

# The Toronto World

FOUNDED 1880.  
 Morning newspaper published every day  
 except on Sundays and public holidays.  
 The year by the Toronto Newspaper  
 Company of Toronto, Limited.  
 H. J. MACLEAN, Managing Director,  
 World Building, Toronto,  
 40 West Richmond Street.  
 Telephone Calls: Main 5395—Private  
 exchange connecting all departments.  
 Branch Office—11 South John St.,  
 Hamilton, Telephone, Regent 1946.  
 Daily World—25 per copy; delivered, 50c  
 per month, \$1.55 for 3 months, \$2.60 for  
 6 months, \$3.00 per year in advance;  
 \$1.00 per year, 40c per month, by mail  
 in Canada (except Toronto), United  
 Kingdom, United States and Mexico,  
 Sunday World—5c per copy, \$2.50 per  
 year, by mail.  
 TO Foreign Countries, postage extra.  
 MONDAY MORNING, MAY 31.

## Dismissing Our National Railways.

The chances of public ownership having failed to block the taking over of the Grand Trunk, are already busy trying to kill off the big national system by starting in to float schemes to dismember it—before it can demonstrate what a great asset Canada has in her railways.

On this page will be found a new story from The Montreal Financial Times, an enemy of public ownership, to the effect that the Pennsylvania Railroad wants all the Grand Trunk lines in the States, and that negotiations to that end have already been opened with the Canadian government! Indeed!

That Canada sees the difficulty of running railways in the States! Does she? What the observant Canadian sees is that whether she will or not the United States may have to take over all the lines in the republic! It has to finance them; the companies cannot carry them on without a billion dollars of public money—with more to follow!

If the American government is to take them over, why not let Canada wait and see what is to happen? In the meantime hold on. The Grand Trunk's lines in the States are fine properties. The Canadian Pacific would like to get them. But our prediction is that the United States will have to go into the business of ownership for the very same reason that Canada has gone into it: We've had to do the financing and we've decided to take the ownership. The two national systems will work together. That would be a calamity.

How Montreal would gloat to see the Canadian Pacific get the Grand Trunk's lines in the States, especially the double-track to Chicago from the Canadian border. What a real club it would have in its hands if the C.P.R. had American lines and the Canadian National Railways had none!

And in the same way certain hotel and railway interests are anxious to rob the National Railways of the Grand Trunk's hotels, just taken over. How the C.P. would go into the hotel business to weaken its rival! Let us keep the hotels until we find out we cannot run them!

The next move will be to take away our National Telegraphs and give them also to the C.P.R.

But in the meantime the Canadian public are waiting patiently to see the consolidation of the national railways and telegraphs going into quick effect. You'd almost think the friends of the Canadian Pacific were trying to delay co-ordination. The Ottawa government had better speed up the joint committee of co-ordination.

In the meantime watch the public men and the newspapers on these points!

### Bolshe on the Brain.

The compliments of contempt are sometimes immeasurable and everlasting. Smart undergraduates decided the Wesleyans and their friends who took their religion seriously, and called them Methodists. No more impressive monument to the compliment of contempt has been reared than the Methodist churches, with their twenty-five million adherents. The Russian Bolsheviki are unduly excited by their name being applied to almost everything that complacent people don't like. It is a pity we can't find good enough Anglo-Saxon words to express our reprobation of improprieties without going to the Russian revolutionaries for a comprehensive word which only soils those who use it, as well as the things to which it is often applied.

The other day a Toronto banker was deploring the quality of the Toronto newspapers. Their heinous offence is that they give the public what the public finds it desirable to read. He was against their cheap appeals to "the populace," and as he said this his hearer was glancing at a big advertisement of his bank which implored the populace not to consider its means dollar beyond the anxious care of the great financial institution that controls hundreds of millions of assets. This eminent man is quite scared of the Bolshevists of Canada. "I don't know who they are," he said, "but I'm scared of them, and hope they don't get control of anything here."

