

The Toronto World

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FRIDAY MORNING, NOV. 23.

The One Issue.

Many people cling to the forms of things when the things themselves have gone the way of all flesh. This has been one of the weaknesses of party politics in relation to the great war. It has so long been the belief of many people that their party only could be right, that they even came to think that only their party and its people could support or carry on the war. The result of this attitude of mind has been to prolong in Canada the forms of party government beyond their duration in almost any other nation.

Even now, after party government has been abandoned by the most intelligent men of both sides, a minority holds on to the empty forms and traditions, forgetting the terribly tragic and vital needs that cry from Europe for a new thought about life. Those who cannot forget party in the presence of the great war and its colossal sacrifices are doomed to the fate of those who hide their talents where they are of no use to themselves or anyone.

Union government is not party government, but the transcendence of party government. Those who support it must rise higher than party government, and those who cannot rise to the occasion are unworthy of the great age in which they live. The war is the only issue on earth today that a thinking and reasoning being can regard as worthy his devotion and his energies. There is a degree of moral as well as intellectual blindness about those who cannot transcend their little party traditions and associations, who cannot forget themselves and the things of themselves, in the tremendous issue which has bound nearly all the nations of the earth in one bond. France, Italy, the United States, Russia even, and a dozen other nations are united on this question of facing the foe. In Canada, to all intents and purposes, we have a number of partisan politicians endeavoring to organize an opposition which will aid and comfort the enemy, and refuse assistance to our own men without helping the enemy. This is not a debatable point, but a hard, cold, bare fact. And yet the delay at a vital crisis is definitely a refusal. When the whole war may turn on the strength of the line at an essential point such as the Canadians are holding, and the Canadian opposition say in so many words that they do not care whether the line is strong or not, we have the most pitiable exhibition of the sacrifice of great national aims to the pettiest partisan purposes.

There are questions upon which there may be an honest difference of opinion, and in such matters party divisions are legitimate and reasonable. But in regard to the war, which affects the life and destiny of the nation, there is no room for difference of opinion. The best men of the political parties have seen that, and agreed to sink their differences and disagreements for the purpose of making the national honor secure and the national determination a success. It is with mingled compassion and indignation that one must regard the remnant that cannot see the national opportunity.

In such vital matters there can only be one party, and it must represent the heart of the nation itself. As democracy progresses it will become more and more clear that only great questions will occupy the national mind, and every great issue will create its own party, just as the war has done. The history of the parties of the past is that of a kaleidoscope, changing, shifting, blending, crystallizing, melting, recombining, constantly fusing and separating series of political elements. The fetish of a name has been more or less perpetuated thru and by some of these which entirely changed their character as they developed or coalesced, irrespective entirely of names. The big principle behind is the great thing always; and it is the principle behind the Union government, the one principle of carrying the war to a victorious issue, that should overwhelm every other consideration at the present time and swamp every surviving trace of ancient party feeling. When the war is won the old party feuds and factions may be revived if it should seem worth while in that new time. But now the support of the soldiers is the one issue; and the solid backing of the government that is pledged and consecrated to the one duty of standing by our soldier boys, so that they shall not be afraid to meet the enemy in the gate, is the only thought that should come into the mind of the people who stay at home in Canada safe, because of those who have offered their lives across the sea.

Only Two Choices.

Perhaps some of us lack imagination and do not realize what is going on in France and Belgium and the other arenas of war at the present time. Any

BELGIANS PROTEST AGAINST INHUMANITY

Washington Receives Official Denunciation of Bombing Sanitary Units.

Washington, Nov. 22.—The Belgian minister today handed to the state department a protest of the Belgian government against the bombing of Belgian sanitary units at Calais and Petit Fort Philippe and the military hospital at the Gravelines Gateway, by German airplanes on Sept. 26 and 27. Several casualties resulting from bombs dropped on the hospital were mentioned. The protest points out that Germany was one of the nations signing the Geneva agreement for ameliorating of the suffering of the wounded and sick of the armies in the field, and calls attention to the fact that Red Cross signals were conspicuously displayed, and adds: "The king's government enters a solemn protest against the bombing

of Belgian sanitary formations by German airplanes.

"It denounces this new and flagrant violation of international law to the allied and neutral governments which have signed the Geneva international convention of July 6, 1907."

DEATH OF A. H. HANINGTON.

St. John, N. B., Nov. 22.—Augustus H. Hanington, K.C., of the legal firm of Hanington & Hanington, this city, died tonight after an illness of three weeks. Mr. Hanington was born at Shediac Cape about 80 years ago. He was the son of Hon. D. Hanington, president of the legislative council.

QUEBEC SUBSCRIPTIONS.

