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FRIDAY MORNING, FEB. 8.

Proportional Representation.

One good thing is due to the lords in the restoration to the representation of the people bill of the principle of proportional representation. The alternative vote has been eliminated, and a compromise adopted by which 100 constituencies to be selected by a commission will be used to test the system. If it gets a fair test the experience had in other countries appears to certify to its eventual adoption generally.

Under proportional representation in a city like Toronto all the voters vote for everybody, number them in the order of their preference. The result is that the men that all the people want get elected, and the men that a majority of the people want get elected according to the proportion of electors favoring the candidates. The effect is to get the very best men of all parties elected, as everybody contributes to the choice, the preference of a Conservative voter for one Liberal before another, and vice versa, being recognized, and when necessary being automatically given due weight. It is the automatic and impersonal operation of the system that commends it.

Good Policy Buying Ahead.

A correspondent yesterday objected to the purchase of five and a half acres of land on Glen Grove avenue for the erection of a school on the ground that taxes are high enough and that it is no time to waste money.

This is the cry that has been heard for years in Toronto with the result of bringing the taxes up to the thirty-mill standard. By putting off the purchase of land till it is as much a foot as it might have been had per acre we have wasted more money than we would build all the schools required.

There is going to be no 23-roomed school erected immediately. But it is entirely wise and economical to provide a site, and a few rooms if required at present, in a district that in a few years will be one of the most thickly settled in the city.

Healers and the Public.

People who have been cured by osteopathic and similar skill and people who know nothing about such things naturally stand in different camps. With the latter are naturally allied those who feel the competition of the new practitioners.

Justice Hodgins was chosen to be the independent authority who would protect all interests and see that the public, as well as the practitioners, got a fair deal. The proposals made afford a fair basis for discussion, but if it is intended to stop everybody after five months from healing without the production of a certificate the public would honor the custom in the breach rather than the observance.

The drugless healers who are genuine and effect cures cannot be suppressed by regulation, but there ought to be some better way of establishing their skill than by reference to a hostile authority which begins by disputing the possibility of such skill. These outlaw healers are just as concerned as anyone to establish a high standard and eliminate quackery. Public repute is, after all, what gives any healing practitioner, drugging or drugless, his patients.

Lenine's Idea of Wealth.

Lenine's shallow philosophy is apparent in his policy of confiscation. He says the masses must take what is stolen from them, and the rich who have hidden their wealth he says must give it up. There is no wealth in a state like the present Russia except the produce of labor. Gold and gems are of no value if one wishes to exchange the necessities of life for them.

Lenine appears to think, as many capitalists do, that wealth is an end in itself. He says the republic needs 28 billion rubles (half as many dollars) annually, and there are only eight million rubles in sight. The republic has evidently learned that current income is only derivable from current production, the result of toiling and planning. Labor must learn to think as it so lucidly does in Great Britain.

Other People's Opinions

Old Soldier's View.

Editor World: The future historians of Canada and the great war will be perplexed to ascertain the exact difference between the old Tory government and the newly established Union government, whereas it was stated by all and everyone of the candidates to the Union government that political questions and politics were to be considered, together with class legislation, to be dead issues, or something to be for ever forgotten by the electorate of the Dominion of Canada. (Is this true?) If so, why is it that the first order in council should read that young men, or gentlemen, I should say, be exempt from military service simply because they had held a commission previous to the outbreak of the world's war, and had a partly military training, and this after three years and a half of the worst training? These partly trained, and duly qualified officers had failed to put an appearance to offer their services to their king and country, and another class of so-called officers and officers, who have been drawing pay since the beginning of the war and have also had a joy ride across the Atlantic at the expense of the government. There it was discovered that there was too rapid promotion, too rapid, indeed, when one considers that their experience in military matters was of but a mushroom growth, and when it was considered that it would be an act of humiliation to ask one who had made such rapid strides, from a nothingness to a full blown major or a captain in a night, to contest his physical abilities, and skill against such a common enemy as Hun. Under this very same law (the Military Service Act), the working man, his sons, and his brothers, are notified to report for service, and should they wish to be released from service they will have to appear before one of the many exemption tribunals, and give stated reasons why they seek exemption from performing their duty to their king and country. Of course, we are to understand that the other fellow who has only to use for leave of absence until his services are required has no king or country, nor yet have they any obligations to fulfill in the way of a military duty. If this is not class legislation what on earth is it? If the order in council had read that all persons within the military age resident in Canada, who have held a King's commission previous to the outbreak of the war, and who have failed to offer their services to their king and country in virtue of their commission, and that others who have received commissions since the outbreak of the war, but have failed to get into active service, owing to a too rapid promotion, are hereby notified that all commissions held by gentlemen of the two classes above mentioned, are now cancelled from this date. Had the order read something like this, it would be more in keeping with the promises made during the recent election campaign of the new Union government and it would look more democratic, and look more like fair play to all.

