

The Toronto World

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MONDAY MORNING, AUGUST 2.

Germany Does Not Understand Freedom

We have frequently remarked upon the thick-headedness of Germany, which appears in her policies in dealing with subject or conquered races. Her colonization schemes fail because they are not inspired with the vital spirit of freedom. Her conquests are merely physical, and the souls of the men whose bodies are held in bondage continue in revolt. Germany is not satisfied with the spoils and fruits of victory. She must have the empty name and the letter as well. Strangely enough it is the empty name and the letter for which men fight and die. What is liberty but a word? What is honor but a scrap of paper?

The Germans have never been able to understand these things and under their philosophy they never will. Great Britain has been successful because she has allowed men the liberty of their souls. Kipling says somewhere that it is possible to get ten times as much work out of a man when he is under the delusion that he is a god than by any other means. There is a vast truth underlying this bit of cynicism. In the lands of the free, men are as gods in their aspirations and their aims, and these things control their deeds and their achievements.

Germany believes in none of these things. Men are mere machines to be used for cannon fodder or driven to death in factories with no choice. A few chosen people who are "born" and distinguished by the title of "von" may have souls and the aspirations of gods, but not the common folk. And the wonder of it all is that the German common folk receive this doctrine gladly and allow themselves to be walked over without protest. They even consider it an honor for the emperor to wipe his boots upon them.

The New York Herald put the idea in terse American the other day, "Germany," said our contemporary, "can never understand that the United States regards each of the one hundred and twenty odd Americans murdered on the Lusitania as of exactly as much importance as the Hapsburg Prince who was killed at Sarajevo."

This conflict of ideals underlies the present war. The allies are all seized of it. They know its importance. The United States are based upon this eternal principle. They cannot ignore it. As long as they hold to it they must come into conflict with Germany, which defies the principles. Sooner or later there is bound to be a struggle to the death between all who hold it and all who oppose it.

America must be with the allies logically. If we were Germany we would insist that America join the allies. Because we believe in freedom and liberty of action we are quite satisfied to let the United States do as they please. The result will justify us and support us, and be another illustration of the wisdom of the British method.

Britain's National Registration

On August 21 the registrar-general of the United Kingdom will have in his possession a complete record of every male and female in the British Isles between the ages of 15 and 65 on the 15th of the month. The memorandum books and forms will be in the hands of the enumerator on or before August 9, and they must deliver all the forms during that week. A form must be left for every person between the specified ages who is expected to pass the night of Sunday, August 15, in the dwelling, or if at work or traveling, who is expected to arrive on the following morning. Provision is also made for the enumeration of persons in hotels, places of business, colleges and other institutions. The information required includes age, nationality, condition, dependents, profession or occupation, name and business of employer, if employed, whether skilled in any work other than that in which the person is actually engaged, and whether able and willing to undertake such work.

The end in view, as explained by Mr. Lloyd George, the minister of munitions, is to get up a really national

organization for the purpose of registering the names of all men and women who are prepared to devote the whole of their time to any task for which they are fitted in the turning out of war material, or in any other capacity that will serve the interests of the state at this supreme crisis in the history of the empire. Much reliance is placed on the service of women, and their great demonstration of July 17 expressed their willingness, and, indeed, their right, to work at munitions in furtherance of the allied cause. When introducing the deputation that waited on the minister of munitions, Mrs. Pankhurst said they thought it a crime for any man of fighting age, skilled or unskilled, to be doing any work that can be done by women, if they are properly trained. Mr. Lloyd George, in his reply, mentioned that he had been told there were half a million women engaged in turning out munitions of war in Germany.

The Neutrality of Holland

Ever since the beginning of the war German agents and papers have been attempting to indoctrinate the Dutch people with the belief that Britain harbors designs against her neutrality and independence. Their efforts have not been entirely without success, and to counteract their effect Mr. Winston Churchill on July 18 gave an interview to the London correspondent of a Rotterdam newspaper. In the most explicit terms, which Mr. Asquith stated in reply to a question in the house of commons were not inconsistent with the policy of the government, he assured his interviewer and thru him the people of Holland, that under no circumstances would Britain think of exercising any pressure on the Netherlands in order to make it give up its neutrality. "In any case," Mr. Churchill said, "you will understand that we who have put ourselves up as champions of one oppressed small nation, can do nothing to touch the undeniable rights of another small nation. You understand also that after this war, when we have brought it to a victorious end—and that we shall certainly do—the position of small states will be stronger than ever."

