

# The Toronto World

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 FRIDAY MORNING, JANUARY 4.

### Labor's New Social Order.

It must never be forgotten that the war is not so much the result of an antagonism of the rest of the world against Germany, as of the hostility of democracy to autocracy. Wherever these forces come in contact there must be conflict. It is the secret of the clash between capital and labor, and the unfortunate part of that clash is that it tends to make labor autocratic as well as capital. It is the secret of the strife between corporations generally and the people. Every organization or agency of an autocratic nature is being tested today in the fires of the war, and those which fall to show 18 carat democracy will go into the melting pot. British labor has just issued a notable manifesto in view of the reconstruction which must follow the war. Every citizen would do well to acquaint himself with the terms of this report on "Labor and the New Social Order." The Labor party in England is the most thoroughly organized body of the kind in the world, and is second to none in the intelligence and ability of its leaders. When they ask for a reconstruction of society it is idle to try to dodge the question. If we are not to have the Russian method we must be prepared to compromise on some British plan. What the nation has done in war it can do in peace, and the Labor men think it would be extremely foolish to allow indispensable industries to slip back into the unfettered control of private capitalists. With this is coupled a reputation of all proposals for a protective tariff. Nationalization of land, railways, mines, electric power, belongs naturally to the Labor policy. These are the things that the victorious millions of the British army will demand when they return from the battlefield. They have not fought to establish a millennium for nothing.

### Referendum or Responsible Government?

Australian advice dating before the war indicate some opposition to the idea of a referendum on such a question as conscription. The referendum is really an American idea, born of the necessities of the case where a cast iron constitution and a government installed for a term of years, without possibility of change, gives the popular will no opportunity of making itself felt. Under British parliamentary methods, when the elected house may be dissolved at any time, a referendum is not only unnecessary, but is against the spirit of responsible government. Sir William Irvine took the position in November that the proper way to handle the conscription issue was for the government to pass a bill, just as the Canadian Government did, and then appeal to the country. If the country approved the measure it would return the government to power. If it disapproved, the government would be defeated, and the new government could repeal the unpopular measure.

### Victory Bond Payments.

Payments are being made on the second instalment of the Victory Loan in the most liberal fashion, payments to full having been very common. The fact is that individual citizens have been very well to do thru the abundance of work which the war has given to the country. The wages received are being turned in for the Victory Loan, and will flow out again in further contracts, and work will continue to be abundant. Nothing could be healthier in such a condition than for the people to save their earnings, and the thrift encouraged by the Victory Loan is having a good effect in establishing confidence. What is true of the individual, however, is not so true of the nation, whose credit must be strictly conserved. The step taken by the finance minister in forbidding the issue of any new bonds or flotations without federal authority presses as heavily on Toronto as anywhere. No community in Canada will feel the pressure more, or have a better right for complaint. But the loyalty that rolled up \$20,000,000 for the Victory Loan, and that raised such an army as we have sent to France, will forbid complaint against any measure the government may deem necessary in the national interest.

The possession of the bonds subscribed for so widely by the people will be a great source of strength and confidence after the war. Like domestic work is being done at present on account of the high cost of labor and material. But when peace is declared and labor is more abundant the flood of long-delayed enterprise will flow confidently along, the thrift of the present justifying and encouraging the outlays that will then be seen to be necessary. The City of Toronto is in some measure straitened by the federal order, for the treasury has several millions of unsold bonds which had been relied upon to finance expenditures on works that are being completed. The situation forbids the undertaking of any new works until normal conditions are resumed, and the work of the city authorities must be devoted to preparation for the future rather than the proposal of new and immediate developments.

### Germany's Flight.

Events in Russia and Germany are developing rapidly. Clearly, the Kaiser had no idea what he was bringing about when he sent Leine and Troitzky to Petrograd to counteract the revolution. He has only poured oil on the flames. The inability of the German court and junker classes to understand the point of view of other grades of society is going to be fatal to them. The German people have been bred to the belief that they are lords of creation; that they are supermen, that there is nothing on earth to equal them. Yet here are Russian, French, British and other races of swine who are able to set up and pull down governments and create national destinies at their will, while the German people must tamely submit to the bidding of overlords who are not able even to conquer the swine they profess to despise.