The latest atrocity for which Lenin and Trotsky are responsible, according to London advices, is a Bolshevism of the ball-room—not of the plebeian dance hall, but the ball-room familiar to the clientele of The Morning Post, which, as all the world knows, is read by peers for its politics and parlor maids for its small ads. The Post devotes much space to a discussion of good and bad dancing, form which took place at a conference in the Grafton Galleries, attended by over a

hundred teachers of dancing who are concerned about the standardization of dance steps, and were asked to consider the advisability of establishing an institute of dancing, under government sanction. The chief conference earnestly pleaded with all teachers "to set their faces against Bolshevism in the ball-room," which has formed all its them bad form, and principally imported from the New World.

The move to turn some Toronto downtown churches into mission centres, so as to meet conditions imposed by a shift of population, is having its counterpart in London, with the result that what is said to be high Christian statesmanship on the Don is denounced as Bolshevism on the Thames. In that square mile of what was a walled city, that is a swarm by day and a desert of bricks and mortar by night, there are many Anglican churches with big endowments but no congregations. One is in a parish of only 35 souls. It is magnificent as architecture, and has a precious interior, some American vandals have offered \$15,000 for its carved staircase. It is proposed to close nineteen of these churches, turn the property into money and use it for the extension of the Church elsewhere—the way it is proposed to deal with ten Toronto Methodist sanctuaries.

A great hubbub is being raised against this proposition. It is an offence against those who endowed these churches for religious service to propose to use the endowments where they can serve living people. The rector of St. Peter-upon-Cornhill writes vehemently: "One would have thought that four or five years of ghastly destructiveness had exhausted its horror, without the Bolshevist microbe undermining the splendid foundations of the piety of the past."

It is simply awful, this Bolshevism of putting a modern harness on venerable piety. The good rector applies the word to a commission appointed by the Bishop of London, which suggests getting rid of the nineteen edifices. Nobody is safe from the terrible accusation, when a bishop's commissioners are given the opprobrious name by a militant rector.

The most effective weapon of contempt is silence. If some power could cause a stiff fine to be placed upon every attribution of Bolshevism to our kinsfolk, who only make us uncomfortable with their new ideas, great peace might descend upon us, for it is distressing to observe how many of one's friends are suffering from Bolshe on the brain.

### Working the Sales Tax.

A small budgetary problem is brought to The World by a citizen who hates to seem troublesome, but cannot help wondering on what principles some traders are observing the Drayton taxation resolutions that have not yet been passed, but have all the force of law. Our friend brings a receipt for four dollars for a bag of lawn fertilizer, which is duly receipted, and contains a line "state tax, 4 cents." He points out that while the invoice is typed, and bears a printed assurance that it is the original—and it is therefore assumed that a carbon copy has been retained by the manufacturer—the sales tax line is in ink, and apparently written with so delicate a hand that a carbon copy of it was probably not made.

The question asked is whether the retained record of the sale intentionally contains no record of the tax having been collected, so that, in the event of inquiries being made later, it may appear that the firm did not collect the tax, not having received direct governmental notification of the necessity for collecting it as soon as the budget was reported in the newspapers. It isn't an important matter, but it shows how the last variation from uniformity makes people wonder whether business firms are trying to evade handing over to the government everything they have lifted from their customers in consequence of the budget.

Regulations for observing the budget resolutions have not been provided with the foresight which the situation demanded. Should not every invoice to which the new taxation is applicable carry a statement, as binding of the vendor as the law against perjury, to the effect that the seller retains, for government inspection, an exact copy of the invoice delivered to the customer? Nobody can afford to take chances under the revolution in direct taxation which we are now living under.

### SEVEN-DAY ARMISTICE LASTED FOR FOUR DAYS

Constantinople, May 30.—The seven-day armistice between the republics of Georgia and Azerbaijan was broken four days after it had gone into effect, according to messages from Tiflis.