British people did not need to be assured that the imperial government had no designs on the integrity of Holland or of any other small and neutral state, but it has pleased Germany to make Britain appear as imbued with the same lust of world dominion which obsesses them. The fact that freedom and full self-government obtain under the British flag only concerns them because they regard these as evidence of Britain's decadence and her inability to rule with the brutal force and disregard of personal rights which characterize their treatment of subject peoples. The Dutch have always been supremely jealous of their independence and their great and important possessions, and it was well to dispel any misapprehensions they may have entertained regarding the attitude of the British government. But they do not need to question the sincerity of the assurance which has now been given that Holland has nothing to fear from their neighbors of the North Sea. Mr. Churchill's interview created a very favorable impression in Holland and corresponding anger in Germany.

The Nursing of Infants

Dr. Hastings, the medical officer of health, has made an appeal in his monthly bulletin which should not be overlooked or passed by in silence. It deals with a question vital to the nation and to the empire. It is important at all times, but as he points out, it is especially important in this time of war when the populations of our British countries are losing the best and strongest and healthiest of their men.

His subject is the perpetuation of infant life. The mortality is a dreadful one, even when all the natural allowances are made for unavoidable diseases, for weakling babies and for accidents. The death rate among children has been modified to a large degree by the measures taken to ensure pure milk for children's food. But there is still an appalling leakage in the vital current of the life of the nation, at the fountain head of the stream, whence alone the growth of the national tide of humanity can be maintained.

Dr. Hastings speaks quite distinctly on the subject, as the authorities in Germany did long ago. We must despise the Germans for the frightful use they make of their knowledge, but knowledge is good and useful, apart from the use to which it is put, or the ulterior motive inspiring such use.

Germany declared that her infants must be naturally fed and nourished of the population could not be expected to grow. The mothers of Germany were given no choice in the matter. They had to be mothers in fact as well as in name, and rear their children as well as bear them. As a consequence Germany has doubled her population in forty years. The German idea was to outgrow the neighboring nations by the cultivation of a nation of soldiers.

The women of the British Empire are in danger of misusing the freedom which has been won for them by their men. They have in many instances forgotten the high privilege they possess in mothering a nation of freemen. If they neglect that privilege they must inevitably sink to the level of those who are compelled to do that which nature gave them the opportunity to do of their own free will. It is better not to bear children at all than to bear them and then allow them to die. Infants depend for their

HOW FAST NATIONAL RAILWAYS ARE COMING

Dr. Seth Low of Cornell University has written The New York Times to say that the railways must immediately cut their passenger rates in two.

"Unless they propose to fan the flame of sentiment that favors public ownership,"

Mr. Low points out that passenger fares are much higher in countries where there is private ownership of railways. One of the first effects of nationalization would be a general lowering of passenger rates, even tho it might be necessary to charge proportionately higher freight rates. This is rather cynically accounted for by the epigram that "passengers vote, freight does not."

The Seth Low letter is only one of many contributions to the discussion that is raging about the recent declaration of President Underwood of the Erie in favor of a universal one cent passenger fare. Mr. Underwood is said to be the American expert who has been engaged by the Dominion railway with a view to their ultimate unification under government ownership. He probably knows better than any other man how strongly current sentiment in favor of the nationalization of railways is flowing in the United States. He believes the only way to stem the tide is by establishing the universal one cent passenger fare.

Mr. Underwood says that there should be a fixed passenger rate whether it does or does not pay as a separate branch of the railway business. He points out that in every large business some departments are run with a small profit or at a loss, while others bear the burden of interest charges, overhead expenses and so forth. The company in its own interest, he says, should furnish cheap passenger service. He believes even the railway that serves at a loss he still thinks it should be given in order to conciliate the public. He argues that the roads can easily recoup their losses from a low passenger rate by the simple expedient of increasing their freight rates.

