

Radicals Rule Russia

The following extracts, taken from a news despatch from Philadelphia, throws some light on the fight in the dark going on in Russia. The article printed here is based on the information given to the outside world by a Dr. Wm. J. Ellis, who has recently returned from a tour through Russia.

Philadelphia—"America must recognize the Bolsheviks and do it quickly if it is to prevent the Germanization of Russia, and a great prolongation of the war, in which Germany may obtain the aid of Russian armies, munitions and food. The diplomacy of Great Britain and France have failed to counteract the effect of German propaganda in Russia. It is now up to America to save Russia to the allies, for only this nation's diplomacy can overcome Germany's influence there."

This is the message brought from Russia by Dr. Wm. T. Ellis of Swathmore, writer and traveller, who returned on Sunday night after seven months in Russia investigating the effect of the war upon religious and social conditions. Dr. Ellis toured remote country districts of Russia, gathering information first hand. He was among the last Americans to leave Petrograd.

Germany Gets Prisoners Back.

"There is very grave danger of Germany having her way with the Bolsheviks," said Dr. Ellis, "and prolonging the war for years, costing hundreds of thousands of American lives. Germany, besides strengthening her armies on the West with troops from the Eastern front, is getting back about 1,500,000 prisoners and large stores of artillery and munitions captured by the Russians. But this is as nothing compared with the possibility of Germany organizing a large Russian army."

"All this is contingent upon Germany's ability to have her own way with the Russian radicals. I am by no means sure, however, that she is going to. While Germany has tools among the Bolsheviks and is using the present Socialistic drive in Russia for her own schemes, it is a fundamental mistake to assume that the Bolshevik leaders are in the pay of Germany. The radical Socialists who are ruling Russia are men who, whatever their mistakes, have a genuine social passion."

Russia Not Kaiser-ruled.

"It serves Germany's purpose for the people of the allied nations to join the cry of the futile Russian aristocrats that the Bolsheviks are only 'dirty swine.' The controlling force in Russia to-day is not Germany, but a deep, blundering purpose to preserve the revolution. America, to be true to her own ideals of democracy and to her real place of leadership in Russia, should be the first to recognize the reality of the aspirations of the Russian Radicals. Our mutual friendship should not be fogged by any German smoke."

"Radicalism will rule Russia for a long time, and all the dreams and desires of a man on horseback to lead a reaction play directly into the hands of the enemy. It was in the United States that most of the present leaders of Russia got their inspirations and training. It would be tragic for us to fall them now."

Strong for America.

"The heart of Russia is warm for America. The Russian people look upon America as the ideal democracy, and will treat with great consideration any overtures this country may make. In fact, they will accept the assistance of this country in the guidance of their ship of State before that of Germany. America must take advantage of this condition at once. Delay will mean

peril.

"I went all over Russia, and at every point met with the most earnest consideration from all classes because I was an American. I rode in private cars, in private yachts, had military escorts, special reservations on trains and boats, and heaped-up and lavish courtesy, all because I was a citizen of the great American Republic."

"Whatever the peace party does in the parleys with the Germans is, after all, the action of only a small group; Russia itself, the great country at large, will still have to be reckoned with. Peace to the Russians simply means 'stop fighting'; they all will tell you they are tired of war. That is their great peril, for because of this they are selling their country and their allies."

Allies Miss Opportunity.

"The Cossacks, who have had a shining record during the last year, are obliged to stay near home to take care of their own property, to prevent it being distributed by the Bolsheviks. I see no prospect of Cossack control of the Government or of the success of any similar scheme. Kerensky has lost his influence and is busy there trying to save his life. The allies missed a great opportunity to use him to bring about a stable power in Russia to continue the fighting against Germany."

"All hope of a strong man of Russia coming to the succor of the nation is now nullified by the fact that the moment he would appear on the horizon there would arise the cry of EIGHT-FORWARD. 'Reaction and Revolution.' On that point the people are overwhelmingly of one sentiment. All that is wrong with Russia now is but the logical fruit of autocracy's misrule. The two greatest forces in the life of Russia are the Church and the vodka. So long as the people had vodka the old regime was safe; but when vodka was taken away and Russia became sober the people began to think, and of course the end of the old order was inevitable."

Lack of Principle to Blame.

"Russia wants peace and prefers it to any thing else, at any cost. If anybody wants an answer to the colossal mission of pacifism let him look at Russia. The war has come to a crisis when the deciding factor is the public mind of the world. We shall be blind if we miss the message of Russia."

PATRIOTISM.

For an hour the captain had been lecturing his men on the duties of a soldier, and he thought that the time had come for him to test the results of his discourse.

Casting his eye around the room, he fixed on Private Murphy as his first victim.

"Private Murphy," he asked, "why should a soldier be ready to die for his country?"

The Irishman scratched his head for a while; then an ingratiating and enlightening smile flitted across his face. "Sure, captain," he said, pleasantly, "you're quite right. Why should he?"—Chicago News.

When convicted grafters sit in judgment it is no disgrace for honest men to be in jail.

The Golden Rule was not meant for a yardstick with which to measure profits.

A ballot resembles a bullet in this: It has to be aimed right in order to be effective.

INCREASED COST OF RAILWAY SERVICE A CALAMITY TO CANADA.

A fifteen per cent. increase in Canadian freight and passenger rates authorized by the Railway Commission will add over \$40,000,000 per annum to the \$250,000,000 or \$300,000,000 per annum now paid to the C.P.R., G.T.R., C.N.R. and other railways.

