WEDNESDAY MORNING

The Toronto World administrative organization far more thoro than exists on this side of the

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WEDNESDAY MORNING, MAY 16.

Why Wait Two Months More? a reorganized republic army."

The Russians intend to do what they can for their allies as soon as the evil effects of the rule of the Sturmers and other pro-Germans has been eradicated, but the Carad'an Government, aware all along of what is happening to their own flesh and blood in the great battles in France, have refused for months to lift a finger to supplement the insufficient after day the casuality lists come in, the 600, and these are the best men, the flower of the nation, the men who went because they were brave, and honorable, qualities which took the best men away will be considered on their merits. first on their own impulse. These able and unwilling ones must be constrained to their duty, and made to understand that the privileges of citizenship in a as sacred-something like the Ottawa free and civilized nation have corresponding obligations. To live in comfort improvement upon itself, and, like the and good cheer one must help others to laws of the Medes and Persjans, altereth The selfish coul must learn to be wiser.

Our government has fallen down and cringed before the forces of selfishness. Willing to accept the voluntary sacrifice of the best it has been too weak or too unprincipled to exact the necessary service of others who have not understood their responsibilities. On one pretext or another the step which all who knew the authorities declared was inevitable and a staff ensures. immediately necessary has been postponed for a year or more, and the latest rumor is that something may be done in two months. Two months more such two of our divisions at the front shall have been wiped out, and only then shall the government begin to think of reinforcing them.

The men who have borne the burden and heat of the day should have had some relief during the rigions of the great campaign. But there is no rest or relief for them Our governm

careful of its own existence, alarmed by

istic wail from There is a pessin presumable democrat! Why can't we have a strong and efficient government? Why can't we have an administrative organization equal to that of any other body under the sun? Canadians can or ganize banks, railways, shipping com-panies, great commercial houses. Are they unable to organize their own government and the food supply of people?

Evidently The Herald and many othe people are not yet seized of the gravity of the occasion, or they would not be satisfied with worn out shibboleths of supply and demand, and the effete me-thods of party politics applied to the greatest war of history, with famine as a side dish to the joint. But the na

tion is waking up to a sterner law than It is rumored from Ottawa that con- that of supply and demand-the law o scription may be adopted after two months. We turn with less impatience to the Russian statement that "the situation terday, and other groups of citizens are is painful but necessary. We appreciate getting together and talking ominously. the extra fighting the allies must do. Perhaps the government itself will but expect a change in a few weeks with consider this law of self-preservation as worthy of attention.

contrations of the government in Grea Britain since the war broke out, and, doubtless, if it continues, there will be and depleted forces at the front. Day others. They are not bound to any hard and fast political plan over there, for numbers now considerably exceeding 18,- they know that the existence of the empire depends upon efficiency, and it must be attained at all costs. So far, all the and self-sacrificing. There are strong changes have added to the effectiveness and able men at home here without the of the administration. Any new proposal The latest change affects the admiralty, and is of considerable, significance.

The admiralty has usually been regarded not. The British Admiralty, however, unlike the Ottawa government, must deliver

the goods or get out of business. The recent change is a radical one, and involves the creation of a naval staff such as has not previously existed. Absence of a staff resulted, it is asserted, in the flasco at the Dardanelles, the expedition to which was organized without the preparation and co-ordination which

Sir Edward Carson, who is first lord of the admiralty, stated that one result would be to free the first sea lord, Adso that he and the other heads of the fighting as we have had will mean that staff might concentrate attention on the conduct of the war on the seas. Another building and production departments, on lines similar to the army munitions or-

ganization. A good deal of criticism of admiralty A good deal of criticism of admirate, methods has been expressed in America, concerned in the issue. where a more active policy than the what he neve watchful, waiting

THE TORONTO WORLD

WANTED_A NATIONAL DUMP

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miral Jellicoe, from administrative work, the royal commission appointed to also thinks the same way. As for The object was to strengthen the shipping, number are against it; and perhaps forward by the commission is limi-

pouging out millions to maintain rail-ways for the benefit of private owners. Even the scheme of the minority mem-ber of the commission, for the absorp-tion of the Canadian Northern lines in absorption of the Grand Trunk, and the best by the Canadian Northern in west-aring the eastern field to the Grand Trunk and the western field to the canadian Northern-contemplates the ownide leave the National Transcontinen-ture and plans the great railways free the Canadian Pacific and the provide state is whether this public on the country's hands. Under any plans the great railways free the Drayton-Acworth scheme provides that it shall be spent on a na-tional system until the system becomes self-supporting. But the Drayton-Ack worth scheme also leaves with its pre-sent owners the only profitable com-pany-owned road. This phase of the problem will be discussed in future articles.