Hamilton, Ont. An Old Soldier.

More Bad Eggs.

Editor World: Your account of 150 dozen bad eggs in the City of Toronto struck me something like a bolt of lightning, considering how many are received in a small country store in one season, right at the door of those good honest farmers, who send me great numbers of cases of eggs to Toronto for the last few years and never sent a bad egg and know it, but oh, how easy to see people come to the country stores with a basket of eggs, perhaps only one, six or eight bad ones; they may have been kept in hot kitchen for the last week, which causes them to be stale; they in hatching time to allow children to gather eggs where bad eggs and hatched eggs have been thrown about the yard. Every person who sells eggs should be compelled by law to use a free government tester and at least some punishment meted out to those who, then last, but not least, are those who are afraid there might be a chick hatched out of their eggs and who parboil their eggs before they send them to the store. Eggs, eggs, is a burning question with me. I love them and only wish everyone could list their eggs from the basket of a family who are just as particular about their eggs they sell as they are about the ones they would boil for their own breakfast.

Eggs Controller.

Peat Fuel Near Toronto.

Editor World: I noticed in the daily press a suggestion that the matter of development of the New Ontario peat bogs was contemplated by the provincial government, and that there was a great many acres of peat in the Townships of Hanna and St. John, and I would take this opportunity of suggesting your columns that a very thorough investigation be made of the many peat bogs in old Ontario before any definite action be taken with the development of the northern fields. I understand that there are thousands of acres of very valuable peat lands lying within a radius of 50 miles of the City of Toronto, there being at least 20,000 acres of the very best peat in the world in the Holland River marsh and a distance of only 35 or 40 miles from the city, with the Grand Trunk Railway running thru it, as well as being within two miles of the Toronto and York Radial Railway, as well as the navigable waters of Lake Simcoe. Why go 500 miles north, where they are only served by one railroad, when these immense tracts are close at hand? We all know that in the past it has not been the coal that has cost the money, but the freight rates and duty. Practically one-half of the fuel value is made up of cash expended, so that we have been burning cash rather than coal. Upon enquiry I find that the freight rate from Cochrane is 25c per hundredweight, or \$5 a ton, and that from Grand Trunk to Toronto is only 7c per hundredweight, or \$1.40 a ton. This to my mind proves conclusively that unless peat is manufactured close to the place it is to be consumed it would be too expensive for commercial use. Do you not think when we have these great fields lying right at our doors and the imminent fuel shortage

Public Ownership of Railways Carried Public Foresight With It!

For the following illuminating news item we are indebted to The Montreal Gazette, which says:
Ottawa, Feb. 4.—Foresight on the part of the department of railways in the placing of orders for locomotives has enabled the Canadian Government to come to the aid of other systems, which have been suffering from lack of motive power. Last year the Mikado type, of which 70 have so far been delivered. Of the 70, 35 have been sent to the Canadian Northern, and 15 to the Grand Trunk Railway, and 15 to the Algoma Eastern Railway. Three of the locomotives, which have been in use on the last-mentioned road, have been returned to the government railways, and have just been loaned to the disposal of the Grand Trunk as they become available.

The London Free Press, which reprints the item, observes that:
The department of railways, under which the government of the rescue of the Grand Trunk and Canadian Northern Railways is being carried out, is a power. Last year a looking-forward policy was inaugurated.

