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WEDNESDAY MORNING, JUNE 5.

Expecting a Counter-Stroke.

There is a conviction among some French authorities that General Foch will open a counter-offensive before long, but the wish may be father to the thought. General Foch is venturism and daring, but he is not rash. He will take no unreasonable chances, and until he is satisfied of the disposition of the enemy reserves he will do nothing but hold him in check and do what is necessary to dissipate his forces.

Already this policy is in effect in the new salient, and the slaughter of the Germans is said to be very heavy. The French and British commanders have carefully saved their men, and only stand at such points as the strategy of the higher command makes essential. It is thought by some critics that the Germans have gained an advantage by changing the war of position into a war of movement. But this still remains to be seen. The Germans in 1914, with forces much superior to those of the allies, did not find a war of movement of advantage to them and it was they who dug themselves in first. Trench fighting has been of no avail for them either, and while it is true they adopted this method of defence in the west while they cleaned up their rear in the east, they were unable to hold their western trenches and had to give ground after the Somme and were always at the mercy of allied raids. It is not from choice that they have reverted to open warfare, but from necessity, the necessity if possible of gaining a decision before United States armies arrive in overwhelming force to put an end to the delusions of Kultur.

Everything turns in the present campaign on the strength of the German reserves. He is using them in a reckless way for one who has a decisive battle ahead of him. General Foch has manoeuvred to accomplish this division and waste of the enemy reserve, and it is within the possibilities that when he reaches the climax of his present operations the enemy will find himself too weak to face a general engagement. In that case General Foch will have the initiative, and if his policy of conservation has been successful we may then witness the counter-stroke which the Paris authorities anticipate.

It Will Be the Death of Him.

Controller McBride continues to imagine that the citizens of Toronto are being persecuted because they are being protected from contagious diseases. He is allowing his mind to work in the same style as the conscientious objectors and the pacifists who regard it as persecution to be called out to stop the German plague. People are beginning to wonder who or what interest is behind Controller McBride in his attack on the health department. The landlords who object to spend money in making their property sanitary, and the undertakers whose business suffers owing to the lowering of the death rate are only two classes that would appear to be hostile to sanitation, and Controller McBride has not a strong case for either. People do not really wish to die any sooner than they can help in spite of Controller McBride's views. In the years in which Dr. Hastings has been in charge of the health department the death rate has fallen very notably. Why does Controller McBride object to this? If he wishes to have the death rate raised to its old figure, and fifteen hundred to two thousand more people die in Toronto every year than needs be, he will find it will be the death of him.

The Embargo.

We have felt very little hitherto of the real pains and sufferings which the war has imposed on the nations of Europe. Those who have had relatives volunteered for service in Europe have lived under cloud and shadow, and in many cases have been thru the deep waters of bereavement. But in the experiences that touch the life of the body, its food and its comfort and its pleasure, we have scarcely suffered at all.

Mr. George Locke, chief librarian of the city, in his address to the alumni at the recent convocation of the University of New Brunswick, called attention to the beneficial effect which war has on character. Ruskin noted it and admitted it with reluctance, that the noblest virtues grew out of war. Tennyson noted the stimulating influence on the national life of Britain of the Crimean war and the Indian Mutiny. Professor William James was quoted by Mr. Locke in his address: "So far war has been the only force that can discipline a whole community."

Mr. Locke found a parallel in the education of young men, "College

makes a boy resourceful, takes from him the bashfulness of youth which makes him hesitate to try the characteristic that has prevented so many men from becoming successful. It enables him to discover himself, the greatest discovery in the world, and makes him then discover and respect his fellows. Isn't that what the war has done for us as a nation?"

It has partly done so, but just as Mr. Locke argues for further education for our children, following the British Education Act, which provides that no youth shall complete his schooling until he is 15 years of age, giving him full time to school till he is 18 years of age, and eight hours a week thereafter till he is 18; so in Canada we have still to complete our education as a nation in the war.

Nothing will bring this home to us more certainly than the embargo on luxuries which has just been signed by the governor-general. It is a hard measure for many, but the nation must be regarded as a whole, and it follows the ancient principle: "If thy right eye offend thee pluck it out and cast it from thee: for it is profitable for thee that one of thy members should perish, and not that thy whole body should be cast into hell."

We have been cast into the hell of war, but it depends largely upon ourselves whether it shall be a purifying or a destroying fire that passes over us. There is no real suffering entailed on those who have to give up or who are prevented using luxuries. Dealers in these things must do as so many others have had to do, find a more useful or less congenial occupation for the war conditions do not permit anyone to idle.

