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TUESDAY MORNING NOVEMBER 11 1919 | 39TH YEAR—ISSUE NO. 14,244 | TWO CENTS

STRIKING MINERS DEBATE U.S. ORDER TO END STRUGGLE

All Canada Today Celebrates First Anniversary of Armistice

MONTREAL IS WAKING TO BLUNDER IN G.T.R. DEAL

Business Men Realizing That Trying to Frighten Parliament Against Public Ownership Was Arrant Folly, and That Montreal May Lose to Toronto the Railway Primacy of Canada.

Special to The Toronto World.

Montreal, Nov. 10.—There is something like a blue funk in Montreal over the Grand Trunk situation. Nobody in the business community is willing to talk for publication, because when men have guessed wrong, it takes them some time to appreciate how good confession is for the soul. But there are leading men here who admit to you privately that it was arrant folly to try to frighten parliament and the country with a Public Ownership bugaboo, and that the futile fulminations of the last month have made the loss of the Grand Trunk headquarters, with its thousands of employes and enormous pay-roll, an immediately practical question for the city.

"Toronto has put one over on us," is the way one usually shrewd man put it today. "And," he added, almost with tears in his voice, "it looks as if Toronto has got the government in its pocket, and that Quebec, having voted solidly against the Union, and having opposed the nationalization of the Grand Trunk, is likely to lose the railway primacy of Canada, which she has had for sixty years. It's a shame, a d———d shame."

Revising Their Views.

It was suggested to him that Toronto hasn't put anything over on Montreal, for Montreal has put it all over herself. If from her point of view there is a railway mess, she has made it entirely of her own choice; that if Montreal should cease to be the railway metropolis of Canada, it will be because the facts are against Montreal; and that it is no use hollering. "So much the worse for the facts."

There are three main lines along which Montreal's perspective began to be revised as soon as it was realized that neither The Gazette, nor The Star, nor the Board of Trade, nor the Chambre de Commerce, nor the generalship of the C.P.R., nor the whole of them put together, could command the sun of Public Ownership to stand still.

The first is the cold truth about the Grand Trunk itself. The second is the extent to which the principle of public ownership alone can save the general railway situation of Canada. The third is the potency of a personality equation which profoundly affects the situation, and which has for years been blissfully overlooked by the magnate men of Montreal. There is only room in today's despatch to deal briefly with the broad facts of the Grand Trunk itself

Fallacy of "Wheels and Keels."

It has been regarded as a sort of dispensation of Providence that the Grand Trunk headquarters should be as much a part of Montreal as Mount Royal itself is. "As it was in the beginning, is now and ever shall be." A formula was invented which had the charm of that blessed word "Mesopotamia," and it was thought would work on all inquisitive persons like big medicine. The place for Canadian railway direction was "Where Wheels and Keels Meet."

The Grand Trunk becomes part of the Canadian National Railways. Where do the wheels and keels of the C.N.R. meet? In a year or so the C.N.R. will be operating a fleet of larger tonnage than the C. P. R. is operating today. Some of its fifty steamers will be on the Pacific Ocean, some on the Great Lakes and some on the Atlantic. Montreal will be only one of many ports on the Canadian National Railways' list. Indeed, as a customs port of entry, Toronto is already ahead of Montreal by seventeen million dollars on the last year's returns.

Simply because a steamer loads and unloads at a dockside is no final reason why the administration of the railway that brings and takes the cargo should be next door to the dock.

Sir Donald Mann Said.

There is no magic in proximity to the mere transference of merchandise from a car to a hold. The actual buying and selling of cargoes of grain is usually done by telegraph. The administration of the Grand Trunk itself is carried on largely by telegraph.

The daily handling of the Grand Trunk dockside business in Montreal is no more dependent on the head office of the railway being located in Montreal than the daily handling of the Grand Trunk dockside business is in Portland, Sarnia, Fort William or Prince Rupert. So "where wheels and keels meet" has been one of those delusive phrases which have muddled so many dabblers in public policy.

If there is anything at all in location of railway headquarters it must attach to the factor of centralization of convenience. It was said to me today that, many years ago, Sir Donald Mann freely expressed the opinion that Montreal was the logical location of the Canadian Northern headquarters. If that were so then, how much more should it be so now?

Here, again, Montreal leaders are beginning to see that many events have happened since Sir Donald Mann was in the infancy of his meteoric career as a railroad magnate. In those days the Canadian Northern was very much of a minority concern in transportation. But the Canadian National is far indeed from being a minority interest. The whole balance of power has dramatically shifted. Private exploitation has been dethroned. The king is dead; long live the king.

