

The Toronto World

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UNITED STATES.
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MONDAY MORNING, SEPT. 4.

Labor Day

Labor Day is to be remarkable by the absence of the usual picturesque and informative parade. So many of the sturdy workers have taken their places at the front in the great cause of the labor world of all nations that those who remain at home feel that they honor their companions on active service more by awaiting their return for the next demonstration, than by presenting a spectacle which would be shorn of its chief glory in their absence.

There was some restiveness at first in the ranks of labor in Great Britain under the demands made for military service. The treacheries and misrepresentations of aliens were chiefly responsible for this. Once labor knew the facts and understood the truth of the struggle between autocracy, militarism, Kaiserism on the one hand, and democracy on the other, there was no more reluctance nor hesitation.

There has been no distinction of persons in Kitchener's army. Artisan, farmer, mechanic, gentleman, ranker, all have done their splendid part like men and patriots. It will not be forgotten them in this day when those who remain at home are to be recognized as the auxiliaries of the field forces, sending out arms and munitions, maintaining the strength and the credit of the nation, and keeping the home fires burning.

A Far-Reaching Settlement

A step forward in the improvement of conditions of railway labor has been taken in the signing of the eight-hour bill by President Wilson, the full effect of which will not be fully appreciated, or perhaps indeed, realized for some years.

It is true that labor on a railway is not productive in the same sense that labor in a factory is productive. But railway labor means the facilitation of business, the speeding up of commerce generally. To the extent that such speeding up is possible, in that degree will production be assisted. It will take some time for the better conditions of railway labor to affect the efficiency of service, but no one who knows the results of improved conditions in the past, will doubt for a moment the greater efficiency which will result from the present change.

Henry Ford, much as he has been attacked and misrepresented, has demonstrated that there are resources in labor which may be drawn out or set in motion to a degree of profit which the cheap-jack employers have never suspected. Farmers will tell one that the farm yields according to the labor and manure put into it. It is just as true that the investment in labor makes proportionate returns. More skill comes forward at the call of higher wages. The improved conditions in the railway ought to return a greater efficiency.

Another point to be considered is the equipment with which the men have to deal. Possibly better rolling stock and a better roadbed are required for the more willing effort of the men. But, on the other hand, the fireman and the engineer can get better results at some times than others. It may be possible to produce the better results continuously.

There is another inducement than the higher wages for the men to work more efficiently. If the production is no greater and the cost of living therefore increased by the higher wages, the higher wages will be no advantage to the men, for they will be spent on the same necessities paid for at a higher cost. To get the advantage of higher wages labor must contribute something to the reduction of cost. Improved railway service is a means to this end.

of the United States should benefit as they will by the eight-hour bill, and that railwaymen in Canada should receive no similar advantages. In the face of the war Canadian railwaymen have been patriotic in their restraint and the suppression of their demands. With the close of the war these demands should be met generously and with alacrity.

Answering the Coal Complaint

With the rumors and fears of a strike in mind, a large number of tradespeople in some of the United States cities decided in a spirit of enterprise to increase their profits at the expense of their customers. Prices were put up enormously, and complaints were loud. In one city legal action was threatened and the offenders may be prosecuted and punished. Advice was given to citizens by other authorities to refuse to deal with those who boosted prices, that is, to apply the boycott.

There has been considerable condemnation of these retailers for their cupidity, but we cannot see that there is any difference in principle between them and the coal merchants of Toronto. These gentlemen, if we are to credit them with the acumen which has hitherto been supposed to have given them their standing, have contracted for their supplies long in advance, and the great part of their winter stock is supposed to come by the cheaper water freight which out-rides rival and outbid railways altogether. If this be not the case, we shall know that in some respects private ownership is not so far-seeing as public ownership must be in similar circumstances. The City of Toronto, for example, is able to buy coal at a rate which, if we are to believe the representations made on behalf of the coal-dealers, prove them not to be so smart as Commissioner Chisholm. We might call the attention of Prof. Mavor to this fact, if he can spare any leisure for such facts.

Toronto has a contract which enables it to lay in its coal at less than \$7 a ton. The citizens of Toronto have been paying \$8 or \$8.50 all summer, and are now threatened with \$9, \$9.50, and even \$10 a ton. Hydro-electric current, it might be remembered, is as cheap even for heating as coal at \$10 a ton and over. It may be that the coal-owners desire to make hay while the sun shines, if this metaphor be permissible.

There is not the least doubt that those citizens who cannot buy by the ton even, but are compelled, owing to their circumstances, to purchase by the hundredweight, have to pay \$12, \$15 and \$20 per ton for their fuel. In a land where coal is as necessary to existence in winter as air or water is, it is evident that something is wrong which makes any citizen or group of citizens pay a special toll for the privilege of living. If it be right to rebel against exorbitant grocery charges, it cannot be wrong for a municipality to interfere when its citizens are in danger of perishing for want of coal.