The "boche" is not so thick in the head that he cannot see the difference, and the Kaiser is beginning to be aware that the "boche" does see it. Hence his anxiety for peace. Hence the feverish attempts to get the Bolsheviks to consent to something like a suspension of hostilities. This is where the German aristocratic aloofness and insolence defeats itself. The demands of Von Kuehlmann that the invaded Russian territory should be occupied by German troops underevealed even Trotsky as to the real aims of Germany. He must know, as all of his party must know, that if he is a true man to Russia, and not as most of us have believed, a German agent, he cannot accept the Kaiser's terms, and he must feel the chagrin of one who has been like so many others, "played for a sucker" by the Germans.

If he is true in his assertion that he stands for a real internationalism he must be aware by this time that he is not far from the French and British and American aims, and that he was probably deceived by the Germans into believing something other than the truth about the aims of the entente alliance.

If there were better means of communication thru Russia we might expect to hear of a new understanding growing up between the Cossacks, Ukrainians and southerners generally, and the Bolsheviks. Where there are no telegraphs or telephones it takes weeks for news to filter thru a country, which in Canada is alive to all that happens in a few hours.

The German imperialists are playing a losing game. They cannot win from the allies, and if they lose in battle they lose in domestic policy also. We are on the eve of developments which will end in the revolution in Germany which will sweep the Hohenzollerns into oblivion. The temper of the people is sufficiently indicated by the statements of the Socialist leaders in Berlin. They gain in boldness and the Kaiser dare not touch them.

France, Britain and the United States makes a statement at this time, renewing their offer to make peace with a reliable representative democratic government of Germany, a people's treaty with the people, to strengthen the consolidation of the Russian people against Germany, and of the Socialistic forces among the German people themselves. Integration of the German war spirit has certainly set in.

### THE PRESS AND THE RAILWAYS

The railway question continues to occupy the centre of the stage. Nearly all the newspapers are discussing it and some are quite busy publishing "specials" and articles of a pro-digested character. It is particularly noticeable that the responsibility is taken, but which looks to the experienced newspaper man like a hand-out from a railway company's publicity department. The Winnipeg Telegram editorial on Dec. 31 has received wide-spread publicity, and one is moved to ask who paid for telegraphing it everywhere, or did the C.P.R. Telegram Company frank it thru without payment and without price? The editorial which has come to hand by special mail, written and presented with considerable ability the railway side of the railway question. The Telegram states that the policy which would cause the price of C.P.R. stock to fall would be nothing but a national calamity, and follows this much-quoted paragraph: "For the same reason of stress in her present financing Canada is not in a position to nationalize the C.P.R., it would be almost impossible and even did Canada not need every cent of money she can possibly raise by tax or loan for the purpose of carrying on her war enterprise. The Orange Sentinel believes that ultimate nationalization of all the Canadian railways is bound to come, and in the meantime it urges the government to control along the lines adopted by President Wilson in the United States. The Sentinel, however, is inclined to magnify what has already been done in this country toward bringing about government control of transportation in the course of a fairly well-balanced article on National Railways The Sentinel says: "The government of the United States has taken possession of and will operate the railways of the nation for the period of the war. Great Britain did the same thing during the war. Canada has, thru its war board, coordinated the management of the railways in this country. It is doubtful that transportation will ever go back to private management. While the new departure has been forced upon governments by the exigencies of war conditions, rational administration of the railroads by central control will make such an imposition upon the general public that it will create a demand for government ownership and operation which will be irresistible. Nobody ever seems to have heard of this Canadian Railway Board until President Wilson issued his proclamation. Then we were told that it was only a temporary measure that was in the same direction thru the formation of the War Board. It was a temporary measure, says the Board, and it is now being dissolved. Mr. Bury was president, and W. M. Neal secretary. Mr. Neal at once rushed to the Canadian press with a long and long enunciation of his own personal views adverse to railway nationalization. He stated that he had apparently never heard of the board for at least a year, and that he had been by President Wilson, and a good many of them would be very much surprised to hear of it. He would not want immediate nationalization."