The entire situation in the Caucasus has become so orientally complex that even the sharpest of western minds here seem unable to comprehend it. Foreign observers in Georgia and Armenia, however, offer no hope that good for Armenia is coming out of it.

### Turkish Peace Delegation Asks for Further Delay

Paris, May 30.—The Turkish peace delegation has sent a note to the peace conference asking a further delay, until July 11, to present the delegation's answer to the allies regarding the peace treaty. It was officially announced today.

WE ALONE ARE RIGHT

AND THERE IS A SHORTAGE OF FOODS, FUELS, HOUSING AND CLOTHING

\$250,000 TO ENFORCE THE ONTARIO TEMPERANCE ACT

## RAILROAD WANTS SOME G. T. LINES

### Pennsylvania Road Negotiating for Possession of U. S. Branches.

The Pennsylvania Railroad has been in negotiation with the Dominion government for the purchase of the American lines of the Grand Trunk Railway, says the Montreal Financial Times. These lines have always been regarded as perhaps the most valuable of the entire Grand Trunk Railway system.

From the outset the Dominion government has recognized the difficulty of it being able to hold and operate lines in the United States. Some time ago it was thought that a group of Canadian capitalists might form a new company to take over the American lines from the government and operate them in connection with the government system. The Pennsylvania Railroad has now loomed up as a strong competitor for any Canadian group and it is thought it would be in a position to pay more for the American lines than would the Canadian group.

The Pennsylvania Railroad has recently invaded the Michigan field and the Grand Trunk Western system would enable it to obtain over 3,000 miles of railway thru territory in which it is not at present operating. For some time past the Pennsylvania has been very anxious to invade this field, owing to the tremendous developments that have occurred in it as a result of the expansion of the automobile and allied industries.

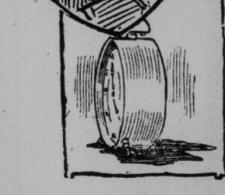
The present development however, would mean that all the business originating along the lines of the Grand Trunk Western would be diverted over American lines. What the Canadian government railway interests have been anxious to do is to work out some plan by which these lines would continue to act as feeders to the Canadian lines, especially on shipments to ocean ports.

### FURTHER POSTPONE CONFERENCE AT SPA

Rome, May 29.—England and France have agreed, upon request of Premier Nitti, to postpone the allied-German conference at Spa from June 21 to July 15, according to The Tribune. This will allow the Italian premier to participate in parliamentary work here for almost a month longer than would otherwise have been possible.

### WORLD'S DAILY BRAIN TEST

BY SAM LOYD  
 3 minutes to answer this.  
 No. 291



A grocer's shop is stocked with game for puzzle-punters, because almost every article that greets one's eye suggests a rebus picture. Here are two that I found in this morning's market basket.

What two articles do the sketches represent?

Answer to No. 200.  
 Butte, Washington, Easton, Oregon, Denver.

(Copyright, 1919, by Sam Loyd)

## Should the Dominion Government Keep Hotels?

From The Sunday World.  
 Now that our government has taken over the Grand Trunk and the Canadian Northern Railway it owns a number of fine hotels. The best of these happens to be the Chateau Laurier at Ottawa. But so strong is the temperance sentiment, the national government may be forced to sell these hotels and go out of the business.

There are many persons who would not like to see this. The Chateau Laurier is one of the best run hotels we have in Canada, and the same may be said of the government hotel at Edmonton and the one at Winnipeg. Inasmuch as the government has to run a large dining service in connection with their trains and stations, it might be just as well to combine the hotels with the train and station dining service, and make it a big public service hotel proposition. There is no reason why it cannot be properly conducted under government management as well as under private-owned companies. It is possible for the state to run hotels and make money without going into the booze business. The state that passes anti-booze laws ought to be able to live up to them.

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## MAKES AN ATTACK ON HYDRO CHIEF

### Vice-Chairman of Ontario Railway Board Criticizes Sir Adam Beck.

Vice-Chairman Ingram of the Ontario railway board who returned on Saturday from London, where he has been looking into the street railway situation paid his respects to Sir Adam Beck in these words:—"The man is crazy and you may say that I said so."

