

## Public Opinion

### WORTH REMEMBERING.

(Washington Star.)

The Hun talks peace occasionally, but pillages and burns incessantly.

### "A LONG, LONG WAY TO — BERLIN."

(Ottawa Citizen.)

Do you realize that the battlefront is still 450 miles from Berlin? Buy a war bond and bring it closer.

### INTERESTING SPECULATION.

(Cleveland Plain Dealer.)

If the Allies should cut off communication between Berlin and Vienna, Austria would be in the embarrassing position of not knowing what its national policy was.

### FRANCE'S COLORED TROOPS.

(Current History.)

Of the 7,500,000 soldiers and male war workers recruited by Great Britain 1,900,000 came from her overseas possessions.

The latest number of the Journal Official, of Paris, tells what the French colonies have given. From 1914 till July, 1918, Algeria and Tunis had given 340,000 troops; the Sedan, Senegal, Tonkin and Madagascar, 250,000; the French West Indies, 31,000. To this total of 621,000 fighting men should be added 238,000 laborers.

### A LACK OF HUMOR.

(The Argonaut.)

We have long suspected that the Germans have no sense of humor, and now we know it. The ships of their new merchant marine are receiving such names as Hindenburg, Ludendorff and Tirpitz. Imagine the thrill of delight with which we shall learn from our shipping bulletins after the war the Hindenburg is expected to dock at Hoboken with the afternoon tide. Consider the welcome that will be extended to the Tirpitz as she passes up the Thames to Gravesend.

### PAYING THE PRICE.

(Christian Science Monitor.)

Germany can have an armistice when Germany chooses to acknowledge her defeat, and to pay the price of it. Germany can have peace when Germany shows a readiness to recognize that she is living, not in the Dark Ages, but in the Twentieth Century of the Christian era, and when she will adopt a government and a government policy suitable to that era. But Germany can be received back into the brotherhood of the nations only when she has given evidence that she possesses a broken and a contrite heart. That is the ancient sacrifice. But until then the Allies will not forget.

### BRITONS' BULL DOG TENACITY.

(Commerce and Finance.)

These are sorrowful days in Germany. From every front come depressing reports. The Hindenburg line, which was to be a bulwark of the army, the triple-plated series of defenses against which the Allies would hurl themselves in vain, is cracking. The British, who had their "backs against the wall" a few months ago, are smashing their way through slowly but surely. Never did Britons give better display of bull dog tenacity than is being evidenced by Haig's men at present. Never was it more evident the reputation they have for dogged more evident that the reputation they have for persistence is well deserved. They give the enemy no rest. They are not daunted by occasional reverse. Patiently, untiringly they press the fight. Every day they make headway. They are paying a heavy toll but they are satisfied, for they are exacting a heavier price from the enemy. It is inevitable, if they are able to maintain the pressure, that the Germans will give way. And when they do it means a disastrous retreat.

### CHANCE FOR BAGGAGE SMASHERS.

(Buffalo Commercial.)

Piano moving by airplane offers an attractive field for baggage smashers. An upright of full size has been carried from London to Paris by the air route.

### TRIBUTE TO SPAIN.

(Toronto Telegram.)

Spain's great gifts to civilization are as follows:

- No. 1—Spanish Inquisition.
- No. 2—Spanish Armada.
- No. 3—Spanish Onions.
- No. 4—Spanish Influenza.

### GOING SLOW.

(London Daily Chronicle.)

Fifty years ago to-day a great international Labor Congress at Brussels declared unanimously that the claim of the workers could not be completely met by strikes; arbitration councils, they urged, must be everywhere established. We are still far from the goal.

### WHAT "MY NAVY" HAS DONE.

(Kansas City Star.)

"My navy," says the Kaiser in his proclamation, "is holding its own against the united enemy naval forces and is unwaveringly supporting the army in its difficult struggle." That is the German way of describing a fleet that is bottled up and that has permitted two million American soldiers to be transported with a loss of life so small as to be negligible.

### BRITAIN'S MONEY.

(The Economist.)

The following are the details of the votes of credit of Great Britain since the war began:

1914-15	£ 362,000,000
1915-16	1,420,000,000
1916-17	2,010,000,000
1917-18	2,450,000,000
1918-19 (to date)	1,800,000,000

£8,042,000,000

This total, translated into dollars, is \$40,210,000,000.

The vote of \$2,500,000,000 by Parliament, Aug. 2, 1918, brought the total for the current year to \$9,000,000,000.