The Christian Guardian, after reviewing editorially the recent action of President Wilson concerning the United States railroads, says: "In Canada last week the board of railway commissioners decided to allow the Canadian railways to increase their passenger rates fifteen per cent, and freight rates five per cent. This will not be a very popular move, especially in view of the fact that it has been now being given in certain sections, and it will probably help on the movement to nationalize the railways. The Regina Leader quotes The Montreal Gazette as saying that the demand for cars had quadrupled since the government undertook the government of the country with foodstuffs and munitions. The Leader thinks this is an argument in favor of the government of the railways. He says that the government should permit private corporations to continue to operate the railroads for the period of the war, and says: "Government management of the railways is necessary in Britain and the States in order to most effectively utilize the limited and diminishing supplies of forces of those countries, then similar management is needed in Canada. Union governments should waste no time in bringing it into effect. The Hamilton Times comes to the defence of the railway companies and higher freight rates. The Times, like the London Advertiser, is in favour of the government of the railroads, and has little use for public ownership. It gives in brief the same line of dope which we quoted yesterday from The London Advertiser. The Times injects however a new note of reportage, and mentions a compartment of a Pullman car. But it is the same old dope, and all comes from Montreal. Under the caption of "The Railway Rates" The Hamilton Times editorially says: "The railways argue that, even with the increase in the cost of maintenance, they were before the war. They point out that the cost of everything has increased, and they say that the railroads should be allowed to raise their rates. They also point out that the increase in freight rates is not due to the increase in the cost of the commodities carried by them. The figures, they say, show that freight rates increase cannot be blamed for creating the burden of the shipping and business. The railroads are contributing thereto. Indeed, you have only to contrast the extraordinary increase in prices in practically all lines with the prevailing rates on the railroad business to appreciate the serious nature of the situation. The figures, amounting to many millions of dollars. The railroads are, obviously, taking a very much smaller proportion of the income of farmers, manufacturers and other classes of the community than before, while they are obliged to pay very much higher prices for everything they use as compared with pre-war times. This condition is tending to cripple the transportation industry, and if continued will prevent the railroads giving the continuous and efficient service which the country demands. There is urgent need of a wider recognition of the seriousness of the situation."

Baron Shaughnessy's article on the transportation situation, which appeared in the annual financial survey of The Toronto Advertiser, Jan. 2, puts the case much better from the railway standpoint than do the literary gems handed out to certain newspapers by the publicity department of the Canadian Pacific Railway Company. His lordship claims that the Canadian railroads have handled a large increased traffic with daily dwindling profits, and that they have, on the whole, rendered much more service to the public because of the allies than have the railways of the United States. Nevertheless, he thinks that the government should not intervene to save the situation in the United States, but allow the railwaymen to try it again. Men will never work as hard or be so keen for the public, he thinks, as they are likely to be for private corporations, and we are told: "The efficiency and absence of con-

### PROUDFOOT CHOSEN TO LEAD LIBERALS

Member for Centre Huron Named at Meeting of Members.

### UNANIMOUS CHOICE

Organization Matters Also Were Discussed, in View of Election.