The proceeds of the fifteen per cent. surcharge will be divided approximately as follows:

C.P.R. extra revenue per annum	\$20,900,000
G.T.R., approximately	8,000,000
C.N.R., approximately	7,000,000
Other railways	5,000,000

Total extra annual tax on the people of Canada for passenger and freight service at least \$40,900,000

Coal and wages are great contributing reasons for the increased cost of railway service. The increased price of coal and added cost of labor might have demanded a ninecent increase if wisdom instead of insanity had presided over the shaping of Canada's railway policy.

Canadian commerce, agriculture and industry must submit to being bled for an extra \$40,000,000 per annum for freight and passenger service. Toronto's share in that enormous yearly burden will not be far from \$10,000,000 per annum. A fifteen per cent. increase in freight and passenger rates will take almost as much out of this city as the twenty-three mill tax rate yields on the entire civic assessment. Toronto's burden will be partially transferred to the shoulders of Toronto's customers. The extra charge of \$40,000,000 per annum for passenger and freight service is an appalling addition to the obligations of a war-burdened people.

The increased cost of labor and price of coal do not explain the origin of the calamity that now comes upon the country to the extent of \$40,000,000 per annum. That calamity has for its chief architect Sir Wilfrid Laurier and for its clerk of works Sir Clifford Sifton. The Laurier-Sifton-Globe-Star policy of over-capitalization and duplication began with the Crow's Nest Pass iniquity and was continued in the C.N.R. and G.T.P. deals. The calamity of a yearly addition of \$40,000,000 to the cost of passenger and freight service is a logical and direct result of Canada's faith in private ownership and Canada's surrender to the anti-public ownership triumphs of Laurier's and Sifton's anti-public statesmanship.—Telegram.

Ottawa, Dec. 27.—The Dominion Railway Commission has allowed the railways:

Fifteen per cent. increase in passenger rates in all parts of Canada (except in British Columbia, where the maximum rate is now 3 cents a mile).

Ten per cent. increase in freight rates in Canada west of Port Arthur.

Fifteen per cent. increase in freight rates in eastern Canada. The freight increase is subject to certain specific limitations and also (all railways included) to the limitations of the Crow's Nest Pass agreement, made by the Canadian Pacific Railway with the Government, and by its provisions rates on a large number of commodities are reduced.

Rys. Need More Revenue.

The judgement points out that there can be no question, in view of actual results, that the railways require greater revenues, and must have them if proper efficiency is to be maintained and the demands of the country for transportation at all adequately met." Costs of labor, coal

and materials have been increasing, with the result that the expenses of the Canadian roads are mounting at a much swifter rate than earnings. The increased rates allowed, states the judgment, will certainly not equal the increase in costs to which the railways are subject, and which are not in any way attributable to the railway management.

Must File New Tariffs.

No mention is made in the judgment of the date on which the increased rates will come into effect. This is because the railways will have to file new tariffs based upon the judgment, and these must receive the approval of the board. It is quite probable that several weeks will elapse before the higher scale of freight and passenger rates comes into force.

Minimize Passenger Travel.

With regard to the increase in passenger rates, the judgment states: "It is in the public interest, with a view to conserving coal, railway facilities and man power that passenger travel should be as light as possible, so as to facilitate efficient freight movement."

Special Rates.

On coal, an increase of 15 cents a ton is allowed; 5 cents a ton on clay, sand, gravel and crushed stone; on grain to Lake Superior ports, 2 cents per cwt. (approximately 10 per cent.); grain and grain products, etc., in the west, other than for movement to Fort William, and also on the movement of these from Fort William east, an increase of 15 per cent., subject to a maximum of 2 cents per cwt. Fixed graded rates are made on lumber in western Canada, while from British Columbia to eastern Canada the increase is 10 per cent. and between points in eastern Canada, a 15 per cent. increase, which works out a maximum of 3 cents.

Transcontinental class rates may be increased 10 per cent. No increase is allowed in transcontinental commodity rates. In British Columbia an increase of 10 per cent. on freight rates is allowed; no rates to be lower than the prairie rates as increased.

Railway tolls incidental to transportation, switching demurrage, reconsignment, sleeping or parlor car accommodation, weighing, refrigeration, heating, car diversion, or other special services are not allowed any increase.—Telegram.

AND NOW HE'S FIRED.

"What do you mean by whistling like that in this office?" demanded the merchant.

"Well, sir, I thought I'd like you to know that I'm bearing up cheerfully in spite of my miserable salary," answered the clerk.

You can fool some people all the time. Some people some of the time. But you can't fool all the people all the time.—Abraham Lincoln.

REFUSAL OF OLD-AGE PENSIONS IN THE ISLE OF MAN.

In the Isle of Man there are no old-age pensions. The Manx Legislature has decided to impose certain estate duties, the revenue from which is to be devoted to establishing old-age pensions. The British Treasury has vetoed the measure. The people of the island have suffered very grievously through the war, the interference with the freedom of the Manx people to establish old-age pensions is nothing short of a scandal. The British should make protests to Members of Parliament and the Government. The Manx should adopt a Sinn Fein policy of resistance to the British Treasury.—Workers Dreadnought.

Blobbs: "So he broke off the engagement, eh? Did she take it to heart?"

Slobbs: "No; to court."