The Toronto World

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SATURDAY MORNING, JUNE 5.

Party First

Leader Rowell in spite of the war is talking politics. Of that we do not complain, because there is no formal truce between the two political parties. Whether it is necessary at this time to open the campaign for a provincial election, which will scarcely occur before 1918, Mr. Rowell and his followers must decide for themselves.

Yet we may be permitted to doubt if the Liberal leader was well advised when he devoted the major portion of his keynote speech at Fenwick on Thursday night to an attack upon the temperance legislation of the Hearst government. That legislation followed lines of progressive temperance reform long contended for in many states of the Union. Moreover, it further restricts the liquor traffic and enables the provincial board to enact, try out and enforce regulations that will tend to make our people more temperate even tho they fall short of absolute prohibition. Surely Mr. Rowell does not desire to have this act repealed and to have us revert to the old system of local commissioners.

Since Sir James Whitney came into power in 1905 the liquor traffic has been brought under control, curbed and regulated and to a large extent done away with altogether. His government cut off many licenses, reduced the hours of business, increased the number of prohibited days and compelled the man who received a tavern license to keep hotel. His successor has taken a big step forward in doing away with the local license system.

Yet for all that has been done Mr. Rowell has no word of commendation. If his attitude is correctly portrayed and reflected by The Toronto Globe it is one of querulous fault-finding. Nothing the Hearst government can do will meet with his approval unless it adopts the platform upon which Mr. Rowell went to defeat less than a year ago.

Our good neighbor, The Globe, has been preaching prohibition for fifty years, and for fifty years has been a Liberal newspaper. But it is a Liberal newspaper first. It does not, therefore, rejoice in the great progress made by temperance reform in the past ten years because that progress dates from the accession of Sir James Whitney to power and recalls how little was done during the thirty-two years when The Globe was all powerful in the councils of the Ontario Government.

Mr. Rowell and The Globe say that the majority of the people of Ontario favor prohibition, but are unable to have their views crystalized into the legislation because they are divided into party camps. To meet this situation they do not suggest that the temperance question be taken out of politics but that a number of Conservatives should join the Liberal party. They assume that the people are wholly helpless to deal with the social question of temperance unless politicians take the initiative. Yet they must know that one municipality after another banishes the bar by local option elections in which neither politics nor politicians cut any figure. In many states in the union temperance legislation has been passed directly by the people thru the initiative and referendum without the aid or consent of the politicians.

But we do not find either Mr. Rowell or The Globe favoring "direct legislation." They want to hitch the wagon of the Liberal party to the star of temperance reform while reproaching Conservative temperance men with putting party before principle.

Among the fundamental questions which divide our people into two political parties the temperance question is not included. Many Conservatives are prohibitionists and many Liberals are not in accord with Mr. Rowell and his policy. We know by experience that the temperance cause gains nothing by contact with politics and politics are not helped by injecting the temperance question. Speaking on this subject, while governor of New Jersey, Woodrow Wilson said:

> I am in favor of local option. I am a firm believer in local self-government and believe that every self-governing community which constitutes a social unit should have the right to control the matter of the regulation or the withholding of licenses, but the questions involved are social and moral and are not susceptible of being made parts of a party program. . . . . I do not believe that party programs of the highest consequence to the political life of the state and of the nation ought to be thrust aside and hopelessly embarrassed for long periods together by making a political issue of a great question which is essentially non-political, non-partisan, moral and social in its nature.

Pique or Policy?

As a reason for the reported determination of the Grand Trunk Railway to refuse to use the newly electrified London and Port Stanley Railway Mr. R. W. Long, G.T.R. division freight agent, states that a "dependable route for the handling" of the heavy and important coal traffic is required. In order to get a dependable route the Grand Trunk is making a slip at Rondeau and will haul its coal 65 or 70 miles farther than would be necessary over the London and Port Stanley line.

An American traveler was told by the brakeman on a Grand Trunk passenger car between Toronto and Buffalo, when he came around to light the oil lamps and the American expressed his astonishment, "The Grand Trunk will be putting in gas when all the other roads are putting in electricity." This was some years ago under the old London management, but the principle largely survives.

The public will be slow to believe that the real reason that the Grand Trunk is about to boycott the London and Port Stanley line is unreliability in electric service. The service that is good enough for the Sarnia tunnel is good enough for the Port Stanley coal traffic. Electric service does not break down more frequently than steam engines do, and steam engines are always available when electricity fails. The London and Port Stanley line could have been leased by the Grand Trunk for one cent a year, but the chance was refused. Like some other people who have missed a good chance the Grand Trunk seems to be indulging a little pique.

What Rhodesia Has Done

Rhodesia, a valuable region north of the Transvaal, has taken its share of the burden imposed by the war. Not only did it contribute two regiments, totaling a thousand men, but between 600 and 700 left for the United Kingdom to join the army. Large gifts of Indian corn and tobacco have also been made by the farmers. The gaps in the volunteer defence force have been filled up and a reserve of 500 infantry established. Altogether 4600 men are serving under the Union Jack, or 38 per cent. of the adult male population of Rhodesia.

