

LOOKING AHEAD

No. VIII.

BY H. G. WELLS

Written Expressly for The Toronto World and The London Daily News.

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LONDON, Sept. 3.—Most of the other maffics have written now to the papers reviling cricket, football and tennis, the how we poor rejected ones are to be kept fit without some sort of exercise or what good it is likely to do if we don't take exercise is never explained. One of the most conspicuous of these letters appeared in several morning papers, and it reviled labor generally because it was not flocking to recruiting stations. Labor was not flocking to recruiting stations because it did not want to spend two or three weary days without pay waiting to be told of its insufficient weight, its inch-short chest or its dental deficiencies.

I myself was invited by prepaid reply telegrams and urgent letters to swell this volume of cackling abuse against imaginary shirkers among my poorer younger fellow-countrymen. I declined because I knew perfectly well they are not shirkers. I have also been asked to put on a little button, and go badgering younger men into the army. If I myself could show any evidence that I was being used and that I was prepared to take honorable risks, that if I was needed I would go out and shoot and be shot at instead of remaining discreetly indoors in order not to irritate a raiding enemy I should be able to look those young men in the eye; but as to the officials—they have nothing for me like myself but a pitying snub.

I must confess I have not the effrontery to ask my young gardener, for example, to leave his home and risk his life to protect me for my patriotic button-wearing. No. The whole of this business has been done upon bad lines, and a prompt change of method is needed.

No Need of Shrieking

At the front we have positively our best general in Sir John French. Lord Kitchener is the best organizer. But the feelings and emotions of the general mass of the people are being handled clumsily.

We are all of us ready to serve, eager to serve. It is not a bit of good shrieking us deaf with exhortations, but we want to know where, how and when to serve. Only one notice is wanted to rouse England, and it need not be longer than the five words: "All men are wanted now." The gravity of the situation will be understood by that appeal. There must be added to it a military pass, for directions were to go and what to do; and then let the authorities be ready for their coming.

Can Use Every Man

For the popular thing to do now, the simple and obvious thing, is to take every man, sound or unsound, in work or out of work, who will give himself to us as ready everywhere. The new citizens' committees should be available for this schedule of service. Let every volunteer be assigned at once, methodically to his business. First let there be going direct into the new army, next men going into the army and into its overflow battalions. Then those men held by military obligations, who are still at work, giving us yet only their evenings and half holidays, will drill to get themselves ready for their next steep towards the firing line directly they fall out of work or things grow yet more urgent.

No Compulsion Needed

Let us grade also those too young, too old or below the present physical standard, and make an organized reserve of them and get on with their drilling too. The time may come next year when we shall no longer value a soldier by his ounces or inches or luck that was born both with wind and mind. Let us, too, find porters, clerical work, or what not for the weakly and unfit at beginning of England. If there is nothing for him now he can still be put upon the waiting list ready for the call. If we cannot give a man a uniform let us at least give him a badge to show that to the best of his ability he is in use.

Do that and in a little while you will not see an unassigned civilian left in the country. You will have no need then for these dreary hints of compulsory service that multiply in the maffick press. They are an insult, to our people.

A Place for Women

I would even go further in this matter and make it also possible for educated women to enroll. There is one large field of service ready for them. A great number of able bodied young men who would gladly enlist, contribute to family budgets. They have young wives or are at beginning of business careers. They will not shun up their work and prospects to go to the front until this reasonable, honorable solicitude for their serious duties and future usefulness in the world has been satisfied. In many cases it would be possible for educated and able young women to fill the gaps these tied men would create by throwing up their jobs.

Young Englishmen fear war or wounds or chances of death very greatly, but most men fear secret failure and the pit of unemployment the most. For these things I suggest then that a receiving station working with a labor exchange should be able to meet the case of such young men by having a list of available women and filling his place with a woman who would surrender it after the war.

Better Than Bed Socks

All women cannot nurse. Most intelligent women refuse to consider red flannel pajama and bed socks as an adequate contribution to our country's needs in the present crisis. Scores, or thousands of women now are fretting intolerably at their helplessness and uselessness.

Here is one sound service at least for them, and there must be also in connection with enrollment alone a huge mass of clerical work where their services may be even more direct. This idea of women volunteering for work that will enable men to go to the front is already being carried out here and there by energetic individuals,

and so too, men above the age, men below the age, tied men and men not up to standard are doing what they can disconnectedly in feeble little private associations, to bring themselves up to some pitch of efficiency against the day when supercilious unimaginative officialism is more belatedly to recall their once rejected offices.