Mr. Underwood, altho a practical railway man himself, is one of those who believe that the conduct of railway business on this continent has been characterized by gross stupidity. The companies seem to have invited the antagonism of the public. They have shown no judgment in the collection of their profits, and have utterly failed to grasp the principle of the indirect tax which enables the federal government to take toll from the people without causing irritation or complaint.

No tax is so grudgingly paid as the three cent a mile passenger fare. People with small means are often impatiently summoned to the railway ticket office, and the price of the railway ticket is burdensome. People do not travel as much as they should; families and friends become separated and other inconveniences grow out of the high passenger fares. Railway traveling either is a luxury for the well-to-do who travel for pleasure, or a hardship upon the less fortunate who travel only when compelled to do so by necessity. The only palliative is the occasional excursion, too often accompanied by discomfort and delay. The whole situation makes for discontent.

Everyone will admit that the railways will carry a great many more people at a mile than at three cents a mile. No one will dispute that a sizable part of the standing of public policy to have people travel as cheaply as possible, but the stereotyped reply to all demands for passenger-rate reduction in the past has been that the roads must have a certain amount of revenue, and if they decreased passenger rates they must increase freight rates.

President Underwood believes that the United States roads can make money out of their passenger traffic at a one cent a mile. Experiments in Ohio and other states have shown that the roads carried more people and made as much money at two cents a mile as they did at three cents. However, President Underwood, in his anxiety to head off government ownership, which he so rapidly to the front in the United States, would give the public the one-cent-a-mile rate, no matter what it cost, and for the present get authority from the Interstate Commerce Commission to jack up freight rates by 50 per cent. This leads us naturally to enquire, "Who pays the freight rates?" The question is no less difficult than the one so often asked about the custom duties.

In most cases they are paid by the ultimate consumer—that easy mark, for whom all men in business are looking. There is scarcely an article for sale

lives not alone before birth, but afterwards, on their mothers.

It is difficult to get this lesson put before the women of the nation as it should, and doubtless Dr. Hastings will be subjected to much criticism for "not minding his own business," for some feminine critics have declared. He has no higher business in the community than the preservation of the life of its citizens to be. This is a topic the clergymen and ministers should preach on, teachers should inculcate, and doctors, who have so many opportunities, should insist upon. We can do no more than call attention to it, and remind the women of the nation that if they fail in their duty, the Germans of the future will insist that their daughters shall follow the laws of their nature without freedom or choice.

W.C.T.U. MOTOR AMBULANCE

At the special meeting for Red Cross work of the Bathurst W.C.T.U., held at the home of Mrs. McGill last Thursday afternoon, over \$81 was raised, and the sum, it is expected, will shortly exceed \$100, to help purchase a W.C.T.U. motor ambulance for the front.

which has not paid freight somewhere along the line. The ultimate consumer is charged up with the freight, just as he is charged up with a good many other items he never heard of or dreamed of. If the government levied a tax of one cent a bushel upon all wheat in elevators or in transit, it would, no doubt, be collected from each householder who bought a loaf of bread, but he might never suspect it, nor feel any hardship on account of it. Now the passenger fare is a direct tax, while the freight rate is on the whole an indirect tax. All the people of this country are levied upon every day for some railway freight charge, but it is so indirect, so widely distributed and diffused, that it falls lightly and imperceptibly upon them. The passenger fare, on the other hand, is directly collected by the railway company itself from some individual. It is often a considerable amount, has to be paid immediately in cash, and sometimes unexpectedly. A man in the City of Toronto might have his cost of living increased two cents a day by a general advance in freight rates and suffer no inconvenience whatever, but he might find it a hardship to pay \$10 to go from his home to Kingston to attend his brother's funeral.

