "I can't say anything," he said. "I don't know anything." "Was the way the matter put it."

Mr. Stewart admitted reading the "mystery" article, but thought that it would be better not to say anything until he had conferred with Dr. Reid and his partners. After the conference he issued the following statement:

"The Stewart Company, Limited, was interviewed this morning respecting the situation which has arisen respecting the work done by them on the Toronto harbor improvements, and when asked whether he had seen the report in the Morning World, he stated that, so far as he knew anything, 'was the way the matter put it.'"

Outspoken impatience at the thoroughness of the investigation into the character of the work at Ashbridge's Bay, which is now being made by government engineers, is among the latest developments. If the investigation could again, apparently, it is thought that everything would be cleared up.

There is, however, a serious question engaging the minds of the government engineers, both as to design and as to the character of the work which has been done. Until this question has been cleared up the matter will be delayed. The absence of Hon. Robert Rogers in the west is said to have caused slight delay, but with his return to his duties this delay will cease.

This delivery of The Telegram and its belated discovery of the mystery recalls how most of the other city papers approached and then dropped the topic some weeks ago. As far back as July 20, The Globe published a number of sensational charges in a special despatch from Ottawa.

The article charged that there had been a long and bitter struggle between Engineer Cousins and the Toronto Harbor Commission and Engineer Matthews, representing the public works department. One claimed that the work was being badly done with defective materials, while the other contended that the plan of the Toronto Harbor Commission, under which the work was proceeding, was inherently defective. We reproduce some of the articles, so that readers can see how serious the situation appeared to the Ottawa correspondent of The Globe three weeks ago:

(Toronto Globe, July 20.)

It is alleged that face-piling, which

the specifications required should fit close together under water, like grooved and tongued boards in a floor, so as to offer an unbroken wall for the front of the crib, was found to have large gaps thru which the material dumped in behind for back filling ran out as water would run thru a barrel with every second stave missing. Other defects equally glaring were, it is asserted, found thruout the crib work examined, some 6000 feet in length.

The reports of the investigation caused uneasiness and efforts were made to reason with the investigators. Mayor Church came to Ottawa, but in the absence of Mr. Rogers in Winnipeg, got no satisfaction. The enquiry went on, and at the conclusion the investigators came to Ottawa. Lobbyists sought to impress the government and its influential friends that the company was not responsible. Mayor Church came to Ottawa, but in the absence of Mr. Rogers in Winnipeg, got no satisfaction. The enquiry went on, and at the conclusion the investigators came to Ottawa.

When the Toronto harbor works first commenced Mr. J. C. Sing was the district engineer of the public works department with headquarters in Toronto and the harbor work fell under his jurisdiction. When Mr. Sing was succeeded by Mr. Wilson the harbor work was taken away from the district engineer and put in charge of Mr. C. P. Matthews as resident engineer. Mr. Matthews was therefore the man on the job, and according to The Globe he was constantly crossing swords with Chief Engineer Cousins of the harbor commission. Mr. Matthews, according to The Globe, claimed that the plan under which the work was being done was fatally defective, while Mr. Cousins claimed the plan was all right, but that it was being destroyed by poor work and rotten material. According to The Globe the harbor commission insisted upon Mr. Matthews being taken off the job, but apparently the department believed that he was not in the wrong, for the job took him off the job they gave him another just as good. Then Mr. John Sweeney arrived from Winnipeg as investigator and remained as resident engineer.

The Toronto Star came to the surface last night with a typewritten statement said to have been handed to its reporter by Mr. J. C. Stewart of the Canadian Stewart Company, Limited. Mr. Stewart does not throw much light on the situation beyond stating that only about \$750,000 have as yet been expended upon the harbor improvement altho the plan calls for expenditure exceeding \$2,000,000. Evidently this is a good time to overhaul the entire question. If the plan is defective the work should not be proceeded with, and if the contractor has been doing the kind of work he is charged with doing he is not the man to finish the job.

The World is assured by a first-class engineer that if the harbor commission had not interfered at the time it did the whole harbor improvement would have sooner or later collapsed. On the other hand it is argued that the collapse will come inevitably no matter how well the work is done or how honestly the specifications are lived up to.

We are therefore facing a serious situation. The rule of reticence is being overworked. The government should make a frank and full statement from its standpoint, and the harbor commissioners should from theirs. The people of this city will have to pay a large part of that \$2,000,000 and use the harbor improvement when it is completed and are entitled to the facts. Our newspapers have been keen to discover some waste of public money in a building in Winnipeg, but they seem less interested in a \$2,000,000 job within a stone's throw of their offices.

ALIEN IN COURT.

William Friedman, who claims to have been a naturalized Canadian for three years, was charged with being a pro-German. It is claimed that Friedman had made anti-British statements, and he was remanded until today.

Nothing happened between July 19th and July 21st. Yet on the latter date The Telegram suddenly burst into song after the following fashion:

"This is Get-Together-Day in the harbor improvement deadlock. The Canadian Stewart Company, the sub-contractors have spent the morning in consultation, and in what Engineer Power describes as 'rejuvenating the sub-contractors' and the prospect of litigation is remote, and the prospects are rosy for a resumption of work in the not distant future. Coal will be fed to hungry dire-

boxes, steam will be got up, the wheels will revolve once more, and the five and a half million dollar contract will move towards its completion."