The reply to this is, of course, that any modification of the present system would be socialistic, and it is much better to perish of cold or hunger than to become a socialist.

Winnipeg Harvest Help Excursion

In order to facilitate the transportation of the army of harvesters the Grand Trunk Railway will run the following excursion: August 31st, from all stations, Lyn, Ont., and west to and including Toronto, Weston, Meaford, Palgrave, and north to and including Huntsville, Sept. 2nd, from all stations—Toronto, Caledon East, Owen Sound, Warrton and west and south thereof in Canada. Fare \$12.00 to Winnipeg, via the new Transcontinental route. Full particulars from any Grand Trunk agent, or write C. E. Horning, D.P.A., Toronto.

Cheese Markets

VANKLEEK HILL, Sept. 2.—There were 1098 white and 233 boxes of colored cheese offered at the regular meeting of the Vankleek Hill Cheese Board. All sold at 195c.

BRANDVILLE, Que., Sept. 2.—At the meeting of the Danville Cheese Board 1623 boxes were offered. All sold at 19c.

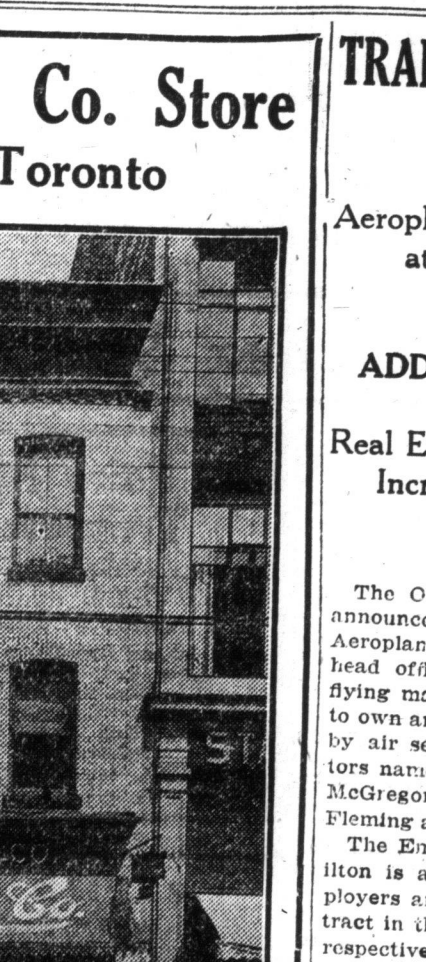
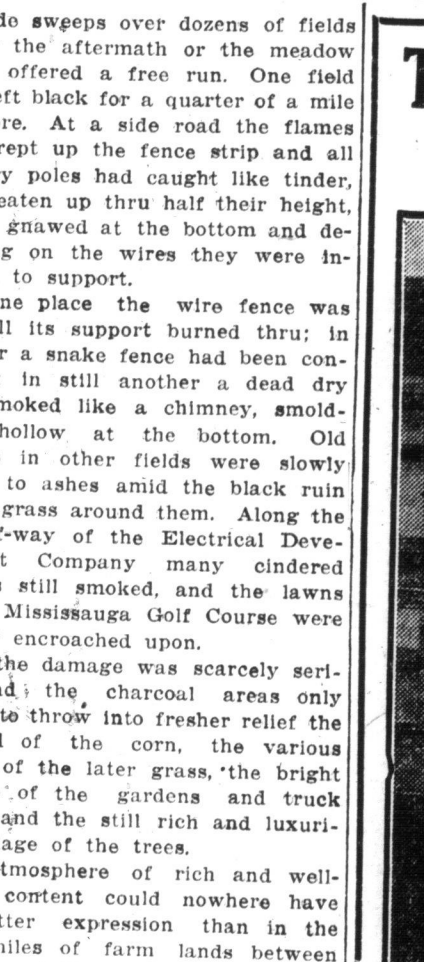
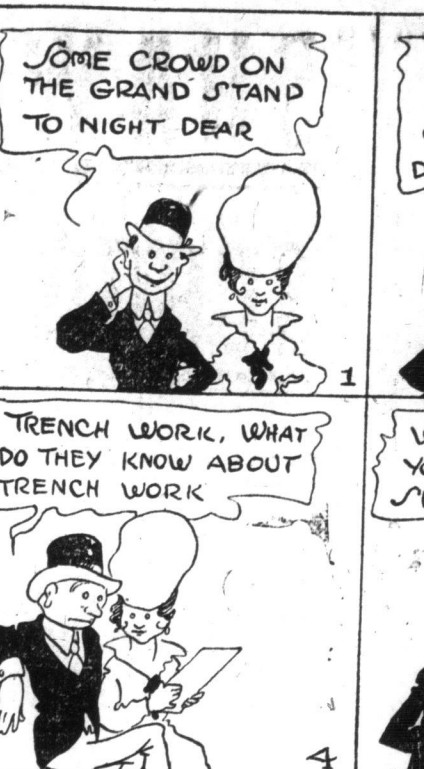
BRANDVILLE, Que., Sept. 2.—At the regular meeting of the Belleville Cheese Board 1960 boxes were offered. All sold at 19 1/2 cts.