HON. ROBERT ROGERS PAPER WANTS THE TWO ROADS TO GET SOMETHING.

Liberal party. And, then, there is The Winnipeg Tells gram, which, as a Conservative paper, is largeify identified with Hon. Robert Bogens, and may be more or less today. g and it is now in favor of public owner-ship, aitho it thinks that the Mackenist and Mann combination are entitled to be controlling stock of that railway: and thinks, too, that the owners of the debenture stock of the Grand Trunk are also entitled to some kind of recognition. And then w come to the weekly press, most of all to The Grain Growers' Guide, tit is, therefore, surprised that the publis goes out of its way to show that the Canadian Northerm and the Grand Trunk goes out of its way to show that the Canadian Northerm and the Grand Trunk goes out of its way to show that the canadian Northerm and the Grand Trunk g for a norther structure tit is, therefore, surprised that the public to the therefore, surprised that the public to the realmays. If the present management of tit is, therefore, surprised that the public to the forman Pacific interests, perhaps from the point of view of the Grand Trunk g and the stock structure and the Grand Trunk g some kind of to mership but to the friendship tor public ownership but to the friendsh

Both sides of EDDY'S Twin Beaver Washboards can be used-giving double service for the price of one. Made of INDURATED **FIBREWARE** (which is really pulp hardened and baked by a special pro-cess). It cannot splinter or WANTS THE THO HORG.
WINNING GET SOMETHING.
Winnipeg Telegram, May 12: Under these circumstances the commissioners to commissioners the commissioners to commissioners the commissioners which the Canadian Northern the Canadian Northern these circumstances the commissioners which they now hold.
It is for the people of Canada to consider whether this is a fair proposition. If it does full justice to the shareholders, meaning more beqause, unless they are, they may complain so loudly as to cause misunderstanding in the London money market?
As to the Grand Trunk, it has paid \$56,000,000. By this process it has kept to a specious appearance of prosperity, which has enabled it to invest \$26,000,000 in the Grand Trunk Pacific. This invest ment it now claims to be entitled to receive back. If the amount is returned, the company will be in comparatively good shape and possibly might be able to finance itself over its existing difficulties.
The commissioners, however, say that

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fears of what the selfish and the weak. who remain at home to vote, might do if they were asked to go abroad and fight with their fellows. As far as votes go there should be no voting till war is over, and when the men who survive return to tell their tale and vote on their own account and that of their fallen comrades, the government may find that it would have been better to support the brave and strong than to consider the timorous and fearful.

Democracy means equality of service according to ability, and this is what is meant by any fair measure of conscription. . The selective draft, as it is called in the United States, takes those of suitable age, healthy, without dependents, and not occupied with an essential employment. The munition factorthat lane patrolled. ies need not fear the selective draft, nor farmers engaged in producthe. The men who are labor. tive remain there. at . Lome needed The men who are needed at the front go there in due course. But why should there be a moment's tonger delay?

The Folly of Supply and Demand.

Not feeling that the argument was altogether satisfactory The Hamilton Herald attacks our analogy and declares that food, prices are not a factor with people in an open boat at sea with limited supplies. People in that situation, says The Herald, are put on rations, and the food is distributed, not sold. Then it agrees with us.

"That is the proper system where the food supply is too small for ordinary needs and there is danger of starvation."

Yet after this admission The Herald hangs on to the superstition about the creates supply and supply follows demand, then why in the name of common sense is there not sufficient supply at present, and why is it that we know

that there won't be sufficient supplies for some years to come? The Herald is mixing up, as many people do, the question of prices with that of supplies, and prices is another thing altogether. The laws of supply and demand are knocked higher than a kite in every war, in every famine, in every cataclysmic crisis that overtakes the earth and its people. This is what we need men to recognize and

governments to arrange for. "The people on the boat," continues

The Herald. "are put on rations. That is the proper system where the food supply is too small for ordinary needs and there is danger of starvation." This is exactly the situation that ex-

ists, and if we were a prudent people, and had a discreet government measures would be taken to that end, Instead of this we place our trust in the fetishes of supply and demand. Not until these graven images bring us to actual starvation are we likely to wake up to their impotence.