The reason for these restrictions is simply this, that we cannot afford as a nation to buy luxuries, that is, to send money out of the country for things that we can do without, because we need this money as a nation to pay for the things that we cannot do without. Wealthy people are often inclined to say they can afford to spend, and it is nobody's business. But this raises the whole question of the origin of wealth, and as the wealthy people are not always, or as some think, rarely, the producers of wealth, when it comes to the disposition of that portion of the national wealth over which they have control they will find it is only theirs in trust for the nation, just as the farmer's wheat is not his but the nation's, to be sold at the nation's price; nor the mechanic's labor his, but the nation's, to be used for the nation at need; nor the young man's life his own, but the nation's, to be spent for the nation when required.

And when we consider the matter in this way, and the tremendous issues, not only of life and death, but of truth and honor and justice and freedom, that are at stake in Europe, the embargo on luxuries will seem but a slight thing in the way of sacrifices.

Other People's Opinions

Enlistments and Casualties.

Editor World: I beg to submit the following figures which I would be pleased to have you publish. They are regarding the comparative enlistments for all parts of the empire, and in reproduction of the statements made a while ago that England is bleeding the colonies dry. They are as follows:

Proportion of population under arms:
England and Wales, 1 in 7.5, actual number 420,000; Scotland, 1 in 7.7, actual number 620,000; New Zealand, 1 in 8, actual number 125,000; Australia, 1 in 11, actual number 400,000; Canada, 1 in 15, actual number 500,000; Ireland, 1 in 26, actual number 170,000.

Nearly 75 per cent. of the total forces of the empire are English.

The following figures give the lie to the calumny that England places the main burden of the fighting upon colonial troops:

Percentage of troops engaged. Per cent. Total casualties.
English . . . 70 . . . 10
Scottish . . . 8 . . . 10
Irish . . . 6 . . . 8
Overseas . . . 16 . . . 8

It seems to me contemptible that there are people in this country ever ready to run down England and the English of the country whose only protection from the horrors of invasion and the fate of Belgium.

I hope that the figures I here present will enlighten some of them to the fact that England is bearing the brunt of this conflict not only in military but in naval and financial effort also.

Pro Patria et Pago.

GRANTS NO BONUSES TO CITY EMPLOYEES

For over two hours the council last night discussed in allowance of war bonuses. The controllers recommended that a bonus of \$2 a week be granted, except in special cases, to all holders of regular positions who are receiving \$1300 per year but not more than \$1800.

"We have no right to throw the costs of the city treasury on the backs of the city employees," cried Controller McBride. "Before you grant these increases think of the war conditions existing in Toronto just now. Don't spend money like drunken sailors." In passing he also added he would give \$1000 towards the cost of the Tupper investigation, and would guarantee the city would receive a return of a hundredfold.

One of the by-subjects that arose during the debate was the question of high rents. Ald. Hiltz took the occasion to say that it was true rents had increased, but it should be remembered they were only coming from the war. As far as he was personally concerned only one of his houses in 10 paid any war.

The result of the protracted discussion

WHERE IS THE BIG MAN FOR OUR BIG NATIONAL RAILWAY SYSTEM?

The Government of Canada is today absolute owner of a railway system extending from Winnipeg to the Atlantic seaboard, embracing some 3500 miles. There is first the National Transcontinental from Montreal, New Brunswick, to Winnipeg, with a connecting branch line to the head of the lakes. Then there is the Intercolonial which parallels the N. T.R. from Lewis to Moncton, and runs with local branches Nova Scotia and New Brunswick, and has great terminal facilities at St. John, N.B., Sydney and Halifax. There is also the costly Quebec bridge which is an integral part of the National Transcontinental. These roads are owned outright by the government and are operated by the minister of railways and canals.

But the government also owns practically all the capital stock and, therefore, absolutely controls the Canadian Northern Railway. This system of 10,000 miles parallels the National Transcontinental from Quebec City to Winnipeg, gridironing the three prairie provinces and finds its western terminal at Vancouver. This great system with its telegraph and express service is operated by a board of directors, the majority of whom were chosen before the government acquired the capital stock.

It is taken for granted that the Canadian Northern directors will be reorganized and a new board installed by the government. But will the government continue to operate the Intercolonial and the Transcontinental thru the department of railways and canals and the Pacific coast, together with the government acquire possession and control of the old Grand Trunk and the Grand Trunk Pacific. When that time arrives the government will have two railways from the Atlantic tide water to the Pacific coast, together with the telegraph services that in the past have been competing with one another.