The territory, embracing 450,000 square miles, owes its position under the British flag to the late Cecil Rhodes, after whom it is named, the founder of the British South African Company, which has had charge of its administration since 1889, subject to various modifications tending towards full representative government. Last year the imperial government issued a supplemental charter providing for the establishment of responsible government whenever an absolute majority of the legislative council of Southern Rhodesia so requires, and produces evidence that its condition financially and in other respects justifies the request. Rhodesia will, in all probability, ultimately enter the Union of South Africa.

PROVIDING FOR A LARGE FAMILY

WILSON'S FIRM NOTE APPROVED BY CABINET

"Insistent and Emphatic" Communication to Reach Berlin Not Later Than Monday—Principle is Fixed and Unalterable.

WASHINGTON, June 4.—President Wilson read to his cabinet today the draft of a note to be sent to Germany demanding, in effect, an adherence by that nation to the humane principles of international law in the conduct of maritime warfare as affecting neutrals. Comparatively brief, but described as insistent and emphatic, the communication will be cabled not later than Monday for presentation by Ambassador Gerard to the German foreign minister, 5Dr. Von Jagow.

The cabinet approved the note as a whole. Minor changes in phraseology may be made within the next two days, as it is revised in detail to conform with previous expressions in diplomatic correspondence of the U. S.

Principle Unalterable.

The principle is fixed and unalterable—that the U.S. must know definitely and very promptly whether Germany intends to ignore visit and search rights and continue her practice of torpedoing vessels without warning, placing the lives of non-combatants in jeopardy, or whether rules of marine warfare which have governed for centuries will be followed. The alternative course is not stated, but it is now generally known that the U. S. in the event of an unfavorable reply will discontinue diplomatic relations with Germany.

The note sets aside as irrelevant all the contentions of the German reply of last Saturday except one—whether the Lusitania was armed—and restates the position taken by the United States previously, that the Lusitania, after official investigation by competent inspectors, sailed from an American port with no guns aboard, either mounted or unmounted. It further calls Germany's attention to the fact that the Lusitonia did not attempt any resistance, being torpedoed without warning.

Indemnity Offered.

The arrival of a communication from the German Government today, expressing regret for the attack on the American steamer Gulflight, offering to pay indemnity as soon as a claim is presented, and details arranged, and making a further promise to take into consideration any facts which the United States may have on the dropping of bombs by German airmen upon the American steamer Cushing, made unnecessary and discussion of these cases in the new note to Germany.

RUSSIANS TO AWAIT MUNITION SUPPLY

Will Assume Defensive in Galicia to Keep Germans There.

SHIPMENTS ON WAY

Industries Single Handed Unable to Cope With Demand for War.

Special Cable to The Toronto World.

PETROGRAD, June 5.—The loss of Peremysl does not decide the fate of the Galician campaign, but it has emphasized the necessity of a greater supply of munitions and equipment, which the Russian industries are unable to furnish single-handed until the supplies can reach us. It will perforce be necessary for the Russians to assume the defensive, gallantly fulfilling their duty toward their allies as in the past. They will do their utmost to hold and fix the enemy's forces on this front.

TURK TROOPS CALLED TO CONSTANTINOPLE

PETROGRAD, June 4.—Via London, 10.45 p.m.—Almost all of the Turkish heavy artillery at Erzerum and a considerable portion of the garrison at that point have been ordered to Constantinople according to the Bourse Gazette. The despatch also states that the best Turkish troops along the front in the Caucasus have hurriedly transferred to Constantinople.

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TO BUY WAR SUPPLIES FOR EARL KITCHENER

Sir Thomas Shaughnessy Said to Be Summoned to London for Appointment.

VANCOUVER, B. C., June 4.—Apparently authentic information gathered here was to the effect that Sir Thomas G. Shaughnessy, president of the Canadian Pacific Railway, was summoned to London by Earl Kitchener to consider taking charge of the purchase and transportation of all war supplies from the United States and Canada. His headquarters, it was stated, would be in New York.

Officials here of the C.P.R. said tonight they had expected for some time that Sir Thomas would be asked to represent the British war office in America.

FIRE DESTROYS HOUSE ON CALEDONIA AVENUE

Fire completely destroyed the residence of Wm. Hulme, 391 Caledonia avenue, and the adjoining residence at 393, belonging to L. Paton, early yesterday morning. The fire brigade from the Keele street station was quickly on the scene, but the houses being outside the city limits, the lack of water hampered the firemen. The outbreak is said to have been caused by the explosion of a coal oil lamp. Some furniture was saved, but the houses and the contents generally were totally destroyed, as well as a brooder and a number of young chickens in the rear of the premises. The damage is estimated at about $4,000.

The Only Afternoon Train For Detroit Leaves Toronto 3.40 p.m. Daily.

Particular attention is called to Canadian Pacific train No. 633 leaving Toronto 3.40 p.m. daily for Galt, Woodstock, London, Chatham, Windsor, Detroit, etc., affording passengers early arrival time at destination. Modern equipment is carried, including standard sleeping car, cafe parlor car and first-class coaches Toronto to Detroit. For complete Toronto, Detroit, Chicago train service, see current time-tables. Particulars from Canadian Pacific Ticket Agents. 55

FIERCE FIGHTING IN ALPINE PASSES

Italians Repulsed All Austrian Attacks on Rocky Slopes.