Thus it would appear that the railways under private ownership and corporate management did not have the "foresight" to provide motive power for the ever-increasing demands of the war-time transportation. It was the government railway system that had a "looking-forward" policy. The Grand Trunk, which confessed to a transportation breakdown on the Niagara frontier last winter, evidently made no preparation for this winter. It is getting there some extent because the government railway system is helping it out with the loan of 18 locomotives.

The Montreal Gazette's idea of a railway policy would be for the government to buy and pay for the engines and permit the railway companies to operate them at a profit. It would probably also favor the government furnishing the roads with rolling stock. That the government should every year furnish railway companies with money has long been assumed as a self-evident proposition. The government of Canada has given or loaned to the railway companies (including the Canadian Pacific), one billion dollars!

But it must now be evident that an even greater burden will soon be placed on the shoulders of the government. Heretofore the government might construct and equip a railway, as it did for the Canadian Pacific; furnish money to operate it, as it did for the Canadian Northern; and provide it with engines and cars, as it has done to some extent in the case of the Grand Trunk and the Grand Trunk Pacific; but the roads could not be obtained, or can only be obtained at prohibitive prices; in short, there must be a general electrification of our Canadian railways.

Now, by whom are they to be electrified? All will agree that our great national water powers must be kept under public control. Sufficient electric power to run the railways of Canada can only be generated under the authority and control of the Dominion government, working in conjunction with the provincial governments.

The World, therefore, contends that nationalization must precede the electrification of our transportation system. The great work of electrification must be proceeded with in a scientific way, and the way that will be fair to all portions of the country. It can only be fairly and satisfactorily done by the federal government, and if the federal government is to furnish the motive power for the railways, why should it not own and operate the railways themselves?

However, this question pretty well answers itself. The federal government does own one-half and will soon own more than two-thirds of the railway mileage of Canada. Our railways are becoming nationalized because they cannot carry on under private ownership and management. The one narrow question is whether, after nationalizing all the other roads, we shall permit the Canadian Pacific to remain outside the national system under corporation management.

If we do, a most absurd situation will soon develop. The great purpose in nationalizing the railways is to do away with superfluous construction and unnecessary service. But along comes the Canadian Pacific and applies for permission to expend \$100,000,000 in new construction. Such construction might be necessary for the C. P. R. from the standpoint of profit, but it would be unnecessary for the country at large, therefore, have to either permit unnecessary duplication in railway construction or prevent the Canadian Pacific from legitimately expanding its system for the purpose of getting more business. So in the matter of service the national system might furnish two points, but could not forbid the Canadian Pacific to compete by a duplication of service? Then when we come to fix rates we would find the C. P. R. clamoring for profits big enough to pay dividends, although a national system would not aim to take a dollar from the service beyond what is required for working expenses, fixed charges, renewals, betterments and so forth.

Public ownership pulls one way and private ownership the other. They cannot be yoked together and plow a straight furrow of government policy. A government has more than a man can serve two masters. The railways that have not aimed to serve the public cannot be operated under the same policy of a railway whose principal aim is to pay dividends to stockholders. Lincoln once pointed out that a nation could not remain half slave and half free; either

starting us in the face, that every municipality should get busy and lay our claims before the legislature at the earliest possible moment?
B. W. Hunter.
Newmarket, Feb. 7, 1918.

slavery would gradually extend all over the country or it would ultimately cease to exist, wherever the flag might fly. There was an "irrepressible conflict." All the roads in Canada will be nationalized or the national system now about to be organized (with the Canadian Pacific left out) will be doomed to failure and disappointment.

We think Sir Robert Borden sees this and some of the strong men near him like Sir Thomas White. We believe that the Borden Government is headed for complete railway nationalization. The danger is in delay. Sir Robert Borden will never be stronger than he is today, perhaps never again so strong. Within the next year or two the Laurier opposition, with the powerful help of the Canadian Pacific, may be a more serious factor than it is today. Within a year or two many of Sir Robert's supporters in the house may be so approached and manipulated, perhaps unconsciously, by the C. P. R. as to give him serious concern. There may be a second Canadian Pacific scandal to trouble a Canadian statesman and a Conservative premier. If Sir Robert takes our advice he will clean up the whole railway situation now. He will nationalize the Canadian Pacific without delay and he will launch this country upon a new era of public ownership and progressive policy.