How, then, is this vast railway system, which will include all the railways except the C.P.R., to be operated? The corporate-entity of the Canadian Northern is being preserved, and we understand that the corporate-entity of the Grand Trunk and the Grand Trunk Pacific will also be preserved. In the case of the corporations, the government will own all, or practically all, the capital stock, and will, therefore, appoint the directors for each and every road. It can, of course, appoint the same men to all three directorates; there is no reason why the best men, we want to pay him a big salary and we want to give him a free hand.

Now is the time for suggestions as to how should be placed in control of the national system that will soon be complete. We are told that the government will welcome suggestions, and are on the lookout for the right kind of man. The problem presented by the nationalization of the railways involves questions of finance and national policy as well as questions of operation, equipment and consolidation. The head of the national system will have to be something more than a merely successful railway man.

It is taken for granted that the operating staffs of the existing roads will be largely kept intact, but there must somewhere be a supreme directing authority over them all. It may be that the various boards of directors will have little authority and that the united system will be under a central board or commission to be named by the government. It is felt that if national ownership of railways is to accomplish all that is hoped for it, duplication of con-

sion was that no bonuses will be granted.

A deputation from the Soldiers' Home industry, manufacturers of toys, asked for a city building 200,000 for a year or so, when they expected to be self-supporting. They had the men able to make the toys and the necessary capital and Seattle, the best man, we want to pay him a big salary and we want to give him a free hand.

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CONCRETE BOATS' FINE TRIP.

The concrete steamer "Faith," launched at Redwood City, California, has completed a remarkable trip to San Francisco and Seattle. This 7500-ton steamer left San Francisco for Vancouver with a full cargo of salt, and after six days of the roughest possible weather, reached Seattle with everything in perfect condition. On the trip an 80-mile-an-hour gale was encountered, with waves 25 feet high. The captain and government officials aboard expressed themselves enthusiastically over the "Faith's" performance. They stated that the "Faith" acted as any other good ship of wood or steel, and with absolutely no vibration.

She will return from Vancouver with a cargo of lumber and general merchandise. On her next trip she will carry iron and steel to Honolulu, and her final test will be a trans-Pacific voyage in about sixty days with a cargo of case oil to New Zealand and return with wheat.

Concrete ships have many advantages, the most important of which are the speed in building and the ease with which the material for construction can be obtained. The United States Shipping Board has recently announced that 54 more 7500-ton concrete ships will be built—eight in a Pacific Government yard—others in Atlantic and Gulf ports. With contracts already let, the total dead weight tonnage of concrete ships is about \$53,000,000.

FRENCH BOLD TIME.

Germans May Try Offensive on Montdidier-Noyon Line.

Paris, June 4.—The German losses now more or less known, but they are still numerically superior on the whole front, and may be able to embark upon a new offensive in some other sector, perhaps Montdidier-Noyon. The French command is therefore wisely biding its time before putting forth all its efforts.

struction and of service must be eliminated. The government system, however vast, must be run like the Canadian Pacific is run, as one organization under one supreme control. In short the Canadian Northern and the Grand Trunk companies, while they may retain their corporate existence, must be welded with the present government railway system, including the Hudson Bay Railway, into one big, efficient national organization.

Some big men must be found to operate this vast organization and not only to operate it, but to develop it. Courageous imagination and leadership as well as much technical ability. You can appoint boards and commissions, but all authority must be centralized and eventually will be centralized in one man. That man should have associated with him prudent conservators and should be flanked by men of operative ability, but in the last analysis he must be the man on the bridge, the captain of the ship, and the leader of the enterprise.

When the man is found he must be given as far as possible a free hand, he must take the national system and run it as Lord Shaughnessy has run the Canadian Pacific Railway Company. He must get as large or even a larger salary than Lord Shaughnessy is receiving. If he is worthy of the position at all he is worth \$50,000 a year to the people of Canada.

Where is this man to be found? If he is the right man we do not care whether he comes from Europe, Asia or Africa, but it seems reasonable that he should be a man acquainted with railway conditions on this continent. Perhaps he might be found in England or Australia, but we take it for granted that he should be chosen from the railway men of this continent. For he can be found on the staff of the Canadian Pacific or the Grand Trunk or the Canadian Northern, or perhaps we will have to look for him in the ranks, but he evidently had not observed. "I shall see you again before you leave, George," she turned to him, "in any event I shall be close on your heels at Bar Harbor."