Ontario Mileage 6 to 1.

Look at the position from the point of view of actual Grand Trunk mileage. Of main line between stations (disregarding sidings and yards) there are 475 miles of Grand Trunk lines in the province of Quebec and 2947 miles in Ontario. The Ontario preponderance, therefore, is more than six to one, and the principle of convenience of management, from the public point of view and the interest of all but the magnate men, does not point to the everlasting primacy of Montreal.

Look again: The railways under government control before the Grand Trunk agreement is signed are more than twice as extensive as the Grand Trunk. Their headquarters is Toronto. In mileage, area of country now served, and range of development, the old Grand Trunk is as distinctly a minority in the National enterprise as the Canadian Northern was in relation to the Canadian Pacific and the Grand Trunk when Sir William Mackenzie and Sir Donald Mann were in their glory.

What Montreal is just beginning to see is that the sceptre has not only passed from the Grand Trunk to the Canadian National, but the sceptre has passed likewise from the Canadian Pacific to the National. That is the most unkindest cut of all. For in high degree to the magnate men, just as the Nile is Egypt and Egypt is the Nile, Montreal is the C.P.R. and the C.P.R. is Montreal. And to do Montrealers bare justice, they have a pride in their railroad importance which Toronto would be well advised to emulate speedily and strongly.

In round numbers the National mileage will be 21,000. The Canadian Pacific mileage is 13,000. The highest earnings of the Canadian Pacific have been about $150,000,000 in one year. The earnings of the Canadian National lines for this current year may easily reach $180,000,000.

Do you wonder that Montreal, taking heed of the future, is getting a funny feeling in the pit of the stomach, as it turns its gaze upon Toronto? It senses a possible reproduction of a tableau that was on show in Edmonton when the province of Alberta was set up and Calgary failed to become the capital. Calgary was represented as a sad, sad child with a toy train, and radiant Edmonton said to her, "Run along now, and play with your C.P.R."

ORDERS FOR LIQUOR ASTONISH MONTREAL

Montreal, Nov. 10.—Local shippers of alcoholic liquors are almost snowed under with orders from every point in Canada, following the announcement of new temperance legislation from Ottawa. Anticipation that the present order-in-council which prohibits the importation into "dry" provinces for personal use, and which went into effect on April 1, 1918, will, as a war measure, be automatically null and void when Canada officially signs the peace treaty within the next few wdays, has also produced a tremendous crop of orders.

Ontario is in the van, with orders from every town and hamlet, a number paradoxically enough from Walkerville

HEADACHES PRODUCED BY ELECTION VISHNICK

A Lawsuit Threatened Over a Car Load of the Delectable Stimulant---Why Did Cornell Resign His Vendorship?

When Mr. Dewart, during the election campaign, charged that two carloads of vishnick or cherry brandy were brought to Toronto, containing 9000 bottles each (750 cases), and that only one carload was distributed, his suggestion was pooh-poohed by the license commissioners. Diligent search for the other car upon the sidings in Toronto failed to discover it. It appears that the car had been reshipped to Montreal. Why and by whom and under what authority? Did License Commissioner Flavelle know anything about it, or was Barnet Stone, the "special vendor," their agent or acting on his own behalf in any negotiations that took place which led to its return.? "S. L. Nathanson & Son, proprietors of the Palestine Wine and Trading Company of Montreal, Quebec," were named upon the labels of the vishnick bottles as the importers and bottlers.

The World understands that Mr. Nathanson was in Toronto last week to ascertain from whom he could recover the price of the carload of vishnick that was returned to Montreal. The World is unable to find out what Mr. Nathanson said to Barnet Stone. It would be interesting to know whether he interviewed J. D. Flavelle, whose resignation has not yet been handed in, but is daily looked for. Had Mr. Nathanson's visit on Friday anything to do with the resignation of John Cornell as government proprietory vendor at the Front street store? Who can Mr. Nathanson sue for his loss on the returned carload of vishnick? He can only sue the government of the province of Ontario with the fiat of Attorney-General Lucas, who will probably not be easily moved into action.

Commissioners Flavelle, Dingman and Smith seem to be more directly responsible. But that raises a nice question, viz., are the license commissioners in the same position as directors of incorporated companies who may be held personally responsible for their il-

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WAITING TO SEE THE DOCTOR

These children don't look very unhappy, or even a little bit frightened. They were photographed when waiting to be vaccinated at the city hall. Throngs of children from all parts of the city crowded the Albert street entrance all day, and it was said some of them waited from 9 o'clock in the morning until after 2 o'clock in the afternoon. About 2,500 were vaccinated during the day, and from 1,000 to 1,500 were turned away late in the afternoon.