William Proudfoot, K.C., M.L.A., Centre Huron, will lead the Liberal party in Ontario during the session which it is now said will begin on or about January 23. He was unanimously chosen "seasonal leader" at a conference held in the offices of the Reform Association, Toronto street, yesterday afternoon, which was attended by M. L. A.'s from many parts of the province, including W. O. C. Davidson, North Brant; Nelson, Parliament, Prince Edward; J. H. Ham, South K.C., M.L.A.; William McDonald, North Bruce; W. R. Ferguson, East Kent; Tom Marshall, Lincoln; J. C. Elliott, West Middlesex; Lt.-Col. T. R. Atkinson, North Norfolk; J. A. Pinard, East Ottawa; W. J. Lowe, Peel; T. W. Hay, Listowel; Danase Racine, Russell; Z. Mageau, Sturgeon Falls; Richardson, East Wellington; R. L. Brackin, West Kent; J. A. Gillespie, West Peterboro; W. H. Anderson, South Peterboro; H. H. Dewar, K.C. Southwest Toronto; and E. H. Cleaver, Halton.

While the discussions were conducted strictly in private, it is believed that organization matters came up as well as questions of policy, and judging by appearances it might be suggested that the opposition looks forward to a contest with the Liberal party, chief Liberal whip in Ontario, was very reticent when asked for a statement of the proceedings, saying in answer to all queries, "There's nothing to say."

This is the meeting which was to have been held two months ago, but was sidetracked owing to the federal election. The members think an early provincial contest is coming seems apparent, one suggesting yesterday that it would follow the next session immediately.

### WANTS SON EXEMPTED

Deputy United States Consul at Kingston Putting Up a Fight. Special to The Toronto World.

Kingston, Ont., Jan. 3.—Howard Folger, deputy American consul here, is putting up an interesting legal battle to have his son, Howard Folger, exempted from the war. Exemption is being asked for on grounds that he is an American citizen, and as such has not yet been called to the colors; but as this was the only evidence, Judge Favell reserved decision, but stated that if there is any other evidence he will disallow the application. The father of the young man, who was born here, has been a resident of the city for over 40 years. His grandfather, the late Henry Folger, was for many years deputy American consul here.

### A NATIONAL OPPORTUNITY

Editor World: Sir, every man, woman and child in Toronto ought to realize that next Sunday is a unique epoch in the history of our nation. For the first time since the beginning of this ghastly war, the King, as head of the empire, has made an appeal to the people to devote a special day of prayer; and the most insistent duty of the hour for Christian citizens is to obey that call by humble, earnest and united prayer to God. God's promise is as true today as it was in the days of old: "Call it on me in the day of trouble; I will deliver thee, and thou shalt glorify me." The danger is that most of the people will think that this is a matter for clergymen or peculiarly devout church members, whereas the call has come for every member of the empire. It is a matter of loyalty; it is a matter of duty to our country as well as to our God. The proclamation is the most valuable help that any person can give to our empire today. Prayer alone will keep us sane; prayer alone will make us strong; prayer alone will carry us to a just victory thru trust in, and return to the living God. The proclamation of Abraham Lincoln on the 3rd of March, 1863, was the deciding point in the war, and from that time the path of the north went steadily forward. We believe that the universal exercise of the power of prayer on the first Sunday in January will result in a mighty outpouring of the blessing of God, and a wonderful change in the story of the war. So every man, woman and child in Toronto try and be in church next Sunday. The King expects every man to do his duty.

Dyson Hague.  
 Parkdale, Jan. 2, 1918.

### Getting Quite "Hard" of Hearing



### Canada's Coal Problem

The Monetary Times this week publishes a four-page article by Arthur V. White on Canada's coal problem. Mr. White is consulting engineer to the conservation commission, and has filled many important engineering appointments in Europe and America. Canada at present imports annually from the United States 4,500,000 tons of anthracite and from ten to fourteen million tons of bituminous coal, the latter largely for power purposes. It is believed that the American anthracite fields—even at the pre-war rate of production—will be exhausted in a hundred years. The friendliness of the United States towards this country has recently been emphasized in this very question of the coal supply, but circumstances are conceivable in which our neighbor to the south might feel compelled, in the interests of her own population, to completely shut off the export of anthracite, and to replace her bituminous output by particularly necessary Canadian products, such as electrical power.