The debts due Great Britain from war loans on August 1, 1918, were as follows: The Dominions, \$1,042,500,000; Russia, \$2,940,000,000; France, \$2,010,000,000; Italy \$1,565,000,000; Belgium, Serbia, and Greece, \$595,000,000.

### THE CENT'S NEW DIGNITY.

(Cleveland Plain Dealer.)

War is giving the cent a new dignity. Practical usage has made the nickel the American unit of value. An article in retail trade was ordinarily either a nickel or one of its multiples. When a dealer found it necessary to charge more than five cents, he usually jumped the price to a dime. Pennies were useful for postage stamps, but the average merchant scarcely deigned to recognize that such a coin existed. The natural result was that the cent earned a reputation wholly undeserved. Conditions brought about by the war are changing all this. Increased prices for common, low-priced commodities are forcing retailers and purchasers into a new attitude toward the cent. An article that formerly sold for 10 cents will sell more readily at 17 cents, say, than at 20 cents. And the public finds it increasingly economical to patronize those who show a speaking acquaintance with the one-cent piece. It is time to abandon, not for the period of the war alone, but for all time, the superstition that some particular virtue lies in the number five as it applies to American coinage. A somewhat general advance in prices of common articles is necessary, probably; but merely because an article can no longer be sold for five cents is no proof that it must go to 10 cents.

### WAGES AND TIPS.

(The Public.)

This is the day of manhood and womanhood. Men and women are supposed to stand upon their worth of character, and not upon distinctions of birth or differences in wealth. Our very army is hailed as a great democratizing agency because all citizens alike have been called to a common service. And it is not too much to expect that there will be more mutual respect hereafter among those occupying different ranks in life. But the continuance of that mutual respect will depend largely upon the demeanor of those occupying the inferior positions. Social equals they may not be, nor financial equals, but industrial equals they can and must be. There must be no cringing, no fawning, no hat-in-hand attitude. Labor must say: "We demand decent wages and no tips."

### THE SEA AND THE FLEET.

(London Daily Chronicle.)

American soldiers who reach Europe are impressed by two wonders—the wonder of the sea and the wonder of the British navy. "The eternal distance at first oppressed us," says one, "for it seemed impossible that any navy could police such a space. Yet everything was safe and snug. Only one excitement—a ship which did not signal satisfactorily. Lord, a converted cruiser simply leapt there to get the right answer. Then the destroyers and the saucy skimming torpedo-launches in the danger zone! Not a peep of danger anywhere. We said among ourselves: 'This, then, is what British sea power means.'"

### DON'T EASE UP.

(Boston Commercial Review.)

In the old fable of the Hare and the Tortoise attention is called to the successful tortoise, with the moral, "Slow and steady wins the race," but the case of the hare is worthy of consideration, and the moral might well be "Don't go to sleep on the job."

In the last fifteen yards of the final heat of the intercollegiate hundred yards dash, the leading man looked around to see how far ahead he was, and lost the race by a foot. In a canoe race a hundred feet from the finish a man in the leading boat thought he had plenty of time to shift into a more comfortable position, but his crew lost the race by his failure to carry through.

This is no time for hesitation. Our troops, with those of our Allies, have the job of crushing Prussian militarism and frightfulness on the field of battle. We have the duty of beating the Huns by making the new loan a success. With victory in sight, there is danger of failure from over-confidence.

### THE GRAND TRUNK PACIFIC THE BEST BUILT RAILWAY IN THE WORLD.

(Montreal Gazette.)

If the Grand Trunk Pacific should be taken over by the Government, the latter will have the best constructed railway on the continent to handle. The system offers the lowest grades of any transcontinental, four-fifths of one per cent., or 21 feet in the mile, and, therefore, an ability to haul longer and heavier trains than any other transcontinental. It was frightfully expensive to produce this condition in the building, for the prices at the time of the universal boom went up, and the rate per mile, in the mountain section, trebled in amount; but the Dominion has the best built railway, probably, in the world. It will be years, and perhaps many of them, before the Grand Trunk Pacific earns actual money, but the progress of the Dominion can only be temporarily stayed; and, with that progress, the system will advance and serve large and more hopeful ends. Even the eastern section—the Transcontinental as we call it—may justify itself in time though, at the time it was built, the only thing offered to justify the route through the wilderness was the testimony that roses had been seen along the proposed route. That was not a great practical assurance; but the country is young, the European populations will more than ever desire to reach a land of peace and independence, and numbers will spell prosperity.