PEOPLE'S PARTY OUT FOR ENFORCEMENT OF O.T.A. SAYS PREMIER-ELECT

E. C. Drury, the Ontario premier-elect, speaking at a mass meeting in Massey Hall last night under the auspices of the Victory Loan named the U.F.O.-Labor evolution, "The People's Party," declared that it was in full sympathy with the prohibitory law and would see that the measure got strict enforcement. He promised a public-spirited administration in the interests of all with economy consistent with efficiency as a paramount feature; urged being just and generous to the returned men as far as the national finances would permit; repeated what he said at Barrie regarding a likely depression, but expressing faith in the future of the country; expressed his aversion to shouting patriotism, which he now regarded as a business proposition; pleaded for industry and thrift and made a stirring plea for the Victory Loan. The latter also found an eloquent champion in Hon. Arthur Meighen, solicitor-general, who declared that no reputable man in Canada dared raise his head against the loan.

Mr. Drury made his first public appearance in Toronto since becoming premierelect. He seemed to make a good impression.

Movies Tell of Loan.

The spacious hall, which was well-filled with an enthusiastic audience, was tastefully adorned with flags and Victory Loan mottoes and emblems. The hour of waiting was pleasantly passed on a number of fine and interesting pictures, all having some bearing on the loan, being thrown on a screen. The pictures showed the need for the money, how it would all be spent in Canada and for what purpose. The 48th Highlanders' Bank also played some capital selections, both at the waiting stage, and at other parts of the evening.

E. R. Wood, chairman of Dominion executive, 1919 Victory Loan, presided. He said it was fitting that on this notable anniversary the people of Toronto could come together to consider their obligations. It would not be until the great financial effort of the Victory Loan was brought to a successful consummation next Saturday that Canada would have completed her whole task—connection with the war. He was sure Canada would demonstrate that she could live up to her obligations. (Applause). Mr. Wood gave a survey of previous loans, referred to what Great Britain had done.

(Continued on Page 5, Column 6).

PROHIBITION BILLS BOTH SUCCESSFUL IN PASSING SENATE

One Measure Gives Provinces Power to Stop Imports of Liquor.

Canadian Press Despatch.

Ottawa, Nov. 10.—The government's two prohibition bills were successful in running the gauntlet of the upper chamber before the prorogation of parliament today.

The bill to amend the Canada temperance act, by making provision for provincial plebiscites on the petition of the legislature to decide on the matter of the importation of liquor came in for the most criticism. An amendment moved by Senator Ross of Middleton, N.S., to defer consideration of the measure until the next session of parliament, was negatived on a vote of 18 to 12, and the second reading declared carried on the same division. The vote was as follows:

Yeas—Senators Ross, Milne, Macdonell, White (Montreal), Pringle, Bostock, Power, McSweeney, Prouse, McHugh, Desauliners and Cloran.

Nays — Lougheed, Beique, Gordon, Murphy, Sharpe, Foster, Turriff, Blain, Tanner, Girroir, Webster, White (Pembroke), Proudfoot, Thompson, King, Beith, Yeo and Watson.

Senator Ross almost moved the six-months hoist for the second government bill to amend what is known as the Doherty act by providing that liquor may not be manufactured for use in contravention of the laws of a province, and making it possible to prosecute the sender as well as the receiver of liquor illegally shipped. The vote on this amendment was as follows: Yeas—Ross, Milne, Gordon, Murphy, Macdonnell, White (Montreal), Bostock, Power, McSweeney, McHugh, Cloran and Desauliners.

Nays—Lougheed, Foster, Turriff, Sharpe, Blain, Tanner, Girroir, Webster, White (Pembroke), Proudfoot,

(Continued on Page 5, Column 7).

Nickle is Not Admitting Ontario Cabinet Appointment

Special to The Toronto World.

Ottawa, Nov. 10.—W. F. Nickle, Kingston, who was in the city today, refused to confirm the report that he would be attorney-general in the new Ontario administration. "I believe," he said, "that the people, irrespective of class or politics desire to give the new party a fair trial, and there will be no captious criticism. At present I am attending strictly to my own business." It is believed here that Mr. Nickle has been offered the portfolio and will accept it.

MOBS OF CHILDREN STAND FOR HOURS

Dr. Hastings Hastily Summoned to Explain Vaccination Muddle.

