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THURSDAY MORNING, JAN. 21.

German Control of Australian Metals

Those who are inclined to minimize the gravity of the Canadian nickel situation will find food for thought in a remarkable statement issued about a month ago by the Hon. William Morris Hughes, the attorney-general of the Commonwealth of Australia. In it he describes the way by which German influence controls the Australian mines and metals. Everywhere agencies have been established under cloak of nationality and the methods employed are characteristic of the German spirit of enterprise. Mr. Hughes gives as typical instances, lead, apatite, copper and tin. The prices of lead, he says, were fixed by a German agency and lead could only be bought with its approval. The price, output, destination and manufacture of apatite was controlled by a German combine of three firms—Beer, Sandheimer, the Metallgesellschaft and Aaron, Hirsch and Sohn. British firms cannot obtain supplies for the purpose of making apatite because Germans control the supplies and have contracts with the Australian mines until 1920. Copper and tin are controlled much in the same way. The whole industry and holds its destinies in its hands. Australia produces ores, but does so to the extent that the Germans determine and has to be content with the price fixed. They determine, in effect, the C.P.R. rates. Double fares, triple fares, and we know not how many more fares may be in store for the suburban residents of the city in days to come.

It seems clear enough that radial and street railway franchises have a considerable value after all. We commend these things to Mayor Church's attention, and beg to remind him of the fears of many intelligent citizens that the trend of circumstances appears to be in the direction of an extension of the franchise expiring in 1921, and the strengthening of the grip of the corporations on the citizens of Toronto.

The Wide Gulf

"Absentee landlordism" is held responsible for most of the labor troubles of the United States, and for the utter breakdown of railway management under bank control. The big industrial concerns of the United States, according to Roger W. Babson, statistician and economist, are controlled by men at desks in twenty-story buildings in New York City, who never visit the plants they run or meet the men they employ. Testifying before the Federal Industrial Commission in New York this week, Mr. Babson said: "Wall street is interested in just one thing—dividends, and dividends as quickly as possible. Hence the superintendent at the factory, the mine or the furnace, is given a free hand so long as dividends come in. If profits fall off, the men in control try to figure out some way to cut wages. They never figure on how to raise wages, however, except when a strike is threatened. Mr. Babson said that labor troubles were almost unknown in factories where the owner had grown up with the business and lived in the same town with his workmen. He believed that organized labor has been struggling for more control rather than for more wages. Profit-sharing schemes he looks upon as mere "quieting powders." The plan of the Ford Motor Company, should not be called profit-sharing, and Henry Ford disliked to have it so referred to. I was out there last week, and he told me that for ten years he had been playing the game for capital-earning dividends. A year ago when he had his capital, the question arose whether he should stop and be content because he had more than he could use, or whether he should continue playing the game for labor. That's what he's doing now—playing the game for labor. Mr. Samuel Untermyer told the commission that the deplorable state of the railways was to be attributed largely to absentee landlordism in the shape of bank control. The firm of J. P. Morgan & Co. had absolutely domi-

VERY LIKE A HOLD-UP



decided that tracks do not mean tracks, but merely rails. The decision puts the Supreme Court of Ontario and the Ontario Municipal and Railway Board on a back seat, and the city will pay costs and do the paying for the Toronto Suburban Railway Company in future if it thinks paving should be done. There is a bill of \$50,000 involved in this, and about \$4000 law costs.

When the city failed or refused to purchase the street railway and radial franchises it gave the companies holding them a strong argument with which to go before legislative bodies. The Metropolitan is going to use what is thus placed in its hands to ask the Ontario Legislature to give it leave to double-track Yonge street. The effect of this will be, it is granted, to create a perpetual franchise north of the C.P.R. tracks. Double fares, triple fares, and we know not how many more fares may be in store for the suburban residents of the city in days to come.

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A Question of Law

One may admit for the sake of argument that yesterday's decision by their lordships of the Imperial Privy Council in the Toronto Suburban Railway case was in accord with the canons of British law, and that their interpretation of the word "tracks" in the agreement is correct. But none the less we venture to think that domestic litigation of this character should be finally decided by the courts of Canada. An appeal to the foot of the throne is quite proper when imperial statutes are to be interpreted, including our own constitution, but as we permit our Canadian courts to finally pass on questions involving life and death in criminal cases so should we permit them to finally decide as to property rights between our citizens.

If Canadians are not competent to interpret their own statutes they are not competent to enact them. But surely our legislatures and city councils should have sound enough to interpret the public should be finally bound by the decisions of the highest court of the province, and a provision to that effect should be included in every contract.

A CORRECTION.

Editor World: In your issue of Monday last you state that "The Montreal Financial Times denounces Mr. White's issue of national currency as worse than that money because based neither upon a gold reserve nor an act of parliament. He went on to state that The Financial Times is quite unconscious of having ever denounced Mr. White's issue of national currency in any such terms or indeed, of having 'denounced' it in any terms, further than to describe it as a war necessity. Permit me also to ask that you will either publish this very brief expression of mine, or withdraw it."

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CONSCRIPTION MAY YET BE NECESSARY

Too Many Young Men in Cities and at Games.

