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MONDAY MORNING, AUGUST 20, 1917

Conscripting Wealth.

When the new war income tax was first announced and the statement made that the war business tax assessed this year and payable next year would lapse with the end of the year, we supposed that it went without saying that the business tax would be renewable under further legislation. Many of the opposition leaders and newspapers took it for granted that the government intended to permit the war manufacturers to escape with their enormous profits for the remainder of the war.

This inconceivable injustice has been repudiated by Sir Thomas White with the assertion of the principle that "abnormal business profits due to the war must be abnormally taxed." Obviously until the present tax has been collected it is unnecessary to impose a new one. That will be a task for next year.

Only One Ton in Three.

There are 246,000 tons of coal in the city according to the latest estimates. Toronto needs 500,000 tons more to complete the winter supply. It is evident that there must be prompt action on the part of all concerned if the shortage and privation of last winter are not to be repeated. We believe that the Grand Trunk Railway is the disturbing element in the situation, and the lack of rolling stock on this road to be the chief cause of the shortage. Since the close of last winter attention has been continuously directed to this vital need in our national economy, and there can be no possible excuse if the authorities fail to deal with it.

President Wilson, it is stated, may fix a price for coal today or tomorrow, but price is the least important matter at present. Adequate supplies are too high, probably two or three dollars a ton too high. Under the present conditions of sympathetic relationship between the corporations and the authorities little can apparently be done in Canada in this matter of price. But our coal in Ontario comes from the United States President Wilson's word will relieve us on this head.

But for quantities and deliveries we must rely upon ourselves. Had the Grand Trunk Railway been nationalized the coal problem would have readily solved itself. Whether it can now be settled satisfactorily depends on the determination of the railway commission and the fuel controller. If the railways are not treated as a unit and their resources pooled, as would be the case under public ownership, there are dangers ahead.

Street Railway Wages Agreement.

It has been stated that the only thing that remains for the conciliation board to do, acting between the street railway and the men in settlement of the recent strike, is to arrange the wage schedule for the next three years. As there are only four years remaining till the end of the franchise, would it not be well to have the agreement cover the whole term, and not leave the possibility open for a final year of unrest before the era of public ownership?

We have no desire to introduce a new element of difficulty where so much exists already, but the gain would be very great if it were possible to settle the wage question finally and definitely.

It has been objected that no wage scale fair to both parties can be arranged so far ahead. This raises the question of the possibility of establishing a definite relation between wages and the cost of living. The relation of cost exists now, and all the wage agreements entered upon are approximations or attempts to approximate the relation. It should not be impossible to establish a standard of percentages for say, the eleven-year period of the recognized trade cycle, which would relieve the pressure of the fluctuating intermediate years.

Reasonable Agitation.

There is much outcry from a small section of society at present over the alleged necessity for freedom of speech, and freedom being intended to cover every form of traitorous, treasonable utterance that a pro-German, an anti-Britisher, or any other form of unpatriotic citizenship can evolve. There is no use ignoring the circumstances, which are likely to become worse instead of better if tolerated.

In the United States organized treason to the state and to humanity as a whole has been inaugurated by the I. W. W., the only organized body definitely avowing itself on this policy. There is not the slightest doubt that all these forces are primarily inspired by Germany and with German money. People left to themselves are as a rule glad to be employed, and work is not so scarce nor wages so low as

to constitute reasons for strikes and the attendant rowdism which characterizes those promoted in the interests of the enemy.

The lynching of one of the I. W. W. leaders in Butte, Montana, marks the popular verdict on the agitation carried on by the I. W. W. Had there been a cool summer with plenty of fruit there would have been the less pretext for protest or disturbance. It is to be noted that the lynching preceded any form of military rule, and it is evident that if inflammatory agitation is to be carried on by the I. W. W. there must be a strong hand in administration to prevent disorder spreading.

How could there fail to be disorder if the agitators resort to the destruction of the grain crops in the fields as reliable authorities declare, has been threatened? The whole world faces famine, even with the utmost care and increase of production. But if a section of society, following the German example of destroying all the food supplies that can be reached, undertakes to destroy the grain in the field then famine is inevitable. What can such Ishmaels do for themselves or others? What can the German accomplish by destroying cathedrals, killing women and children, sinking merchant vessels and murdering sailors?