LONDON, Sept. 2.—At today's cheese sales, Bidding 18 1/2 to 19c.

ST. HYACINTHE, Que., Sept. 1.—One hundred packages of butter were offered at the St. Hyacinthe Cheese Board. Thirty-three cents offered and refused. Nine hundred boxes of cheese offered; 20¢ sold at 19 1/2 c.

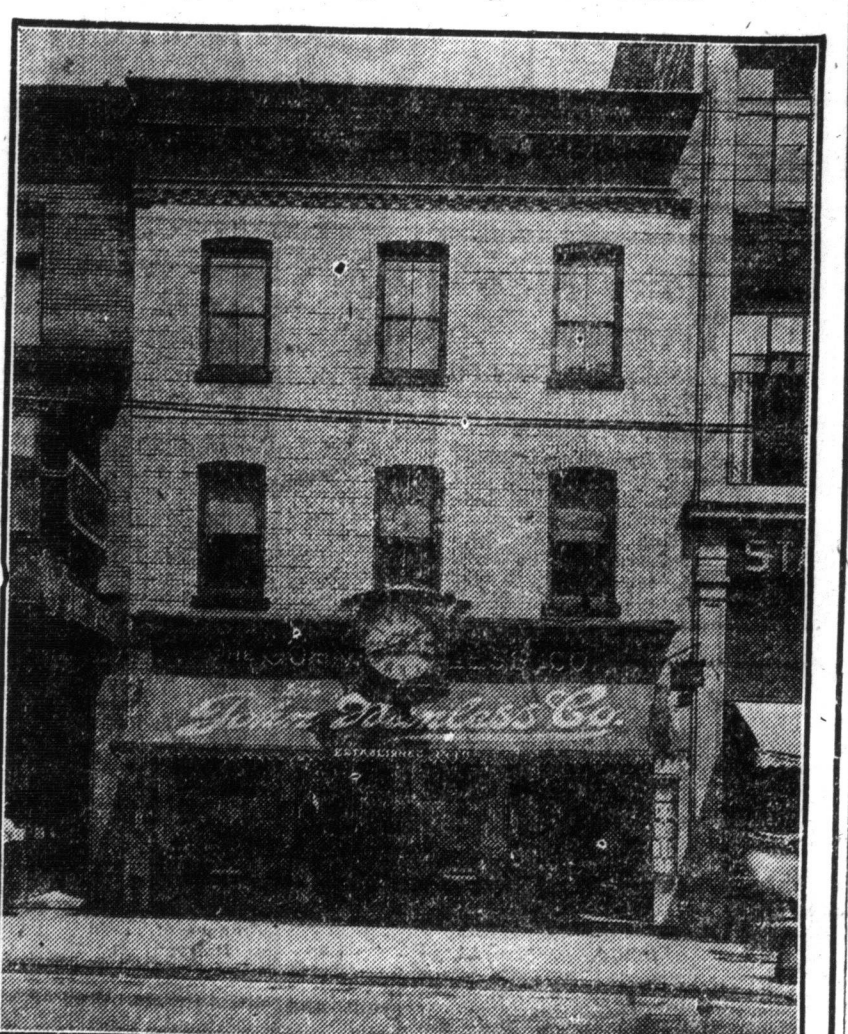
COWANSVILLE, Que., Sept. 2.—At the meeting of the Eastern Townships Dairy Board 765 packages of butter, 11 factors sold at 35 1/2¢; one factory unsold.

X'SKUCE ME



The John Wanless Co. Store

243 Yonge St., Toronto



The new downtown store of the John Wanless Co., Jewellers, is of interest to several generations of Canadians.

News in The Sunday World

THE WAR.

The new Russian offensive in Belorussia has resulted in further advances for the Russians in the direction of Lemberg. All Austrian counter-attacks have been successively repulsed. The Bulgarians are retiring before the Serbian advance. Three positions have been vacated near Serovitch, and everything points to a general retreat in the direction of Monastir. Russians are planning a big drive in the Balkans, to take place in the fall. The chief effort will continue against Austria-Hungary.