Quebec, Nov. 22.—Subscriptions to the Victory Loan here up to Wednesday night made a total of \$2,250,000. It was officially announced by the organizers tonight.

other theory makes it unintelligible why there should be any hesitation about reinforcing the men at the front, or any willingness to support any action that would delay the sending of reinforcements.

It is perfectly obvious that the policy of keeping back reinforcements until the election is held, which means three months' delay before parliament could assemble, and another delay till a referendum had been held, which means at least three months more, would be fatal to the existence of the Canadian army in Flanders.

Yet that is the policy of the new Laurier party and of all who support it. There is no equivocation about it or concealment. It is plainly stated, and is set up in opposition to the policy of the selective draft and immediate reinforcements as they are required. No man who is endorsed by the leader of the new Liberal anti-conscription party can have any doubt of what he is doing. He is heedless and regardless of the Canadian soldiers in his acts, no matter what his words and intentions are.

Mr. T. C. Robinette, K.C., has been logical and clear-sighted enough to see this situation, and his letter to the electors of North York asking support for his former opponent, Mr. John Armstrong, is a sterling exposition of the case. The policy of Sir Wilfrid Laurier, he says, would bring undoubted disaster to the Canadian army.

"To play like boys at marbles for patronage and office in this world's crisis in support of the Laurier candidate would, if successful, bring disaster and destruction to our army and forever leave a blot upon Canadian history that would bring blushes to the cheeks of our children yet unborn."

Another gentleman who evidently does not appreciate the position of the Canadian troops in Flanders, or, if he does, cares nothing for them, is Sir Alan Aylesworth. To him conscription was a dead issue, but he was against it, he said. The 100,000 men required under the act would not be a drop in the bucket, he thought.

No gleam of imagination can illumine the brain of a man who could make such a statement after the battles of St. Julien, Courcellette, Vimy, Messines, Passchendaele and all the other glorious actions in which the Canadians have played their gallant part. Even tho he had a son overseas, said Sir Alan, he was still against conscription.

It was left to Sergeant Wayman, back from the front, to answer Sir Alan. There were but two choices in the coming election, he said. To quit before the Germans, or to back the men at the front. "Picture Sir Alan's son over there in the midst of it all. See him in the trenches holding a field telephone to his ear, asking why the reinforcements have not come up to him there, where he needs them so sorely. Then comes the answer, 'Aylesworth, your old man has gone back on you!'"

The End in Sight.

The end of corporate ownership of railways in the United States is already in sight. Since the war commenced the bulk of the railways have been operated as one system. The result has been to stop waste, avoid duplication of service and secure more efficient transportation for the public. The competitive era in railroading has passed.

Moreover, the roads, with their ever-increasing burden of operating expense due to the increased cost of motive power, equipment, replacement and construction work, in addition to the rapid advance in the cost of fuel and wages, find themselves almost unable to carry on, and are appealing to the government to take over their management and even their ownership on any terms that may commend themselves to the country. The government will undoubtedly have to assume a greater and more direct control over the roads, and it seems only a matter of time until they are all nationalized.

For years the roads were "threatened" with government ownership. When they were mismanaged, looted and generally fell short of their duty to the public, they were told that sooner or later public ownership would descend as a sword upon them. But today the roads are not running away from public ownership as a sword, but are seeking to find shelter under it as a shield. In short, private ownership and operation of railways confesses to an ignominious and terrible breakdown.

Difficulties, of course, will be found in acquiring the railways. Their securities have not been guaranteed, as in Canada, by the government. It is a nice question how far the government can go in expropriating railways in the United States, sweeping as its power of regulation may be under the commerce clause of the constitution. They might be declared post roads and be taken possession of by the government, but each stockholder and bondholder would still have rights to litigate, as congress cannot take away any man's property without due process of law, and no act of congress can be passed which the courts may not declare to be unconstitutional.

These of course are matters of detail, but they are rendered more important by the fact that the roads have securities outstanding to the amount of 20 billion dollars, of which probably one-half, and at least one-third, is water. The public will object to paying for water, and there will be a protest among many "innocent investors" against what they may consider confiscation. In the end a number of receiverships may be necessary, and a period of delay may intervene. But for all that, public ownership and operation of American railways will soon be an accomplished fact.

WATERLOO ARCADE CLUB.

Special to The Toronto World.
Waterloo, Nov. 22.—At the annual meeting of the Waterloo Arcade Club here it was unanimously decided to send Christmas boxes to enlisted members now serving their country overseas. The financial statement showed a most successful year. The following officers were elected: Honorary president, J. E. Richardson; president, E. G. Allendorf; first vice-president, H. C. Sinton; secretary, N. Jacob; treasurer, C. Dahmer; directors, A. Treusch, I. Snyder, A. Forster and W. Ritzer.