The railway situation in the United States is no less than the railway situation in Canada, calls for the intervention of the government. If the United States roads are to meet their fixed charges with a reasonable dividend for stockholders they must be allowed to advance their rates. The figures for May, 1915, compared well enough with those for May, 1914, but they show a decrease in gross earnings and an increase in net earnings as compared with May, 1913. During the past two or three years no money to speak of has been expended on construction of betterments, and there is reason to believe that maintenance and repairment expenditures have been cut to the danger point. The American roads need an expenditure of two billion dollars to make them efficient, but how can they raise any more money with their present outlay of twenty billion dollars, nearly one-half of it water?

The Financial America, while no doubt in sympathy with every effort to save off public ownership, does not believe that public opinion will long be caged by Mr. Underwood's trap even tho it is baited with so attractive a proposition as the one-cent-a-mile passenger fare. It says: As the prosperity of railroads is measured by the extent of their freight business, it is certain that a 20 per cent. average increase in freight rates would solve most of the financial difficulties of railroads, even if a one-cent passenger rate did not bring a profit. But the question remains whether the public would not feel such an increase in freight rates as a burden. Producers and merchants would raise their prices to the consumers, and while the advances might not even approximate the increase in freight rates, certainly not in more than a small number of commodities, the advances probably would be large enough on many commodities to arouse much complaint. The public, according to past performances, would not be likely to withhold its complaints thru believing in mind that its expenses for traveling by rail had been lessened.

But all discussions of proposed palliatives only fan the flame of public sentiment in favor of national ownership and operation of railways. In Canada the problem is much simpler than it is in the United States. Our people are more familiar with the railway situation. Moreover we have only four or five roads to deal with, while there are thousands of companies in the United States. Our railway stock and bond issues on the whole represent money which has actually been invested in the enterprises, notwithstanding the fact that some millionaires have been in the shape of millions. In the United States railway capitalization reeks with fraud and represents millions and millions of lost.

Freight rates in the United States would not have to be raised even tho passenger rates were lowered if railway capitalization represented investment. Those who own easy going neighbors have little sympathy with the roads, and investors give their securities a wide berth. Nationalization may not come as quickly in the United States as in Canada, but it is bound to come. The people of the United States are conservative, long-suffering and slow to action, but when they really start after a thing in earnest they accomplish marvelous results. We believe they will run their railways as they built the Panama Canal.

PASSENGER STEAMER SUNK A COAL BARGE

No Lives Lost in Collision in Naragansett Bay

PROVIDENCE, R. I., July 31.—The Colonial Line passenger steamer Concord, from New York for Providence, collided with the barge Exeter in Naragansett Bay during a thick fog early today, sinking the barge. No one was injured and after taking aboard the crew of the Exeter, the Concord, which was not damaged, completed her journey.

SPECIAL PROGRAM AT CAFE ROYALE TODAY

The Cafe Royale has a special entertainment for Civic Holiday. The special program has been arranged for the entertainment of guests on Civic Holiday. Chicken dinner, to be served all day. The Argentine String Orchestra is making a special feature of the day. This is the only string orchestra playing in the city. The orchestra is well received. The Quintet singing of the old and new pieces is very entertaining. The exhibition conducted by Evelyn Hill and Frank Barton is receiving much favorable comment.

WILL ATTENDANCE REACH A MILLION?

Optimists Look for Record Crowds at Coming Exhibition.

OUTSIDERS EXPECTED

Prosperity of Farmers and Tourists From South to Swell Numbers

Predictions are being made in Exhibition circles that the million mark will be again reached in attendance this year. This figure has been touched only once—in 1913—and it takes a fine brand of optimism to look for a repetition in war times, but there is basis for a belief in a largely augmented attendance in the enormous increase in the numbers of enquiries received by the railways regarding rates, etc.

A year ago they refused the usual reduced fares, but this year they have been restored, and, in addition, indications are not wanting that the American attendance will be very large. There has been a feeling all season across the line that there was danger in crossing to Canada. This idea is gradually being dispelled, and the American roads are looking for the real inauguration of the tourist season when the fair opens at Toronto.