A Fight for Existence

But the vast mass of deeply feeling men and women are raging impotently and uselessly because authority has not a lead for them. That lead is the thing wanted now. We want new blood and more imagination up there in the recruiting department if Lord Kitchener is to get what he needs and have a nation at the back of it. The government has but to demand and everyone will serve it. Nothing now need be done badly for England, since all the ability of the nation is to be had freely for the asking. The spirit of the people has to be guarded as carefully as its food supply. Why leave such things in awkward hands? Why have this done hurriedly, badly, obscurely? This war is a fight for existence and every man and woman in our country needs to be in it and feel a share in it. Steadfastly the organization and of organization can be built up until there is not an invalid in Brixton or a hedge-clipper in Meath who will not feel and understand that personally, directly, to the limit of his accepted power, he is contributing to support the work of that fighting line of six hundred thousand fighting men which, since we are told it is successful, must be created swiftly, untriflingly and maintained to the end, however far off that end may be.

BEGIN TO RESTRICT ENTRY TO PARIS

New Rules Prohibit Entering or Leaving Capital Without Pass in Night.

Canadian Press Despatch.

PARIS, Sept. 3, 8:10 p.m.—Beginning tonight no persons may leave or enter Paris between 8 o'clock in the evening and 5 o'clock in the morning without a military pass. Automobiles may enter freely during the day, but cannot leave without permits. Pedestrians are permitted to pass without challenge thru certain gates while other gates are closed. Gardeners bringing fresh vegetables to the city are permitted access at half hour intervals during the night.

COMMANDER AT PARIS WILL RESIST TO END

PARIS, Sept. 3.—It is officially announced that General Gallieni, commander of the army defending the city, today issued the following proclamation to the inhabitants of Paris: "The members of the government of the republic have left Paris in order to give a new impetus to the defence of the nation. I have been ordered to defend Paris against the invader. This order I will fulfill to the end." (Signed) "Gallieni."

MAY BEGIN WORK ON ROAD LINKING TORONTO-HAMILTON.

Five Hundred Men Could Be Employed by Government Thus.

There is a possibility that within the course of a few days the Ontario Cabinet may decide to begin work on the concrete road from Toronto to Hamilton. This has long been under the consideration of the public works department, and the desire of the cabinet to provide work for unemployed men has given rise to the suggestion that the first detachment be set at work in this way. It is thought that 500 men might be employed at a time in this work.

By Request of the Militia Department.

"H. R. H. the Duke of Connaught will review the troops at Valcartier military camp on Sunday, Sept. 6, when Col. the Hon. Sam Hughes will be in command of the entire force of over 30,000 men, the largest review body ever held in Canada. Sir Robert Borden, the premier, and a number of cabinet ministers will be present."

Such is an official announcement received yesterday afternoon from Ottawa by the Canadian Northern officials, which makes it plain that this date is to be forever memorable in the history of the Dominion.

It is at the particular request of the militia department that the C. N. R. is running its excursions to the camp today and tomorrow, Sept. 5, and although, as can be readily understood, the movement of military traffic, which must be given preference, is extremely heavy, arrangements have been made whereby the through service of the Canadian Northern Railway, the only line operated to Valcartier military camp without change, will be punctually maintained.

The rate for the round trip to Quebec, Valcartier and Hotel Lake St. Joseph is only \$10, with stopover privileges at points east of Ottawa, and a dining and commissary car service will be maintained at the camp throughout the day.