Speaking of the fares on the London and Port Stanley Railway Mr. Ingram contended they were higher than the fares charged on any electric railway under the jurisdiction of the Province of Ontario. Under the Dominion charter, the fares on the Port Stanley line are 2.875 cents per mile, whereas lines operating under a public charter are limited to two cents a mile.

"The Ontario Legislature when they threw out the Price Bill," continued Mr. Ingram, "if that bill had passed you would have had all the employees on the railway out today. The man who introduced that bill had no more to do with the situation in London than that chair."

"For many years on certain days the return fare from London to Port Stanley was 30 cents. Sir Adam Beck went up to Ottawa and secured legislation which would reduce the charge 50 cents return. Yet this is the man who is opposed to others increasing their fares. He boasted to me in the Teasdale House, in London, saying 'I blocked you in Windsor, I blocked you in Toronto and I will block you in London.'"

### Celebration in St. Catharines Over Release of Palestine

St. Catharines, May 30.—Jews of St. Catharines, Welland and neighboring towns this afternoon celebrated the release of Palestine from Turkish thralldom by a parade in which hundreds of Jews on foot and in donated quotas took part. Three bands were led, and the parade was in English and Hebrew expressing gratitude at the British mandate over Palestine were carried. A mass meeting at the Allen Theatre followed, at which the Rev. Allen, pastor of the city's synagogue, addressed by ex-Ald. Singer of Toronto and J. M. Slonim of New York. The Jewish flag, along with the Union Jack, flew over the city hall.

### COUNT SUCCUMBS TO INJURIES.

Paris, May 30.—Count Allan de Kergarou died at Fontainebleau yesterday, from injuries sustained Friday, when his car was involved in a collision with that of the King of Greece, crashed into a tree.

### FILE TAX EXEMPTIONS.

Brantford, May 30.—(Special.)—Retail merchants here are forwarding to the chamber of commerce their objections to the new revenue and luxury tax and their proposed amendments.

## PLANE KILLS FOUR, MANY ARE INJURED

### Falling Machine Spread Wave of Fire Over the Spectators.

Mexico City, Mex., May 30.—Four persons were killed and more than a score were seriously injured here today when a large military biplane crashed to the ground and its gasoline tank exploded.

The four persons killed were passengers in the plane, and its fifth occupant also received probably fatal injuries. The exploding gasoline tank spread a wave of fire over a crowd of bystanders of both sexes, and more than twenty of them were removed to the hospital. Of the four men killed, two were Frenchmen, one an Italian, and one a Mexican.

A breakdown of the plane's motor is believed to have caused the crash. Before the plane fell, the pilot steered it close above the national palace, and his companions waved handkerchiefs as signals of distress.

## FRANCE HAS SOLD ARMY AUTO STOCK

Paris, May 29.—The French government has virtually completed the sale of its stock of army automobiles. The total sum realized was 609,000,000 francs, which does not include the sale of spare parts, tires and other accessories.

One popular make of automobile, of which some 25,000 were sold, cost the government, when new, a little over 2,000 francs each. In a more or less dilapidated condition they are bought from five to a thousand francs each at the sale, plus a ten per cent. luxury tax.

## THE GIRL WHO SMILED THRU

By MARION RUBINCAM

### A LETTER.

SYNOPSIS OF PRECEDING CHAPTERS.  
 Alice Fairbanks has won her way thru life by her optimism. She has had the wonderful ability to smile in the face of the most discouraging circumstances. Her sunny disposition first attracts to her David Thorne, with whom she falls in love. When a pretty sly little cousin of hers takes him away and marries him, she is heart-broken.

Later she meets and becomes engaged to wealthy Lawrence Marlowe. She thinks she has conquered the old love, until, while at college in the city, she meets David again and finds he, also, cares. Then she runs away home and breaks her engagement with Lawrence. A few weeks later she learns that her cousin, David's wife, has died. She waits, but does not hear from him.