A reader of The World brought in yesterday a copy of The Rossland (B. C.) Miner of Jan. 21, which contains an article by P. A. O'Farrell, the wide-ranging professional newspaper advocate of corporate interests, in which he describes the advocates of public utilities as Bolsheviks and that the wildest of them are in Toronto and Winnipeg. Mr. O'Farrell is a great admirer of Lord Shaughnessy, and our reader, who saw it hinted in this column that Col. Ham, another envoy at large for the Canadian Pacific, had been the first to apply Bolshevikism to the advocates of public ownership, thought that the honor probably belonged to Mr. O'Farrell. These two distinguished writers are both of the one kind and they would almost think that the eulogistic articles on Lord Shaughnessy in The Globe, describing his "cold blue eye" and singleness of purpose, might have come from either pen. Only we sometimes think that another professional gentleman at Ottawa in this line might have been the writer. Mr. O'Farrell's letter devoted to the Bolshevik revolution of November 7, Winnipeg, has been published in a lot of Canadian newspapers; and somebody of considerable influence must be able to secure their insertion. Who is it, what is it the Canadian Pacific, and what object is there in it attempting to head off public ownership by misrepresenting it and misrepresenting all the facts connected with the situation? Does Lord Shaughnessy regard Sir Robert Borden as of the Bolshevik?

LEAVE OF ABSENCE BOARDS

Provision Made for Their Establishment in Military Districts.

Ottawa, Feb. 4.—An order has been issued by the militia department which will facilitate the release of men who have been drafted under the Military Service Act to the detriment of agricultural production. In order to deal with the problem thus created for the leave of absence boards in each military district to pay special attention to applications for leave of absence made in behalf of bona fide farmers and farm laborers.

An agricultural representative will be appointed in each district by the government to act as advisor to the board in such cases, and due weight must be given to his opinion.



KERENSKY'S DOWNFALL

A copy of the Moscow Liberal newspaper, Outro Rossi (Morning of Russia), of November 21, gives a circumstantial picture of incidents at the Winter Palace at Petrograd, seat of the Kerensky government, during the Bolshevik revolution of November 7, showing the unpreparedness of the Kerensky leaders to meet the conditions which led to their downfall.

The Bolshevik uprising broke upon it, the provision of the government of loyal troops in the capital, it had only a handful of cadets and soldiers on which it could rely for the defence of the Winter Palace, that there was no food in the building to provision it for a siege, and that no effective support could be expected from various organizations on which the government had counted for assistance.

The account takes up the story at 2 a.m. on the morning of November 6, at the close of the all-night session of the provisional government following the outbreak of the Bolshevik uprising. Premier Kerensky and Vice-Premier Konovalloff left for general headquarters, where the question of the strength at the disposition of the government and the activities and interest plans of the opponents were being discussed. Here it was disclosed that the government was in a state of utter unpreparedness. It was discovered that the entire Petrograd garrison was beyond a doubt on the side of the rebels and that the encouraging news which had been given during the past few days by Col. Polkovnikov, commander of the troops in the Petrograd district, as to the support which the government could expect was entirely baseless.

At 1.50 a.m. a small force of the enemy succeeded in entering the so-called Gallery of 1812 and disarming the 40 men who at that time composed the interior guard of the palace. The ministers were found in the interior hall, where they were still endeavoring to continue their meeting in spite of the tumult indicating that the palace had been captured, and were ordered to put on their coats and follow the rebels. Vice-Premier Konovalloff's hat and coat had been stolen, but someone threw over him a soldier's coat, and all the ministers, surrounded by a crowd of soldiers, red guards and hostile civilians, left the palace on their long and dangerous promenade to the fortress of Peter and Paul across the river.

GERMAN WAS FINED.

Regina, Feb. 7.—John Koltenbrunner, a wealthy German of Bulyvart, Sask., has been fined \$500 and 30 days for preventing his two sons from registering under the Military Service Act. The case was made by the provincial police.

Send One to the Boy—TAKE ONE HOME

To encourage everybody to record events of the war from individual viewpoints Canadian and American newspapers are supplying readers for a limited time only with the Soldier's-Sailor's Diary and English-French Dictionary. Distribution in this province is being conducted exclusively by

The World

Toronto—Hamilton

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