They only proclaim their own nature, and it is not a desirable condition of character. The demon of destruction has entered into them, and they only desire to ravish and destroy independently of consequences. These men are seeking to enter the Canadian northwest, and they have their sympathizers in Toronto demanding similar free speech and its resultant action. Intermittent as alien enemies is the proper treatment for all such.

Aeroplane.

Aeroplane is the doves of peace as well as the falccons of war, according to the military experts—always excepting the Canadian official decision, still on record. The United States army program is for 23,000 of these as soon as they can be manufactured and manned. We know in Toronto what efforts are being made in the British Government camps at Leaside and Armour's Heights to get the men ready, and at Long Branch, Camp Hoare and Deseronto the same policy is active.

It is interesting to note that Henry Ford, who had dreamed of an easier method to get the boys out of the trenches before Christmas last year, has fallen in heartily with the aeroplane plan. As he told The World once, and "hated to admit it" if he had to fight he would fight for the allies. He is now fighting Germany by turning out 1,000 aeroplane cylinders a day for the United States army and navy. This is enough daily for 85 motors of the twin-six class, or 125 of the eight-cylinder type, or 166 six-cylinder motors. The 23,000 aeroplanes can be speedily engined at this rate, and Mr. Ford anticipates being able to turn out five or ten thousand a day by a new and cheap process.

The need for speed is evident, for Germany is working as fast as she can, and the great zeppelin factory at Friedrichshafen is now wholly devoted to aeroplanes and turning out 100 a day. The result has been seen in air raids on England. But it is on the military front that the aeroplanes are most effective and instrumental in obtaining a decision, which such raids in England never could.

Raiding as the French and British carry it out, against aerodromes, ammunition depots, railway stations and junctions and other military dispositions, is a real factor in warfare. The Germans have not had planes enough nor men enough to carry out such exploits as the French and British have. They are, in fact, not in control of the air.

In battle, the result is that their artillery is blind, and the ineffective results of their shelling in many recent engagements is the best tribute to the allied air strength. A new device based on the ability of an electric detector to receive and measure strength of the sound waves is being tried at the front for locating enemy gun emplacements. Two of these giving an angle with the sun, should indicate the exact spot for the allied artillery to play upon. Should this device succeed aeroplanes will be set free for other forms of scouting and for fighting and the Germans are not likely to get the best of it. The daring of our airmen in recent engagements, flying low and assaulting enemy troops and bombing their supply trains and stores, has been a new factor in tactics.

FIVE MEN CHARGED WITH THEFT OF MOTOR CARS

Remanded on Bail When They Appear Before Col. Denison.

Five men were charged before Magistrate Denison in police court Saturday morning, with theft of motor cars, and were remanded until the 23rd for trial. William Moore and John Watson are alleged to have stolen a motor car belonging to H. Wolf. Each of \$500 each was accepted. Cameron Rumble, Richard Cook and with the theft of a motor car belonging to W. A. Denton. Bail of \$1000 and Cook, while a bond of \$500 was accepted for Wilson.

Calgary Albertan (Liberal), Aug. 15.—If Sir Wilfrid Laurier declares decidedly, definitely and conclusively against conscription, the western Liberals following the policy already adopted cannot support him.

The Real Reason Why Your Hands or Feet Become Numb

By DR. LEONARD KEENE HIRSHBERG
A.B., M.A., M.D. (Johns Hopkins University)



There is hardly a person who has not, at some time, awakened at night with numb thumbs or fingers. Some persons have numbness somewhere some of the time, while everybody has it all the time, while some time or other.

Numbness may be a sensation of "sticking electric sparks" as one victim describes it, it may imitate a "pins and needles" expression, it may feel to you as if "ants or insects were creeping" up and down the arm or leg.

A popular fallacy is the notion that these numb feelings indicate "a poor circulation," "what's the matter with you?" means a better, greater or swifter circulation, the widespread phrase is often correct. But such an interpretation calls for the reversal or contradiction of the words meaning.