LONDON IS LIGHTLESS

Fear of Zeppelins Drove Officials to Take Drastic Precautions.

By D. Douglas Egan, one of The World's Staff Correspondents with the Canadian Expeditionary Force.
LONDON, Jan. 20.—(Darkness) London! That is the best term or characterization which one can apply to the world's metropolis since the dogs of war were unleashed in Europe. Dark! Why in some streets, after nightfall, it is almost impossible to see your hand in front of your face. Nor is this an exaggeration, as witness the increase of street accidents since the new "dark" London must be darkened. Thanks to this, where electric rays formerly made day of night, there now stands a darkened, naked lamp post, as devoid of illumination as a forest pine. Yes, lights are almost banned, for the edict has gone forth that London must be darkened lest Zeppelins "Zep" and disturb the centuries old torpor of placid John Bull.

Ordinarily the visitor to the "Heart of the Empire" would wonder how self-respecting almsmen could well miss hitting a town the size of London, whether it was night or day. But these are not ordinary times: we are at war and war office orders must be obeyed. Let the moon shine ever so brightly, let each star in the firmament do its manifold part—sufficient to know that the electric power is working half power half-time and the gas lamps not at all. Content with this knowledge officialdom can go home and sleep, even if the bed is in the cellar, lest bombs drop thru the roof. And each grumbling Londoner, wending his homeward way, hugs to himself the comforting reflection that by accepting this self-sacrifice he is doing his duty equally with Tommy in the muddy trenches. Verbo sapient.

Taxis Hurry Along.
Yes, London is dark! If you dispute this statement, take a stroll, let us say, from Victoria Station north to Hyde Park corner. Incidentally, you will be lucky if you avoid being run down by one of the myriad taxis which dash along at meter speed, despite the murkiness. You ask the "bobby" lurking in the darkened doorway to direct you to your destination. You have always been told that the London "cop" is one of the best of all peace guardians. But this chap turns on you a look of suspicion, which finds its thrust home despite the Stygian gloom. No friendly this, as you know the genus before the war. In every enquiring stranger after dark he sees a German spy; in every question he asks a sinister motive. He comes from his little retreat, the night mist shining on his oilproofed cap, and takes a survey of his questioner. Then, partially satisfied, he gives the direction in curt tones. And somehow as you move along you feel that a pair of inquisitive official eyes are drilling thru your back and extracting the inmost secrets of your soul.

OVER SCORE NOMINATED FOR GUELPH COUNCIL

Four Vacancies for Aldermen Bring Out Candidates—Some to Withdraw.

By a Staff Reporter.
GUELPH, Ont., Jan. 20.—Twenty-two citizens, many of whom have had more or less municipal experience, were nominated today to fill the four vacancies in the city council. A number have signified their intention of running. Those nominated were: L. E. Rowen, W. E. Taylor, G. B. Ryan, J. E. Carter, C. W. Kelley, H. O'Connor, John Kelley, James Hewer, Robert Brown, Harry Law, R. E. Nelson, Frank Howard, James Johnston, J. J. Cheek, John Westwood, Harry Dayson, Reuben Rogers, William Reed, Charles Conery, Joseph Dutton, David Sallows and W. T. Doughty.

DEATH OF NELSON MORAÉ

MIDLAND, Ont., Jan. 20.—Nelson MORAÉ, general manager, 78, is dead at his home here. He was appointed manager of the Montreal Telegraph Company in 1872, and later manager of the Great North Western Telegraph Company. He was appointed postmaster in 1875, which office he filled until April, 1912. The particular notice of his death was given for 21 years. He was also a charter member of the Georgia Masonic Lodge.

Important Changes in Train Service.
Canadian Pacific Railway, Effective Sunday, January 21, 1915.
The particular attention of the traveling public is respectfully directed to the changes in train service, effective Jan. 21.

Following service will be operated on the St. Mary's branch:
Train No. 655 will leave Ingersoll North 5.55 a.m., arrive Ingersoll Junction 10.05 a.m., leave Ingersoll Junction 10.30 a.m., arrive Ingersoll North 10.50 a.m., leave Ingersoll North 11.05 a.m., arrive Ingersoll Junction 11.30 a.m., leave Ingersoll Junction 11.55 a.m., arrive Ingersoll North 12.05 p.m., leave Ingersoll North 12.30 p.m., arrive Ingersoll Junction 1.05 p.m., leave Ingersoll Junction 1.30 p.m., arrive Ingersoll North 1.50 p.m., leave Ingersoll North 2.05 p.m., arrive Ingersoll Junction 2.30 p.m., leave Ingersoll Junction 2.55 p.m., arrive Ingersoll North 3.05 p.m., leave Ingersoll North 3.30 p.m., arrive Ingersoll Junction 3.55 p.m., leave Ingersoll Junction 4.10 p.m., arrive Ingersoll North 4.20 p.m., leave Ingersoll North 4.45 p.m., arrive Ingersoll Junction 5.05 p.m., leave Ingersoll Junction 5.30 p.m., arrive Ingersoll North 5.40 p.m., leave Ingersoll North 6.05 p.m., arrive Ingersoll Junction 6.30 p.m., leave Ingersoll Junction 6.55 p.m., arrive Ingersoll North 7.05 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