But the prosperity of the Canadian farmer is the real foundation for the belief that the outside attendance at Toronto will be enormously swelled over last year. This belief is reflected in the unprecedented demand for space—it was practically exhausted in all the buildings days ago—the greater enquiry from implement and motor firms being regarded as a sure barometer of conditions in the rural districts.

SWAY OF GERMANY FEARED BY AUSTRIA

Negotiations for Customs Union Are Making But Little Progress.

KAISER'S MANIFESTO

Proclamation With Aim to Inspire Nation to Doughty Deeds.

Special Cable to The Toronto World. ZURICH, Aug. 1.—Negotiations for concluding a German-Austro-Hungarian customs union, which has been going on for some time, are not making much progress. Hungary is "opposed to the scheme, which, in the opinion of the nation, threatens its economic existence. It would consent to a conclusion of a treaty of commerce for a long term of years on liberal terms, but considers a customs union the first step to the complete absorption of the dual monarchy by Germany. This it undoubtedly is.

Austria is willing, even desirous, to be absorbed by Hungary and Bohemia, which form a majority in the empire, but would take up arms to oppose any active combination of their territory by Germany. The Berliner Neueste Nachrichten announces the kaiser is preparing an eloquent proclamation to the nation on the occasion of the anniversary of the declaration of war, in which he will recall the deeds of valor done, will encourage the nation to fresh sacrifices and denounce the crimes of its enemies. Arrangements are being made to celebrate the anniversary thruout Germany, in order to prove to the world that the union of the German nation is unbroken.

SUNDAY RECRUIT OFFICE.

Officers commanding the Q. O. R. quotas in the 83rd Battalion will be at the armories Sunday from 10 a.m. to 12 noon. The examiners will be on hand from 11 o'clock. About 100 men are required in this section and 100 men are required for the examination and the purpose of accommodating any who wish to try the examination and offer themselves, but are unable to take the time on week days.

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DONATIONS OF CLOTHING ARE NOT NOW NEEDED

Committee on Belgian Relief Work Gives Notice to Public.

At the last meeting of the members of the central executive committee of the relief work for the victims of the war in Belgium, held in Montreal at the office of the honorary treasurer on July 16 a resolution was adopted that the committee would not accept donations of clothing at the present time, but would continue to accept foodstuffs in carload shipments only. Gifts of money will always be very welcome, for money is greatly needed in order to purchase wheat and flour, both urgently required by the Belgian population of devastated Belgium.

AN APPEAL FOR SICK SOLDIERS.

Editor World: The strain of this dreadful war is now being brought home to the trustees of the Muskoka and Toronto Free Hospitals for Consumptives and a very definite appeal. We have already received ten patients from Salisbury, Valcartier and other camps. How many more will this number be increased as the war progresses?

We should provide accommodation as early as possible for at least fifty soldiers. During the past week one of the commanding officers has written from his camp asking what provision could be made for sanitary treatment of two of his men.

With the motto of our association, "Every Needy Consumptive Must Be Cared For," is it any wonder that this new problem is one of grave concern to our trustees, made all the harder by reason of some fifty applicants from the city and province being now on our waiting list, seeking admission, and a bank overdraft reaching the limit?

It is not our wish to make a general appeal for this emergency, but are there not amongst those who will read this letter several people who would each desire to make a special gift of, say, \$50.00, for the erection of a cottage, several of which would be necessary for these brave fellows, who must fight as relentlessly as can be found in any German trench—stricken men, whom other hospitals do not wish to care for, thru fear of contagion? What more patriotic or useful memo-

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THE WORLD, TORONTO, ALSO HAMILTON

could anyone have than a cottage set apart for soldiers on the banks of the Humber, adjoining our administration building?

Anyone disposed to make a gift of one of these cottages will please advise A. B. Ames, chairman of the finance committee, or the writer, J. Gage, President National Sanitarium Ass'n.

ANOTHER SOCCERITE ENLISTS.

Wyckwood will miss the services of the 48th Highlanders. Jimmy is one of the best right backs in the city, and Wyckwood will have a hard job finding a player to fill the position as ably as he did.

Heale's

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