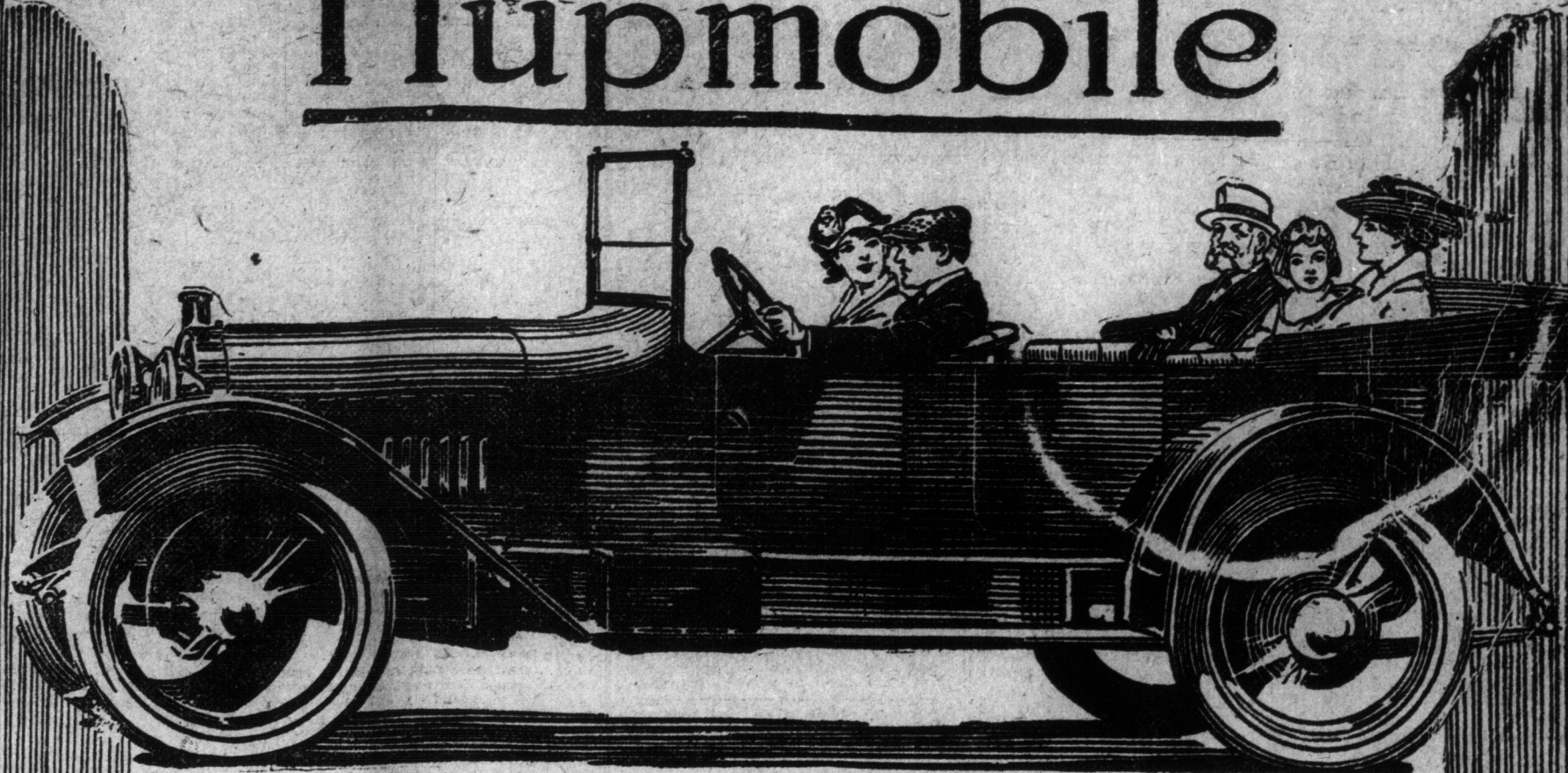
There are absolutely no other dining facilities at the camp, and as it is likely to prove difficult to accommodate everyone, this service will be restricted to through passengers on Canadian Northern trains only.

Do not miss this unique chance and be sure to book your parlor and sleeping car reservations early at the City Ticket Office, 52 East King street, Main 1179, or Union Station, Ade. 3423.

DUNNING'S

Visitors in town, don't pass this famous hotel and restaurant. Best to eat and drink and only a step from all trains and boats. 27-31 West King street, 28 Melinda street.

1915 Announcement Hupmobile



Car of the Canadian Family

\$1400

F.O.B. WINDSOR

For the third time the Hupp Motor Car Company has produced a car which, we believe, will prove immeasurably superior to any that assumes to compete with it.

The first Hupmobile 20 made for itself, and held against all rivalry, an immense following, at home and abroad.

The "32" put the Hupmobile into another class and surpassed the "20" in world-wide popularity.

This new Hupmobile bids fair to eclipse them both, as the very utmost a motorist can desire.

A highly specialized, individualized, Hupmobilized motor car which gives you, we believe, more service and comfort for your money than you can find if you comb the market a dozen times over.