"You are very wise," she did not attempt to hide the sneer. I hoped George would notice and come to the rescue, but he evidently had not observed. "I shall see you again before you leave, George," she turned to him, "in any event I shall be close on your heels at Bar Harbor."

"I said good afternoon to her at the door. Celeste, however, was outside and accompanied her to the lift, and rang for her. I expected George would say something about my verbal tilt, but he never mentioned it. Mrs. Sexton came in that afternoon, a short time after Mrs. Collins had left. After she had talked to George a few minutes I took her into my bedroom and had a heart-to-heart talk with her. I told her how discouraged I was—how I seemed so unwise, so unlearned, in the ways of society. Then I told her of Mrs. Collins' call, and of all that was said. Mrs. Sexton sympathized and gave advice. She laughed when I told her of my

exceed in several cases the number of students in training. The suggestion has been made that all students should be concentrated in one institution, either at Toronto or Montreal, and that the professors should be employed meanwhile in the forward movement of campaigning for recruits for the ministry and for deaconesses work and preaching "retreats" to the clergy of different presbyteries.

George Adam Smith, a Scottish layman who lost three sons in the war, and who is now on a British mission to the United States, in the interests of allied co-operation will come to London. He will address the convention on the United Free Church of Scotland.

The Duke of Devonshire, who is due to come to London on his first official visit as governor-general, will pay a visit to one of the sessions of the assembly. The invitation has been extended to the vice-regal party thru Mayor C. R. Somerville, a prominent Presbyterian, who is chairman of the assembly reception committee.

Keen Contest for Moderator. There will be a keen contest for the election of a moderator, marked by the expression of a "laymen's movement" and a "farmers' movement." Those engaged in the former will fall in behind J. K. MacDonald, of the Confederation Life, Toronto, who tho he is a layman has been nominated to the position of Moderator of the assembly. A layman has never held the post in the history of the church in Canada, but Scotland furnishes precedents on which the laymen will make their stand.

Dr. Colin Fletcher of Huron Presbytery, who has spent practically his whole ministerial life in Thames Road Church, is the nominee behind whom the farmers and commissioners from rural districts and smaller towns are reported to be rallying.

But the most likely candidate is still believed to be Dr. A. G. Grant of Toronto. He has a strong following, but the point has been raised that his name is not on the regular list of ministers, and appears only in the appendix. This involves a point of ecclesiastical law on which the solemnity of the church must pass. If his eligibility is sustained his election is believed to be practically assured.

Other Names Mentioned. Dr. Jordan of Kingston, who had not previously been regarded as a serious contender, is reported to have employed somewhat of a boom today while the name of Dr. W. J. Clark of Montreal, also came into greater prominence. Dr. Clark is a former Londoner, who has friends among members of all denominations. The suggestion has been advanced that the assembly city by selecting Dr. Clark, the Maritime Provinces and, in fact the greater number of eastern Canada commissioners are reported to be coming in strength behind Dr. Stewart of Halifax.

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THE WOMAN WHO CHANGED

BY JANE PHELPS

It's Experience That Counts.

CHAPTER XXIX.

When Mrs. Collins said she "was as much as seven years older than he" so getting the last word—as she perhaps thought—I replied:

"I was not referring to age, Mrs. Collins. I know that you and Mr. Howard are about the same age, and I should not think of calling him 'old'."

I meant that you had had infinitely more experience than I—and it is experience, not age, that counts, so have been told. It at least makes people blasé—destroys their enthusiasm."

"You are very wise," she did not attempt to hide the sneer. I hoped George would notice and come to the rescue, but he evidently had not observed. "I shall see you again before you leave, George," she turned to him, "in any event I shall be close on your heels at Bar Harbor."

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remark about age, and that I had meant experience.

"I imagine you scored one there! Julia Collins battles herself because of her vivacity, and brags that she has lost none of her enthusiasms."

"But I don't want her around!" I hate her calling my husband "George" before people. I hate it just as much when we are alone!" I declared with vehemence.

"It is bad-form, dear Mrs. Howard, and perhaps she knows it annoys you and does it purposely. She knows better, you may be sure. But because she and others do those things, do not allow yourself to fall into the same error."

"I knew very well she was thinking of Merton Gray, so I said:

"I have seen no one since our accident. Mr. Gray called up to ask about it, as have many others but Mrs. Collins was the first caller we have received."