Coal has not yet been fed to the hungry fire-boxes, and if we are to credit The Toronto Star the workmen are not yet paid who were suddenly thrown out of employment three weeks ago. But the strange thing about it all is the spathy of the press, which is not shared by the public, and in passing we may say that we think The Telegram did Engineer Matthews an injustice in saying that he had been removed. Our understanding is that he had been promoted. It is a fair surmise, therefore, that the government found his contention correct respecting the faulty character of the plans.

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ONE CAN SAVE ENERGY AND TEMPER BY USING ONLY

EDDY'S MATCHES

THEY DO NOT MISS FIRE IF PROPERLY STRUCK --- EVERY STICK IS A MATCH---AND EVERY MATCH A SURE, SAFE LIGHT.

REGULAR DIVIDEND DECLARED BY C.P.R.

Two and a Half Per Cent. for Quarter on Common Stock.

BIG SURPLUS EARNED

Twenty-One Million Dollars Available for Shareholders.

MONTREAL, Aug. 9.—At a meeting of the directors of the Canadian Pacific Railway Company today dividends of 2 1/2 per cent. on preference stock for the half year and 1 1/2 per cent. on the common stock for the quarter ended June 30 last were declared.

The results for the fiscal year to June 30 last were: Gross earnings from railway and steamship lines, \$88,685,219; working expenses, \$66,290,582; net earnings from railway and steamship lines, \$22,394,637; deduct fixed charges, \$10,446,510; surplus, \$11,948,127; deduct contribution for pension fund, \$125,000; deduct net earnings of Pacific coast steamships, commercial telegraph and news department, transferred to special income account, \$1,494,162; net revenue from railway earnings available for dividends, \$10,328,965.

After payment of all dividends declared for one year, the surplus from railway earnings is \$89,915. Special income for the year \$10,969,382, being \$2,381,461 in excess of the previous year.

BANKS ARE HELPING

CLERKS TO RECRUIT Col. James Mason Says 'Large Proportion Are Either at Front or in Training.'

Col. James Mason, general manager of the Home Bank, stated yesterday that the banks are doing a great deal in the way of helping enlistment. "A large proportion of bank clerks have enlisted and are now in training or fighting at the front than any other class in the community. Every Canadian casualty list impresses this fact on one, and no other institutions are placing less obstacles in the way of their employees enlisting," he said. The Dominion Bank out of a total enrolment of 150 have 125 men at the front. Over 600 have gone from the Bank of Commerce.

FUNERAL ON SATURDAY OF LATE ROBT. COULTER

The funeral of the late Robert Coulter took place Saturday at 2.30 p.m. from the late residence, 162 Bathurst Street, to Prospect Cemetery. Rev. J. D. Morrow officiated at the service, at which many friends and relatives were present.

He was buried by Orange Lodge No. 142, of which society he was an active member for over 50 years. He was also a member of Unity Lodge No. 47, Hamilton, for over 45 years, and a member of Mystic Link Rebekah Lodge 102, Toronto.

He was recording secretary of Farnham Lodge 288, A.O.U.W., for many years. He is survived by his widow, one daughter, Mrs. C. A. V. Kemp, and six sons, Chas. E., Fred W., George A., John H., William T., and Benjamin S.

THE BEST BEER IS

O'Keefe's

and it is brewed in Toronto

For over half a century the O'Keefe Brewery Company has brewed Canada's Best Beers, in the most modernly equipped brewery in Canada. With the best Canadian malt, hops and filtered water—no other ingredient enters into O'Keefe's Brew.

Pure Beer is O'Keefe's Beer. A Brew for Every Taste.



THE O'KEEFE BREWERY CO., Limited, Toronto

Embroid Sample

Starting via Lawn Bede manufacture three-quarter All choice discontinued offered at half price at \$5.00 value \$7.50

Luncheon

Luncheon 5 Bowls Dainty Lunch Centre (See window)

Silk Crop At Half

Manufacture Chinese, including Alice, Flame, and regular yard.

Wash Goods Clearance

Special sale mending Mo layout of Washable D many lines in price ranges

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OTTAWA, Aug. 9.—According to

official announcement by Senator Lougheed, acting minister of militia, "My wife won't let me" will no longer be a barrier to would-be recruits in Canada. It has been decided that the regulation requiring married men to obtain the consent of their wives and single men between the ages of 18 and 21 the consent of parents or guardians should be abolished and a militia order to that effect will be promulgated. The order will also wipe out the provision that enabled a man in the overseas force to purchase his discharge for \$15.

FACTORY PIANO SELLING ATTRACTIONS ATTENTION.

A great number of visitors have taken advantage of the home-to factory automobile service instituted by Goulay, Winter and Leeming during alterations to their Yonge street store. In order to give customers every accommodation this firm will send Gerrard 176. They will then be taken to the factory whole sale showrooms, where they can make a selection from an immense array of new and used pianos offered at fact prices. Those who do not wish to purchase can view the big modern plant.

GRIPPLE'S

Special to T STACHA Einstein of walked for the Sunday when Sacred Heart recovery to be const of Our Lady view, Ont.

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