CHAPTER 97.  
 Alice was still waiting!  
 But she hardly knew now what she was waiting for, or why she was still in the frame of mind where she believed anything might happen. It was her natural optimism, of course, that kept her always expecting something nice.

But week after week went by, and still she had no word from David. Surely he would write—perhaps he would come instead of writing! When she thought of this, her eyes would look down the street to the turn some blocks below—in the old days she used to see David come around that corner on his way over from the house where he boarded.

Little memories came back to her, quite as dear to think of, as they were so far away. She remembered the horse he hired and the drives out to the Model Farm they had taken together. She remembered the afternoon they sat on the high bank above the brook, when their hands met, and she remembered the love that had as yet found no voice in the old days she used to see David come around that corner on his way over from the house where he boarded.

And now David was free! Why didn't he come? "Perhaps," she said to herself—she was alone in her room at the time—"perhaps he only loves me when I was unobtainable, when I was engaged and he was married. Some men are like that. Now I'm free and he is free, he doesn't want me."

Pursuing this doleful line of reflection, Alice went to her work at the Settlement House. When she greeted Peppita she had such a long face that the mischievous little girl assumed a mock-solemn expression in return. And that amused Alice so she laughed and the two went into the house together.

"You have the plain sewing class today, haven't you?" Alice asked. "Yes, and a class to teach the older girls punch work," Peppita answered. She was noted for a certain difficult type of embroidery she did, punch work on coarse linen, and she was quite proud that she was teaching it to girls as old and older than herself.

"Then there's my kindergarten class at eleven," Alice went on, consulting her chart. "I think I'll take them out in the woods today, it's so warm."

She went on, bent over her work, and presently surrounded by her class of small children, she went out to hunt flowers and to give them a little lecture on plants and plant life. The day passed as pleasantly and monotonously as usual, and late in the afternoon she started home.

"I think I'll walk around by the post-office," she decided, putting on her hat carefully before the mirror. Her extra walk was rewarded, for the afternoon train had brought a letter to her. It was not Christine's handwriting; Alice realized suddenly that it was Lawrence's. She was always looking for word from David—why should Lawrence write, she wondered?

The letter was not very long. The paper bore the name of one of the quiet, exclusive hotels in New York. Alice remembered it very well. She and David had dined there alone one evening and they had gone later to a concert. She tore open the envelope. "Dear Alice," Lawrence wrote, "I know you are going to envy me as soon as you see the city post-mark on this letter; I mean to write to you soon, but I've been pretty busy—you know the number of interruptions the city can provide. You should be here—there are still a few good shows, but the season is almost over for producing anything worth while, and there are several farewell concerts."

"Do you know, I'm really very contented. You used to laugh at me, and said I looked so much like a city-bred being—do you remember a walk we took way back during the days when you were arguing with you against adopting Berlinette? You accused me of being 'cliffed' then, when I tore my coat on a lot of brambles."

## WIN CATTO

Established  
 40-42 Yonge St.,  
 announce for  
 Special  
 Wool,  
 Cotton Dress

Silks Charm  
 Taffetas, Follies,  
 Satins, Crepe de  
 Tussoras, Pongees

Woolens  
 Clifton Serges,  
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GREAT LAKES STEAMSHIP SERVICE

Commencing on Wednesday, June 2, and each Saturday and Wednesday thereafter, the Canadian Pacific Railway will operate steamship express, leaving Toronto at 1 p.m., eastern standard, for Port McNicoll, making connection with steamships Keewatin and Assinibois for Sault Ste. Marie, Port Arthur and Fort William. This train carries coaches and parlor cars.

SOVIET MISSION TO CHINA.

London, May 30.—A soviet mission to China, consisting of members of the commissariat for foreign affairs and the war commissariat, has arrived at the town of Kurch, according to a Moscow wireless message. The mission expects to strengthen trade and diplomatic relations.

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