"You had a very close call, I hear?" "Yes!" But George had a still closer one." I shuddered.

"I was told that when he thought you were dead, he was absolutely broken. You have thought him undemonstrative at times—have perhaps doubted his love. But times like this bring the truth to the surface. One does not pretend when one gets so near the crossing."

We talked for some time longer. I told her how I hated her at first—how I resented her presence.

"I knew it all the time—exactly how you felt," she replied. "I knew also that the time would come when you would change. I saw that in you which would respond to my efforts, or I should not have persisted."

Had she also discovered something

in me that would yield to teaching? Was it the same something which had made George want to marry me, to make me over to his ideas of what a wife should be?

"I am glad you did! I don't know what I should have done without you. Probably George would have divorced me long ago. You remember my dinner—the one Merton Gray made the place cards for? It was the way you helped me then that made me like you. Up to that time I almost hated you. I felt so small—so like a naughty child that was in disgrace. Now I think I shall care for you more than anyone in Morelands. You have helped me so much."

"I am very glad to hear you say that, my dear," she said in delicate, aristocratic hand over mine. "But you are, can be, very lovable. I wonder, sometimes, if you know how lovable? It hurts me, and probably hurts your husband much more, when you are not so. Do not allow yourself to become hard and cold, while you are learning to have the polite and social training necessary to fill your position. You will lose more, infinitely more, if you will gain, if you do."

We had tea and muffins served in with George. He pretended to be jealous because we had "talked behind his back." He said "talked behind his back."

"We said nothing against you," I told him.

"But my ears burned. You were talking about me."

"Yes—saying very nice things," Mrs. Sexton interposed.

"Thank you!" he said gravely. "I want Helen to think nice things of me always."

Tomorrow—What Can One Do?

HELICONIAN CLUB ANNUAL MEETING

A buffet supper preceded the business part of the annual meeting of the Heliconian Club held last evening at the rooms of the association, 501 Yonge street. Miss Lucy Doyle, the retiring president, spoke of the assistance the executive and various committees had given her during the year. The treasurer's report, read by Miss Pamphill, showed that the total receipts with balance from last year were \$1,025.60, with a balance now in hand of about \$100.

Miss Fitch reported for the Red Cross section, the revenue from various sources amounting to \$400. As convener of the program committee, Mrs. J. W. Garvin spoke of the willingness of all who had taken part in the program.

An appeal was made to the members to work for registration. A resolution was brought forward limiting the membership to its present standing of 160, admission in future to be by the invitation of a committee to be appointed. The resolution carried. The rooms will be kept open during the summer on Thursdays for Red Cross work.

The state prepared by the executive was unanimously accepted, as follows: President, Miss Lina Adamson; vice-presidents, Mrs. Namith, Miss Ethel Shepherd; treasurer, Miss Vita Coatsworth; secretary, Miss Marjorie Dyas; executive, the Misses Ethel Taylor, Winifred Parker, M. L. Hart, Muriel Stark and Madeline Dunn; instigator Grubb and L. J. Gurnett.

There will be a keen contest for the election of a moderator, marked by the expression of a "laymen's movement" and a "farmers' movement." Those engaged in the former will fall in behind J. K. MacDonald, of the Confederation Life, Toronto, who tho he is a layman has been nominated to the position of Moderator of the assembly. A layman has never held the post in the history of the church in Canada, but Scotland furnishes precedents on which the laymen will make their stand.

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Other Names Mentioned.

CAILLAUX LIBEL SUIT IS AGAIN POSTPONED

Le Mans, France, June 4.—The action for libel brought by former Premier Caillaux against Gustave Hervé, editor of La Victoire, has again been postponed, until the September session of the assize court. The attorney-general, in asking the postponement, advanced the same argument that he raised last month—that it should not be tried as long as M. Caillaux had not been brought before the bar on the charge of treason resting against him.

The action against M. Hervé was brought by M. Caillaux for an article printed in La Victoire charging during his stay in Italy with all the notorious "defeatists" and neutrists, and with being the indefatigable protector of Bolo Paasha, who was put to death some time after he had been convicted of treason.

KING TO CANADA.

His Majesty Expresses Appreciation of Splendid Response Made.

Ottawa, June 4.—The following message has been received at Government House from His Majesty King George:

London, June 3, To His Excellency the Governor-General: I deeply appreciate the good wishes you have sent me today on behalf of the people and the Government of Canada. The splendid response of the Dominion in upholding our empire cause fills me with pride and admiration.

(Signed) George R. I.

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