"The German Government realized this iong ago," says The Herald, "and put the whole population on rations." And then follows the confession which might well have been made at the beginning, that if it were possible to put the people on rations the successful enforcement of such a system "would probably result in a general lowering of prices." This course would demand "a very strong and efficient central government and

is advocated. United States naval authorities are said to favor something of the Nelsen tactics, with more boldness and dash, and with the enemy headquarters as objective. The submarine attack is not being met to the satisfaction of American critics, either. The Wichita Eagle, for example, screaming from a safe inland eyrie, but

seeing farther, perhaps, than others less to them in order to put the old Grand loftily perched, thinks that it is rather a Trunk on a better footing, bonehead policy which permits vessels to Then, there are the Canadian Northarrive at all the ports of England, thus ern's views which are against the providing a picnic for the submarines. recommendation of the report that of the Conservative party.

The Eagle points out that the plan which they be consolidated with the Grand has been so successful in the English Channel should be adopted elsewhere, and Trunk, Intercolonial and Transcontione port alone be designated for arriving nental. Between \$50,000,000 and \$100.-000,000 is required to put the Canaand departing vessels. / Then a sea lane dian Northern in shape and its manshould be established from that port, and It might work, and then, again, ft give them this money.

might not. Remembering that this is just the plan that the Germans proposed to the United States and to Holland, there arise doubts of its desirability. When Holland tried it, the German submarines gathered around and sunk all the ships in the lane, "by mistake." The submarine attack has not been

fully met, however, and that, no doubt, is one reason for the change in the naval administrative methods. It is unfortunate that in Canada, when we do not get results, we do not adopt the same remedy of changing our methods and our men. Comments of the new of the second sec

CHILD DROWNS IN DITCH.

Winnipeg, Man., May 15 .- Two-yearold Emile Sourisseau, whose parents live in Norwood, was drowned last night in a ditch which contained two feet of water.

Lyty Tournaski, aged seven, died laws of supply and demand. If demand last night three hours after receiving burns from a blazing rubbish heap.



We encourage the small deposits, because the small depositor of today is frequently the large depositor of the fature. Some of our best Deposit Accounts were begun in a very modest way. By edding small sums at regu-lar intervals, and by accumulation of interest, they have grown till they now show handsome balances.

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all the Grand Trunk whose manage-ment at Montreal is against the gov-ernment taking over that line. They capital of the country, we find The Rogers, and may be more or less today; cific returned to them; a further dependent paper, also in favor of measure of public assistance given public ownership, The Citizen absolutely on the merits of the question,

and the Journal-Press papers on the merits of the proposition and largely from the point of view of the welfare

But when you come to Montreal things change. Nobody knows yet where The Montreal Star is: and The Montreal Herald, which is Liberal and controlled by The Star and its editor. agement think the country ought to Hon. George Graham, has not yet

Then there is the view of the Cana- Marcil, who writes a weekly letter for dian Pacific, which is very much against it on Canadian politics, contents himthe consolidation of these lines into a self with saying that it is a very big national system. This great company question and will have to be very fears all the other roads being co- carefully considered. But The Monordinated and consolidated and their treal Gazette is against public ownerunnecessary lines closed up or moved ship straight and always has been, into some other quarter, and is very and it is against public ownership much against a great continental sys- because it does not believe in it; most tem owned by the people, running into of all because the Canadian Pacific all the important cities and towns of does not believe in it and because the Canada. and being made especially management of the old Grand Trunk strong in the east by the inclusion of is against public ownership.

the old Grand Trunk with all its val-uable terminals and also the inclusion in the west of the Canadian Northern with its splendid prairie lines. The Canadian Pacific for years and years has been trying to get the Grand Trunk and the Canadian Northern into its maw.⁶ And most of all it is afraid of these lines falling into the hands the old Grand Trunk with all its val- And yet The Gazette on Monday the Intercolonial, the National Transof the state.