Whenever there is an untoward pressure at a nearby point of the arm, arm, leg or other structure, such as a blow on the elbow or "funny bone," or is caused by resting the head too long on the upper arm or a bundle of nerves crowded together, or compressed enough to rebel and to give you the aforesaid sensations. However, drinkers, smokers, gluttons

and those fatigued because of lost sleep or from overexertion are more disposed to such pressure than are those who live a sane, natural life. Nevertheless, it is not only the compression of the trunk line nerves which stir up these things. Maladies of the spinal cord, injuries to the vertebral column, lead poison and other general poisons are known to be responsible.

Finally, when numbness frequently occurs and becomes more or less lasting in the hands, feet, legs, arms or elsewhere, it behooves you to hire yourself to a good physician, one who will take the necessary time and patience to make a thorough physical examination of your blood pressure, your heart, teeth, kidneys and blood.

Among the other sources of a determination of the causes and the removal of the sources of the trouble, while a good physician is not a long while ago, it is well to be made to the relative frequency of such causes. For example, high blood pressure was found to be one of the offensive factors in such cases in 97 per cent. of those examined. Twenty-two per cent. suffered from alcohol, tobacco or other drug poisoning.

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The Impulse to Save

It was more important that it should be acted upon. By saving your money, you not only ensure your future and increase your independence, but you serve your country as well. After you have started a Deposit Account, you more frequently obey the impulse to save.

You can open an account with this Corporation, which for more than sixty years has been the depository of the savings of thousands of our citizens, with a deposit of one dollar. We welcome the small deposits as, in our long experience, we have seen many such grow into accounts with handsome balances. All your deposits will bear interest, compounded twice a year, at THREE AND ONE-HALF PER CENT.

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OTHER PEOPLE'S OPINIONS

The Toronto World invites correspondence on subjects of current interest. Letters must be short and to the point—not more than 200 words at the outside. The editor reserves the right to cut any letters to meet requirements of space. Names must be published if the writers wish them withheld, but every letter must be signed with writer's name and address, to ensure authenticity.

West End Smells.

Editor World: A night or two before Mayor Church's first election that gentleman addressed the ward seven ratepayers, appealing for votes. His strong argument was that for several years residents of ward seven had made all kinds of appeals and demands upon the city government to have the bad odors which they had so long suffered from removed, and pointing the finger before him said, "What have they done for you? Absolutely nothing."

Continuing, he said, "Gentlemen, if I am elected mayor I promise you I will stop those smells in thirty days or I will close up every abattoir." For this he received much applause. Mayor Church has had nearly three years of office as mayor of Toronto, and he has not removed the nuisance in large doses that the abattoirs or their owners can unload on the public and at the same time laugh at Toronto's city officials making "an effort" to stop them. Some day people may rise up and get a few of the things that belong to the city and so little action are taken. West Toronto are not entitled to have such nuisances removed they must not expect it, while in the meantime they want to know what is barring their right. The ratepayers' Association of ward seven spent much time and effort to have the city stop this nuisance. Other large cities avoid it, but for some unexplainable reason Toronto has not. The smells go on as usual.

Show Me.

Editor World: Someone said of Fabius that he could do everything but fight. So far Mr. Hanna, the so-called food controller, has made a few nice little speeches to women, convincing them and prudent advice, even if directed to many barely able to preserve the union of spirit and soul and body. But the treasury of the profiteers seems a holy thing, which like the ark of the Covenant, must not be touched or spoken against. Will his vision of fish bring any relief, or will it prove a mirage to the expectant and a further source of gain to some already enriched by exorbitant prices? If, on the other

hand, the food controller finds himself limited by the authorities that appoint him he should protest against a limitation which makes a good intention abortive. I do not wish to be unjust toward Mr. Hanna, but I assume he has, or should have, the power that Mr. Hoover derives from the administration of the United States. Thanking The World for its fearless and constant support of popular rights.

A Consumer.

Brantford, Ont.

Cunctator Hanna.

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TANG!

YOU get the true taste of the hops in Imperial—that mellow tang that has made O'Keefe's famous for over 60 years.