Official statement says the Germans have recaptured part of the trenches recently captured by the French on the Somme front south of Estrees.

Unofficial despatches from Rome state that military law has been proclaimed in Athens. King Constantine is reported to be seriously ill.

Greek newspapers published a manifesto urging Greeks to enroll as volunteers in an army which will protect Greece from its enemies. The committee of national defence has addressed an appeal to the populace, urging them to join the allies.

LOCAL.

Saturday was Federation of Empire Day at the National Exhibition, and soldiers from Camp Borden and Niagara were in attendance. A decided imperialistic atmosphere was prominent throughout the day.

Toronto is arranging a big reception for the Duke of Connaught, the Duchess and the Princess Patricia who will be the guests of the city on Tuesday. The royal family are on a farewell visit prior to their departure for England.

R. Mills, an employee of the Amalgamated Machine Munion Co., fell from one of the machines on Saturday morning and sustained a fractured skull.

UNITED STATES.

The Adamson eight-hour day bill, accepted by the labor union officials as a satisfactory settlement for the threatened railway strike, was passed without amendment by the senate at Washington. The president was expected to sign the bill at a late hour Saturday night.

ABORN OPERA CO.

All Victrola records of operas played by the Aborn Opera Co. can be had at the Victrola parlors of Ye Old Time of Heintzman & Co. Limited, Heintzman Hall, 193-195-197, Yonge Street, just above Queen Street.

By Lou Skuce



TRANSPORTATION SERVICE BY AIR

Aeroplane Company Formed at Windsor for This Purpose.

ADDS TO ITS CAPITAL

Real Estate Firm Makes Big Increase—Dewart's Return Gazetted.

The Ontario Gazette for this week announces the incorporation of Martin Aeroplanes, Limited, capital \$100,000, head office, Windsor, to manufacture flying machines, to train aviators, and to own and operate transportation lines by air service. The provisional directors named are: C. S. King, Walter L. McGregor, William R. Bonds, Oscar E. Fleming and Albert F. Healy.

The Employers' Association of Hamilton is announced to secure for employers and employees freedom of contract in the matter of employment, irrespective of membership in that or any kindred association, to maintain an employment bureau, to discountenance conditions that are not just, and which do not allow a workman to earn a wage proportionate to his productive capacity, and to oppose restriction of output, sympathetic strikes and boycotts, and to promote the growth of industrial harmony by harmonizing differences between employers and employees, so that justice may be done to both, and to avert industrial disturbances. The provisional directors are: James W. Millard, Percy McC. Yeates, Robert G. Wells, Henry Bertram, John M. Brown and Henry E. Waterman.

Among other companies announced are: Twin Falls Lumber Co., Limited, capital \$200,000, head office Toronto; Canadian Poultry Journal Publishing Co., Limited, \$20,000, Hamilton; and Franco-Canadian Commerce Corporation, Limited, \$100,000, Toronto.

Toronto City Estates, Limited, increases its capital stock from \$3,000,000 to \$5,000,000. The United Hebrew Association of Hamilton, without share capital, is announced for educational, philanthropic and charitable purposes. The Beacon Match Co., Limited, is incorporated with capital of \$75,000, Toronto, to manufacture matches; the provisional directors named are: Capt. Rockfort M. Melville, J.R.E.; F. W. G. Winger, Frederick M. Gault, Dr. Kenneth Campbell and James R. Roaf, all of Toronto.

Oswald A. Lawton, Toronto, is gazetted notary public.

The return of H. I. Dewart for South-west, Toronto, seat A, is announced.

The Lights of 65 Years Ago

are still doing duty in the shape of

EDDY'S MATCHES

Sixty-five years ago the first Canadian-made matches were made at Hull by EDDY and since that time, for materials and striking qualities, EDDY'S have been the acknowledged best.

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244 Booth Avenue.

MICHIE'S BEAURICH CIGARS

3 FOR 25c AT THE CIGAR DEPT., 7 KING ST. W. MICHIE & CO., LIMITED

BROCKVILLE CASUALTIES.

BROCKVILLE, Sept. 2.—Pte. F. E. Bell, who went to England with a draft of the 58th Battalion, and later was transferred with reinforcements to another unit of the Canadian expeditionary force, is a patient at No. 2 Canadian General Hospital, Boulogne, suffering from shell shock. Pte. J. J. Hockey, another member of the 58th Battalion, who enlisted here, has been wounded in the arm and leg. Pte. J. Bain and Pte. Andrew Hunter have both reached Brockville from the front, having been invalided home suffering from shell shock.

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