E. MOORE PROMOTED.

Montreal, Nov. 22.—E. Moore, chief clerk to I. G. Ogden, vice-president of the Canadian Pacific Railway, has been appointed insurance commissioner in charge of all matters connected with the C. P. R. Company's fire and marine insurance, with his office in the Windsor street station here. This is a new position.

ONLY BY UNION CAN WAR BE WON

Sir George Foster and N. W. Rowell Speak at Hamilton.

FIGHT IT TO FINISH

An Eloquent Appeal for Support of the Boys in the Trenches.

Hamilton, Nov. 22.—That the responsibility which now rests upon the government would rest upon the electors of Dec. 17, that a defeat of the Union government would break the Canadian lines, which up to now had so bravely withstood the onslaughts of the Huns, that now would be a victory for the Huns, that the war was not yet ended and to stop here would be to leave the Canadian army in a perilous position, were some of the facts pointed out by Sir George Foster and N. W. Rowell, who spoke at the Hamilton meeting of the Union government supporters in the I. O. O. F. Temple last night.

It was the first time in the political history of the Ambitious City that the old party lines were removed and that the two speakers, Sir George Foster and N. W. Rowell, spoke as one man in support of the Union government.

Sir John Gibson, a Liberal for years, presided. Whether it was Sir George making an eloquent appeal for support of the boys in the trenches, or Mr. Rowell appealing for the support of his Liberal friends in order that "Canada may not be a drop in the bucket," Sir John Gibson stated that he would support the Union government. He said that he had been a Liberal for years, but that he had been a Union government supporter since he had seen the Canadian army in Flanders. He said that he had been a Liberal for years, but that he had been a Union government supporter since he had seen the Canadian army in Flanders.

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A LINE FROM HINDY



STORM IS RAGING OVER LAKE DISTRICT

Shipping at a Standstill, and Freighters Are Seeking Shelter.

Sarnia, Ont., Nov. 22.—Lake Erie is at a standstill, and scores of freighters are seeking shelter in the St. Clair river, which is a small portion of the western end of Lake Erie. The storm is blowing from the northeast and north, and the wind was about 30 miles an hour. The storm is blowing from the northeast and north, and the wind was about 30 miles an hour. The storm is blowing from the northeast and north, and the wind was about 30 miles an hour.

"These men have done this because they know that Canada's future can only be made good by a true union of all political forces. Therefore, I appeal to the citizens of Canada and Hamilton to give us their support. Responsibility now rests upon the government, but on Dec. 17 it will rest upon you citizens. Surely you will not send forth the message that by refusing to endorse the government you have helped to break the Canadian line in Flanders," concluded Mr. Rowell (Applause).

Will Raise Money by Taxes
Elgin and St. Thomas Patriotic Association Holds Meeting.

St. Thomas, Nov. 22.—At the annual meeting of the Elgin and St. Thomas Patriotic Association the officers were re-elected by acclamation. President, R. M. Anderson; vice-president, Warden C. McLean; secretary-treasurer, K. W. McKay. The treasurer's report showed that the receipts amounted to \$69.00, while the disbursements were \$77.21. The money was raised by taxation.

It was recommended that the money required for the coming year, \$800.00, should be raised by the same method, on the basis of \$8.00 from the City of St. Thomas and \$24.00 from the County of Elgin. This resolution was adopted and will be referred back to the city and county councils.

KILLED BY AUTO TRUCK
Special to The Toronto World.
Woodstock, Nov. 22.—The driver of an auto truck, A. W. Heron, of Toronto, ran down Miss Agnes Davis, aged eight years, when she was returning from school Wednesday afternoon, and she was killed instantly. The little girl, who lived about five miles east of the city, was returning from school. She became confused and stepped in front of the truck. An inquest was held today and the driver of the truck was completely exonerated by the coroner's jury.

\$4500 FOR SON'S DEATH.
St. Thomas, Nov. 22.—The jury before St. Justice Kelly brought in a verdict of \$4500 damages and costs against the Michigan Central Railway here for negligence when Frank Fiedt, a Pere Marquette brakeman, was killed in the St. Thomas yards of the M. C. R. last January. The deceased's mother, Mrs. Lucinda Reed, sued for \$10,000 damages, as her son was her sole support.

ENGINEER DROPPED DEAD.
Special to The Toronto World.
St. Thomas, Nov. 22.—Alfred James Payne, locomotive engineer of the Western Railway, died of a heart attack this morning. Mr. Payne was in perfect health until his death and his death was due to acute heart failure. He was 53 years of age and was born and raised in Elgin County. He was a widower and several brothers and sisters survive him.

Live Pigeons to Be Banned At the International Show
Special to The Toronto World.
St. Thomas, Nov. 22.—At a meeting of the city council today it was decided to ban live pigeons from the International Show, which is being held at the city hall. The council decided that live pigeons would not be permitted to enter the show grounds. The council decided that live pigeons would not be permitted to enter the show grounds.

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