Listen to the details

Every Improvement Important

Ease, convenience and economy of operation are furthered by:

- Left steer with center control
- Larger steering wheel
- Leaf spring steering
- Leaf spring clutch action
- Throttle and carburetor control levers on steering wheel
- Automatic spark advance
- New starter that makes motor non-stallable
- Foot throttle in improved position
- Larger brakes
- Swiveled pads on foot pedals
- Lighting and ignition switches at center of cowl board
- Non-child tires on rear
- More power
- Larger valves
- Heated intake passage
- Improved carburetion
- Improved ignition
- Improved motor lubrication
- One-man type top

The passengers are afforded greater ease and comfort by:

- A larger body
- Ample room for five passengers
- Deeper seats, with same comfortable Hupmobile tilt
- Larger wheels and tires
- Semi-elliptic rear springs
- Deeper, softer, full-tufted upholstery
- More leg room in front and in tonneau
- Longer wheelbase
- Wider doors
- Side curtains to swing with doors

Specifications

- More Power**
Motor, 3 1/2-inch bore x 5 1/4-inch stroke; cylinders cast en bloc, with water jacketed space between barrels; valves 1 1/2-inch clear diameter, mushroom tappets, with special shape cams, very quiet; valves spring chamber closed by oil-tight cover, so that contacts are made in an oil bath. New shape combustion chamber, larger valves and larger cylinder bore produce more power. Multiple disc clutch, with thirteen 1 1/2-inch plates.
- New Type Carburetor**
Horizontal type bolted directly to cylinder block. Gas passage between cylinders, so that intake manifold is heated its entire length, assuring complete vaporization of even the heaviest gasoline.
- Improved Oiling**
A system already highly efficient made still better. Pressure feed from flywheel to main bearings and connecting rod bearings; cylinder walls lubricated by mist from crankshaft.
- Modern Ignition**
Ignition from storage battery, with automatic spark advance. Type rapidly being adopted by progressive engineers.
- Single Unit Electrical System**
Generator and starting motor combined, driven by silent chain from front end of crankshaft. Supplies current for starting, ignition and lighting. Makes motor non-stallable. Westinghouse 12-volt system.
- Longer Wheelbase; More Room**
Wheelbase, 119 inches; track, 54 x 4 inches. Roomy, roomy body, 71 inches more leg-room in front, 7 inches more in tonneau; full tufted upholstery; concealed door hinges, flush handles. Front springs, 27 inches long, practically flat; rear springs, semi-elliptic, 15 inches long, swung under axle; springs self-oiling. Brakes, 14 inches in diameter.
- Left Steer, Center Control**
Steering wheel at left; gear change and hand brake levers at driver's right. Speedometer, starting and lighting switches mounted flush in center of cowl board. Speedometer drive from transmission.
- Non-Glare, Dimmer Headlights**
Hupmobile design. Upper half of headlight glass corrugated. Kills reflector glare, complying with many city ordinances and giving full illumination on road. One bulb in headlights, dimmed at will through resistance in switch. No side-lamps.
- Equipment and Other Details**
16-gallon gasoline tank in cowl; rain-vision windshield, fixed uprights, lower half adjustable for ventilation. One-man type top, attached to windshield. Crowned fenders, with flat edge and without hooding. Tail lamp exclusive Hupmobile design. Illuminates license plate and entire width of road for considerable distance behind car. Non-skid tires on rear. Demountable rims, carrier at rear for spare rim and tire. Lighting and ignition switches controlled by Yale locks. Speedometer. Robe rail, foot rail and coaco, made in tonneau. Color, blue-black with maroon running gear. Price \$1,400, F. O. B. Detroit.

Model 32 \$1230

With electric starter and lights, over-size tires, demountable rims, tire carrier at rear, and all regular equipment, F.o.b. Windsor.

This new Hupmobile simply declines to be classed with anything of like price—in externals, in performance, in economy.

You can't compare it, because nothing near it in price will bear comparison.

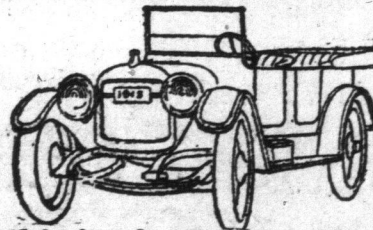
If you've had Hupmobile experience, go see the new car, expecting to find all the good points you have known, and a wealth of added value.

If you know the Hupmobile only by reputation, you will find that the new car goes far beyond the best you have ever heard of former models.

Hupp Motor Car Company, Windsor, Ont.

The Automobile and Supply Co., Limited

22-24-26 Temperance St., Toronto, Distributors.



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