BATTLED IN STORM

Torrential Rains Stopped Desperate Hand-to-Hand Combat.

Canadian Associated Press Cable.

CHIASSO, June 4.—Fierce fighting was reported yesterday on the rocky slopes leading from Monte Nero, 7000 feet high, to Tolmino, and the all Austrian attacks were repulsed, progress was necessarily slow. The most resolute attempts to stem the invading tide of the Italians were made at dawn in a terrific thunderstorm, frequent early summer occurrences in the Alps, which synchronized with the artillery duel. The lightning produced weird effects among the combatants fighting hand-to-hand on the rocks. Torrential rains later swept the mountain passes, and temporarily stopped the engagement.

The striking features of the combats in Tyrolean and Carnic Alps are mobility and power of the Italian artillery. Five forts were dismantled lately on the high Vezzena Lavarone plateau guarding the approaches to Trent. They cost millions of pounds to construct, and were regarded as invulnerable by the Austrian engineers.

TOOK ALL SUPPLIES FROM PEREMYSL

Russians Removed All Stores and Munitions From Fortress.

LONDON, June 5.—In a despatch from Petrograd The Morning Post's correspondent says: "The River San, except on its lower reaches, has been abandoned as well as Peremysl. The Russians removed all their stores and munitions from Peremysl, a process which occupied a couple of weeks, owing to the enormous quantities concentrated there by the Austrians. The process was completed Wednesday, and during the succeeding night the Russians quietly retired to prepared positions east of the fortress."

REPORTS FROM BRUGES SAYS FIGHTING HEAVY

Germans Are Losing Heavily Between Menin and Ypres.

AMSTERDAM, via London, June 5, 2.25 a.m.—The Telegraaf's Bruges, Belgium, correspondent reports that there has been heavy fighting on the road from Menin to Ypres with severe German losses. The allies, it is said, repulsed all attacks. The hospitals at Courtrai, Roulers and Thourout are full of newly wounded men and long convoys of wounded are coming from the Yser lines to Bruges according to the correspondent.

ANCIENT TACTICS MOST SUCCESSFUL

Methods of Warfare More Than Two Thousand Years Old Employed With Success.

Among the weapons employed by the Romans and the Greeks at the taking of Syracuse were barrels or pots filled with burning substances hurled by catapults into the enemy's position; perfected bombs or pots of deadly gaseous fumes are popular with the Germans today, as proven in the advance in the north and northeast of Ypres, a method as dishonorable as it is ancient.

However, the Allies cheerfully retaliated with an old trick from that famous Prussian, Frederick the Great, viz.: at Hill No. 60 British sappers tunneled beneath the German position, and at a timely moment the mines lifted the hilltop in a blazing crater while a veritable rain of downward deflected shrapnel left little work for the British infantry when it rushed and took the position.

All along the line sappers below ground are obliged to listen after each stroke of the pick for an answering pick-pick-pick of the enemy approaching under ground.

Point by point, yard by yard, hill by hill, goes the Union Jack forward on the battle line, yet with swifter pace our national emblem is being hoisted from the house-fronts of loyal citizens who are taking advantage of The World's generous Flag Outfit Offer as set forth on another page of today's issue. Since the announcement of this offer of flag outfits practically without cost, thousands have availed themselves of the opportunity. If you have not yet secured your Union Jack, come today and get one or more as your patriotism dictates, but get one for sure.

They are obtainable any time during business hours at either the Toronto or Hamilton office of The World.

Bobcaygeon Week-End Train.

For the benefit of those wishing to spend the week-end at Bobcaygeon, the Canadian Pacific Railway, commencing Saturday, June 5, will operate special train leaving Toronto 1.30 p.m. Saturday only, arriving Agincourt 2.05, Locust Hill 2.20, Claremont 2.34, Myrtle 2.50, Burketon 3.05, Nestleton 3.17, Scugog 3.22, Janetville 3.28, Lindsay 3.50, Dunsford 4.14, Ancona Point 4.22, and Bobcaygeon 4.30 p.m. Commencing June 6, return train will leave Bobcaygeon 8.00 p.m., Sunday only, Ancona Point 8.08, Dunsford 8.15, Lindsay 8.32, Janetville 8.56, Scugog 9.02, Nestleton 9.08, Burketon 9.18, Myrtle 9.33, Claremont 9.50, Locust Hill 9.58, Agincourt 10.15, and Toronto 10.50 p.m. This service will be in effect until Sept. 11, eastbound; Sept. 12, westbound. This is an excellent opportunity for a week-end trip. Full particulars from any C.P.R. agent, City office, 16 East King street.

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A PRISONER OF WAR.

Special to The Toronto World.

CAMPBELLFORD, June 4.—Pte. Harry Cummings, 15th Battalion, son of Mr. W. W. Cummings, formerly of this place, has been located as a prisoner of war in Germany.

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