Canada now exports to the United States about 275,000 horsepower of electrical energy, which Mr. White calculates as equal to three million tons of coal, and goes on to estimate the developed electrical horsepower of Canada at 1,313,000, and the possible horsepower at 18,800,000, but by no means all of our waterpowers, he says, may be economically developed. He calls attention to the importance of conserving all of this horsepower, and turning it to public uses, but points out that "Canadian energy never expect to have electrical need to replace coal and other fuel for heating purposes, except to a relatively limited extent." We must direct ourselves to the development of our coal resources, says Mr. White, and he gives the extent and position of these supplies. Nova Scotia has over ten and a half billion tons of bituminous coal; New Brunswick 151,000,000 tons. Ontario has a small quantity of lignite; Quebec and Prince Edward Island have none. The western provinces have many billion tons of lignite, and Alberta has, in addition to lignite, 846,900,000 tons of semi-anthracite, 218 billion tons of bituminous, and well up to a thousand billion tons of sub-bituminous. British Columbia has nearly eighty billion tons of bituminous coal. Besides lignite and sub-bituminous coal, there are reserves in Canada of 813 billion tons of bituminous and 846,900,000 semi-anthracite coal, although a small

### PREMIER MORRIS OUTS TO PRESERVE HARMONY

Newfoundland Leader Has No Differences With Colleagues—To Follow Literature.

London, Jan. 3.—(Via Reuter's Ottawa agency.)—Premier Morris of Newfoundland, whose resignation was announced yesterday, in an interview today stated that there was no difference of opinion between himself and his colleagues. On the contrary he was at one with the government and legislature and colleagues on all matters. His resignation was made after most careful thought and consideration and dictated by a desire to preserve harmony in the country on all national issues, particularly the conduct of the war, which would be readily justified by a general election. After referring to formation of a coalition government in August, in the course of which he acknowledged as reasonable the manner in which he was met by Messrs. Lloyd and Coaker, Premier Morris said coalition worked most successfully in dealing with important problems and shortages of tonnage, fishery exports and military recruiting. He had arrived at the conclusion that the other political side was now entitled to an innings and that he was justified in standing aside at present in the interests of Newfoundland. The Empire-Press remarks that Premier Morris' public-spirited and disinterested action recalls ex-Governor Davidson's recent tribute. Premier Morris will possibly take up literary work.

### FOUR CARS BROKEN INTO

Sixth and Most Serious Robbery on Pere Marquette at Chatham.

Special to The Toronto World. Chatham, Jan. 3.—The most serious and extensive of the robberies which have been perpetrated on the Pere Marquette Railway in this city in recent years was effected on Tuesday night, when four cars were broken into and large quantities of sugar and other merchandise stolen. Several hundredweight of sugar was later found buried in the snow in a field, a short distance from the siding where the cars were standing. This is the sixth robbery of this kind which has occurred on this road recently. The county authorities with Pere Marquette detectives are making an investigation.

### CALLS KAISER BARBARIAN

Will of New York Man Leaves Fortune to French Crippled Soldiers.

New York, Jan. 3.—Reference to Emperor William of Germany as "the barbarian who criminally caused the war" was made by Jean Sauter Bourdis, of the former silk firm of J. Bourdis & Co., of this city, in his will which was filed today. A bequest of 500,000 francs was provided for "institutions under the control of the French Government for the relief of helplessly crippled French soldiers, victims of the criminal war imposed by one man for the satisfaction of his own ambitions."

### FEW EXEMPTIONS AT CHATHAM.

Special to The Toronto World.

Chatham, Jan. 3.—Very few exemptions are being allowed by Justice McGee of Toronto and Major Weeks of London, members of the appeal tribunal, which is at present dealing with the 102 appeals which have been made by draftees in this city. The board disposed of 19 cases yesterday, and have still about 60 cases to hear.

### EXEMPTIONS GRANTED.

Kitchener, Ont., Jan. 3.—Judge Reade, presiding at the military appellate tribunal, handed down decisions yesterday in 29 cases. Out of that number he refused to grant exemption to 12. The majority of those obtaining conditional exemption were farmers.



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