And then there is the general opinion continental and Grand Trunk Pacific! of the Conservative party and its But of all things there should not be newspapers and the opinion of the any big line in the east, meaning the Liberal party and its newspapers. old Grand Trunk; or any big line in And there is also the opinion of those the prairies, meaning the Canadian who believe in public ownership and Northern. In other words, the least those who are against public owner- public ownership was the best. In other words, The Gazette wanted pubship on principle.

In other words, there are three lic ownership to be strictly limited, to great railways who each look at the be a mere shoestring across the conquestion from its own point of view; tinent and have no feeders, and therethere are the two political parties who fore to be kept in a condition that it must look at it more or less from the would be a failure and a horrible exparty point of view; there are ample for all time hereafter! Of those who believe in public owner- course this is what the old Grand ship and those who are opposed to Trunk would like to see happen, and

it: lastly there are the ordinary citi- Lord Shaughnessy would also like to zens of the country who have to pay see it come out this way. the shot and if they have to pay the But when you begin to go west, and get shot want to know if they are getting

to Winnipeg, things change again. The value for their money. leading paper there is supposed to be The Winnipeg Free Press, more or less identi-

Now, The World has already pubfied in its old days with Sir Clifford Siflished quite a number of opinions ton, and, we rather think, he is not favorfrom the Canadian newspapers; has able to public ownership. It is Liberal. been reading a lot more and is print-The Free Press, which is well handled ing more this morning, and what we by its editors, and whose opinion we wish to say this morning will divide quoted on Monday of this week, is very doubtful of public ownership on a, large itself largely on the different interests scale. It thinks that public ownership at and opinions as above set out.

best will be a repetition of the Inter-Beginning with the City of Toronto, colonial, and it thinks the Intercolonial it can be said that of the six papers rather a horrible example, inasmuch as all of them are more or less in favor politics have bedeviled it in many direcof public ownership. The Star, The tions. The Free Press, therefore, is very Telegram and The World are all for uncertain, and will hold back and be inpublic ownership on the general prin- dependent for a while, but eventually, The

wish to be relieved from their liabili- Journal-Press papers, both morning and it is now in favor of public ownerty; the money they have put out in and evening, for public ownership of ship, altho it thinks that the Mackenzie connection with the Grand Trunk Pa- the railways, and The Citizen, an in-

made up its mind; and Hon. Charles lic are asked to take the two lean hogs

takes to be somewhat friendly to the Canadian Pacific interests, perhaps from the point of view of the elevators, and the grain trade, in which some of the grain growers are largely interested, rather than the concern it has for the weifare of the prairie grain grower him-self; because the grain growers of the west, in their big conventions, have all declared themselves in favor of public ownership. The Guide does not quits represent this idea; but The World is willing to wait a while and see what is said later on. But the chief public opinion of the west, taken from the press and taken from the declaration of the Grain Growers' Association, is largely in favor

worth. The world hardly been they declared for public ownership as against the Lib-erals and their Transcontinental road and the Grand Trunk Pacific, and because they are all now more or less defenders of public ownership, as developed by Sir Adam Beck and his friends in Ontario, in connection with the hydro-electric, and latterly with the public-owned radials in this province, in connection with hydro-electric.

As for the Liberals, Sir Wilfrid Laurier will play a waiting game until he hears what the government intends to do. But newspapers that support him, like The London Advertiser, have no use for pub-lic ownership, tho quite a number of the lic ownership, tho quite a number of the Liberal papers in the west, and some here in Ontario, are genuine believers in public ownership, if conscientiously applied to the railway question.

As for "the financial press" they are As for "the financial press" they are all against public ownership. The Fi-nancial Times of Montreal, The Finan-cial Post of Toronto. The Winnipeg Sat-urday Post, all have "the horrors" at the idea. Saturday Night of Toronto is the only one friendly. The Monetary Times kills the idea by asking for un-limited time to think if over. And yet it devoted three different weeks to a full exposition of the whole issue. But there are lots of good trade papers that favor it, notably Industrial Canada, which believes that public-owned rail-ways are the only possible cure of the awful situation that has come to the country from the promiscuous showering of public money and lands on private-owned railway enterprises.

THE GLOBE WANTS THE WHOLE HOG

Toronto Globe, May 15: It is evident, therefore, that the Canadian Northern cannot retain its identity as a trans-continental rallroad, or the Grand Trunk recover its former position as an inde-pendent eastern system, unless the peo-ple of Canada are disposed to continue