When the city council are calculating their estimates for the coming year, it would be as well if they put in an amount for the wages of an organizer. That one is badly wanted somewhere at the city hall was demonstrated yesterday by the way the crowds of children who had come to be vaccinated were handled by the authorities. Hundreds upon hundreds of the little ones and their mothers were kept out in the cold streets, not for an hour, but from early morning until the afternoon. There was no protection for them, and they were only allowed inside the city hall in small batches. Some mothers with their children had come from the Beach, North Toronto and Sunnyside, and they stood in the cold, unkindly street for hour upon hour, without one crumb of food or succor. Well it might be asked who was responsible for such treatment being handed out to the city mothers and children.

When the mayor, returning to the city hall about 2.30 p.m. from a civic function, saw the waiting crowd of children outside the east entrance, he quickly got busy. Nearly all the aldermen and controllers were assembled in the members' room prior to a private meeting of the council. The mayor hurriedly called a meeting and sent for some of the officials to explain how such a state of things as he had witnessed had come about. No one apparently was responsible. It was a case of "schoolboys over again; 'Please, sir, it wasn't me.'" As an alderman remarked: "Someone must

(Continued on Page 9, Column 1).

A Colloquy on Vishnick.

Stoort: Whaur did th' twa cars o' Vishnick come frae, Josephus? Or was it embalming fluid? Or did it come from Mesopotamia?

Joe: The license commissioners are ready to make affidavit that it came in for ceremonial and sacramental purposes, and that some of our friends in the retiring cabinet said its arrival most accidentally synchronized with the election in Southwest Toronto. But it does not attach to me in a professional way, as you suggest by your interrogation.

Stoort: I have nae doot, then, that it can be put on Hairtley Dewart's doorstep!

Joe: But if the Farmers should order a searching investigation it would not hurt us, would it? We were for Sir William because of his prohibition tendencies.

Stoort: Prohibition an' elections are cog wheels that at times have to mesh. An' this may hae bin yin o' sic providential blessings at a sair stage o' th' struggle.

FATE OF STRIKE HANGS IN BALANCE LEADERS CONFER

VICTORY LOAN PROGRAM

11.30 a.m.—Band and tanks in the down town section.
12 noon—Open air vaudeville and band concert in City Hall Square.
12 to 2 and 4 to 6—Demonstration of ward occupation of convalescent soldiers in window at 36 West King street.
7 p.m.—Open air vaudeville, moving pictures, band concert in City Hall Square.
8 p.m.—Tanks and anti-air craft guns in operation on Yonge street.
8.45 p.m.—Night aeroplane raid by Col. Barker and associates.

Indications Are That There is Wide Divergence of Opinion Whether to Call Off Coal Walk-Out or Defy the Court Order—Weighing All Phases Carefully.

Indianapolis, Nov. 10.—No agreement has been reached by officials of the United Mine Workers of America in conference here to day to consider the order of the federal court Saturday to call off the strike of coal miners. At 10.30 o'clock tonight delegates intercepted in the corridors adjoining the convention hall said that the miners' general committee expected to stay in continuous session until some decision was reached. In view of the provision of the court order instructing the miners' chiefs to present to the court for approval their order withdrawing the strike call within 72 hours, it was predicted tonight that no announcement would be made by the miners before the expiration of that time. The court order was signed at 12.25 p.m. Saturday, therefore the union officials must report to the court by that time tomorrow.

Altho today's meeting was closed and extraordinary measures were taken to prevent the proceedings from becoming public, it was ascertained from remarks dropped by delegates as they left the hall for lunch and dinner, that the discussion brought out wide divergence of opinion as to what course the coal workers should pursue with regard to the order of the court.

Alexander Howatt, president of Kansas district, remarked to Frank Farrington, president of the Illinois district, as they passed newspapermen:

"That was a good speech you made, Frank. I agree with it fully."

Mr. Howatt, before leaving Kansas for the conference here, gave out a statement in which he declared that "regardless of injunction, prisons and judges" he intended to fight.

No Fear of Jail.

Another delegate said:

"It isn't a question of going to jail. These men have no fear of that. What they are debating is the welfare of the United Mine Workers as affected by the court order requiring the strike order to be rescinded. They are debating, too, whether they should take a position that would be a stand against the attitude of the federal govednment."

John L. Lewis, acting president of the mine workers, at the close of both sessions today, said:

"We haven't a thing to give out at this time."

Other officials and delegates adopted the same attitude.