O'Keefe's IMPERIAL Ale Lager Stout
A brew for every taste—and every one O.K.
For sale at all Hotels and Restaurants. Order by the case from your Grocer or Dealer.
The O'Keefe Brewery Co. Limited, Toronto
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ARRANGE BURIAL OF STUDENT AVIATOR

Father of Flying Accident Victim on His Way to Toronto.

TROUBLE WITH ENGINE

Was Forced to Descend, and in Doing So Crashed Into Another Machine.

Arrangements for the funeral of the American cadet, S. H. Dorr, who met death Friday morning at Armour Heights camp when his machine crashed to the ground as a result of a collision with another airplane, have not as yet been completed. His uncle, who is on his way to Toronto, will take charge of the body. It is likely that the funeral will be held from his late home at Nutley, New Jersey. In the event of the body being removed from the city the Royal Flying Corps and the American cadets now in training here will furnish an escort to the station.

It is stated that no blame is attached to Cadet Squires, who was in charge of the other machine. Examination showed that only the top part of the plane was damaged, and on the strength of this evidence it is thought that Cadet Dorr was in trouble before his machine struck that driven by Squires. It is generally believed that he was forced to descend because of trouble and in so doing crashed into Cadet Squires.

The rules adopted by the Royal Flying Corps in Canada are those of the Aero Club of London, with certain additions. Among the regulations are the following:

Rules of Aviation.
When turning the aviators must make circuits in the same direction always.

No man is allowed to arise from the ground until a signal is given for that purpose assigns him that he can get off the ground safely.

When one is about to alight no other machine is allowed to leave the ground until the other is safely landed. Aviators in the air must keep or, if above another, at least 300 or 200 feet above it.

Aviators must land against the wind. Special "sausage" flags are placed in prominent places, which are bellowed out by the wind, showing the direction of the wind unmistakably. Changes in the direction are thus easily detected.

Every precaution is taken for the safety of the cadets. Every engine and machine has a special man held responsible for its condition. The aeroplane is tested and examined before a pilot enters the air. The burning gasoline. The body was identified by John W. Dorr, a uncle of the young cadet, of Canadian. Com. Dr. G. W. Fringle, who performed the post-mortem examination, stated to the jury that in his opinion death was caused by suffocation from the burning gasoline. The body was buried near Camp Armour. The body was identified by John W. Dorr, a uncle of the young cadet, of Canadian. Com. Dr. G. W. Fringle, who performed the post-mortem examination, stated to the jury that in his opinion death was caused by suffocation from the burning gasoline. The body was buried near Camp Armour. The body was identified by John W. Dorr, a uncle of the young cadet, of Canadian. Com. Dr. G. W. Fringle, who performed the post-mortem examination, stated to the jury that in his opinion death was caused by suffocation from the burning gasoline. The body was buried near Camp Armour.

There is a person appointed to report definitely to the aviator regarding machine and clearance before the pilot is allowed to leave the ground. On landing, every part of the machine, large and small, cloth, wires, and engine, is inspected closely to see if any undue strain has been experienced.

NINETEEN MEN ATTESTED AT MOBILIZATION CENTRE
Included in Number Are Ten Recruits From the United States.

A total of nineteen recruits were attested at the armoures on Saturday morning out of twenty-five who appeared for examination. Included in the number were ten recruits from the United States, who were attached to the 1st Reserve, G.O.R.; 3; C.A.M.C.; 1; Canadian Engineers; 1; 1st Reserve, G.O.R.; 3; C.A.M.C.; 1; No. 3 Co. Canadian Engineers; 1.

Three recruits for the Royal Flying Corps passed the physical test and were attached. There were no rejections. During the present war 144 men have been attested at the Toronto mobilization centre, and of these 117 have joined the combatant branches of the service.

Some day people may rise up and get a few of the things that belong to the city and so little action are taken. West Toronto are not entitled to have such nuisances removed they must not expect it, while in the meantime they want to know what is barring their right. The ratepayers' Association of ward seven spent much time and effort to have the city stop this nuisance. Other large cities avoid it, but for