There was every indication that the majority of the mine workers are determined to weigh carefully all phases of the issue before taking any step toward disobedience of the strike order. Most of the delegates are men past middle age, and their demeanor in passing to and from the convention hall indicated that they were giving careful consideration to the arguments.

The only action of the government today in connection with the strike was the serving of thirty-three copies of the temporary injunction issued Saturday. Those served were men whom federal agents failed to reach with the original restraining order. The writs served are returnable December 8, instead of November 20, the date on which the original orders are returnable.

SOLEMN WARNING GIVEN TO MINERS BY GOVERNMENT

Formal and Final Declaration of Policy Announced by U. S. Attorney-General.

Washington, Nov. 10. — Solemn warning was given the United Mine Workers of America tonight by Attorney-General Palmer, that resolutions of conventions and orders of officers of organizations are not above the law.

Formal and final declaration of the government's policy on dealing with the coal strike was announced by the attorney-general while officers of the miners' organization at Indianapolis were struggling with the question as how to answer the court's blunt and peremptory command to rescind the strike order.

Describing the strike as a plain violation of a federal statute, Mr. Palmer, speaking with full authority of the government, announced that all the power of the United States would be exerted to enforce the mandate of the court.

Altho no reference was made in the attorney-general's statement to the pronouncement of organized labor, supporting the miners and demanding withdrawal of injunction proceedings, it was evident that Mr. Palmer had that document in mind, and official Washington accepted his declaration to mean that refusal of the miners to cancel their strike order would mean a fight to the bitter end.

Situation Admitted Grave

There was no attempt in official or labor circles tonight to conceal the feeling that the situation was extremely grave and getting beyond the question

(Continued on Page 6, Column 5).

IMPORTED ENGLISH CAPS AT DINEEN'S, 140 YONGE ST.

A shipment of the very latest ideas in Men's Tweed Caps just received from Henry Heath and Christy, of London, England. New materials — checks, mixtures, homespuns and silk mixtures. $2.00 to $5.00.

Paris Store Employes Strike In Sympathy With Comrades

Paris, Nov. 10.—The employes of the Louvre Department Store today decided to strike in sympathy with their comrades in the Bon Marche and Galleries Lafayette.

THE CITY OF THE OPEN GATES

EIGHTH ARTICLE.

The Question of a Speedy Opening of the Union Station Greatly Affected by the Viaduct Scheme, to Which, it is Said, the Steam Railways Are Still Opposed; and This, and the Problem of Radial Entrances and Terminals, Suggests the Summoning of a Toronto Transportation Parliament.

THERE are difficulties in the way of the widest possible swinging of Toronto's gates which public opinion may, in the last resort be called upon to solve. The men who live day and night with Toronto transportation problems, hold varying views about them. If, presently, a public jury is summoned to decide when these doctors of the running car disagree, it is important for the jury-doctors to get a clear grasp of the broad fundamentals of questions which are as much their own as the supply of domestic coal.

Everybody wants the Union Station to come into use without a day's unnecessary delay. It could have been finished before now, but for certain out-of-doors uncertainties, chief of which is whether the trains shall enter on the present level or on the viaduct which the railway commission ordered several years ago.

Yonge and Bay the Key.

Two hundred men are working today inside the vast building—and you hardly know they are there, as you traverse its noble spaces. The station was designed for train services on a viaduct level, but it will be about equally convenient for the passengers, whichever level is finally adopted. If the viaduct, you will go downstairs from the ticket lobby—the "nave" we have called it—walk to your platform, underneath the trains and climb upstairs to get your car. If the trains are on the lower level, you will walk on an incline from the nave, cross the tracks above the trains and descend to your platform.

Viaduct or no viaduct?—that is the question. Of course, it was settled years ago by the highest authority. But it was not finally disposed of because nothing is settled till it is settled right. The viaduct was the scheme of an engineer who has since found the laws of some other country more pleasant to live under than the laws of his own. It was to a large degree the outcome of the appalling dangers of the Yonge and Bay crossings. The railways opposed it, but were beaten.

If, in harmony with the famous Laurier telegram, at the period of the 1904 general elections, the Yonge street bridge had been built by the railways, most likely there would have been no viaduct scheme—which only shows that great men like Lord Shaughnessy and Mr. Hays do not always see as far into a waterfront as they think they do.

The viaduct will involve an embankment—a mud wall—230 feet wide, and subways for each of the existing streets between Bathurst and Cherry. It will mean also that tracks must be run off it to the factories on both sides, including those that have been and will be built