

## The Toronto World

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MONDAY MORNING, FEB. 3.

### The Centre of Gravity.

In England the old law by which every man without visible means of support was returned to his own parish sometimes worked a great hardship on those who had anchored themselves more or less firmly elsewhere than in their native places. But there was a certain rough justice about it, and it secured distribution and absence of the congestion which is the real difficulty in our modern social life in times of unemployment. The unemployed, in spite of advice, flock to a centre like Toronto, and as a result the city has to bear not only its own evils, but those of other communities to an embarrassing extent.

As far as possible men out of employment should resort to their own locality and rely on the community they know to tide them over the transition period. In Toronto there is no desire to turn anyone away who can be provided for, but it is obvious if everybody out of work comes to Toronto there must be a dangerous congestion.

On the other hand the duty of every employer is to open his hands to the widest extent he deems possible. "There is that scattereth and yet hath abundance." We are still in the war period and war measures are warranted. A premature return to peace conditions is a matter of temper as much as anything else. If we do not recognize and deal with emergencies they are apt to change into something worse. The social centre of gravity has moved, and this fact should be kept in mind.

### An Attempt to Avoid Chaos.

It is usually forgotten that Ulster has headed the successful revolutionary movements in Ireland, just as it usually has been a Protestant at the head of such movements. The later unsuccessful ones are exceptions. Belfast has set a new standard in strikes, and justified the reputation of the "Islandmen," as they are called, as a body of workmen unsurpassed in clear thinking and determination. The "Islandmen" are named from what was once the Queen's Island, now occupied by the gigantic Harland & Wolff shipbuilding yards, which last year turned out three times as much tonnage as any other yard in the British Isles. Workmen & Clark's, on the other side of the River Lagan, coming third on the list. These men, a very high type of artisans, have begun to think out their own problems. They do not believe in wreck and ruin like the Bolsheviks, and their methods must sooner or later result in political action. It is a case of bringing sound common sense to bear on an emergency.

The struggle for a shorter working day is obviously the first measure to be adopted when work is scanty. It is not obvious to all employers yet, but many are coming to see that problems must be solved, and if they must be solved then the obvious solutions must be accepted. It may be that the Belfast plan shall not be adopted by other places or internationally, and the theory of a law of supply and demand be allowed to interfere with the necessary remedy of an emergency situation. Such a situation exists as a result of the war, and what many people do not yet grasp, there can never be a return to the old pre-war conditions. The former things have passed away. Whether we shall have a new heaven and a new earth depends largely on the temper with which such efforts as those of the Belfast labor men are received by the world at large. Orderly development is one thing. The alternative, Bolshevism, is far different.

### A Line of Cheer Each Day of the Year

By John Kendrick Bangs.

#### THE DUTY TO CHEER.

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When days and nights are cold,  
And hours small comfort hold,  
'Tis then I claim that cheer  
Is but a duty clear  
That we may warm the way  
That lies so bleak and gray  
With smiles of kindness  
For those in chill distress.

### BRITISH AIR LOSSES DURING ENTIRE WAR

London, Feb. 2.—The total of British casualties in the air service for the entire period of the war was 16,829. Of this number, 5,166 were killed, and 7,345 were wounded. The remainder are missing or known to have been taken prisoner.

## A LITTLE PLAIN SPEAKING ON THE RAILWAY SITUATION

The time has come for a little plain speaking on the railway situation. The Dominion Government and its National Railways system are at a crisis that must be faced and dealt with immediately. Press dispatches warn us that the Canadian Pacific is seeking to gain control of the Grand Trunk. At least we know it is assisting the Grand Trunk to postpone or prevent its inevitable absorption into the national system, a policy to which the present Union government is committed. Sir Robert Borden, both in his speeches in the commons, and especially in his speech here last fall at the opening of the Exhibition, declared it was the fixed policy of his government to incorporate the Grand Trunk in order to complete a transcontinental system made up of the Intercolonial, the Canadian Northern, the National Transcontinental, the Hudson Bay and other railways owned by the state. The taking over of the Grand Trunk and the Grand Trunk Pacific was the top course of the structure. It was known from the very start that the essential part of this combination was the old Grand Trunk here in the Province of Ontario and in the Province of Quebec; and until the Grand Trunk was taken over, the system was incomplete and inadequate, and especially in this province, where there was an abundant railway traffic at profitable rates, waiting to help to carry the system to a success. But it is not yet joined up. The great bulk of the profitable traffic in Canada, outside of the sections in the west, where the National Railway has its elevators for the farmers' grain, the real productive centre of railway traffic is in southern Ontario, along the Niagara River and the Detroit River, about the cities of Hamilton and Toronto, and the other towns and cities and garden farms of that closely-settled and built-up area.

While the proposition that the government made the Grand Trunk is not yet disclosed, it is known that it was a better proposition for the shareholders of the Grand Trunk than what has been their experience since the road started; and it was a sure thing, so to speak, whatever the government guaranteed them. We believe that the shareholders would take this view of it; but unfortunately the road is in the hands of rail-roads, and not in the hands of the government. We would like to use the railway as a pawn for their own advantage, irrespective of the shareholders' interests. While they profess to be looking after the shareholders' interests, they are really seeking to keep themselves in railway power, so to speak, just as the magistrates and railway managers, who had charge of the American roads, tried to do when the Government of the United States took over their roads two or three years ago.

And when the Canadian Pacific saw that the National Railways from one ocean to the other and clear across the continent, was to come into effect and that the Grand Trunk was an essential part thereof, they too, began to conspire to prevent the inclusion of the Grand Trunk. We even suspect that they have supplied funds to the Grand Trunk to keep it going, and to keep it from being taken over by the government.

We even suspect that Lord Shaughnessy is now busy on this job in London, where he happens to be at the moment. Mr. Kelly, president of the Grand Trunk, is also now over there in conference with Mr. Smithers, the chairman of the Grand Trunk, and some other Canadian magistrates, political and otherwise, are also over there. Just what they are doing we do not know. Sir Robert Borden, too, is over there, where he is very busy in the diplomacy of Europe; and a number of people, who are more or less interested in our railway situation, and more or less opposed to the incorporation of the Grand Trunk with the National Railways, seem to be very busy in advising Sir Robert Borden that his main field of action at the present moment is in Europe. They are even telling him with great unctious and approbation that his chief duty is not in Canada or even in Paris, but to go on a wide mission and settle the Bolsheviks and their insurrectionary forces in Russia. And Sir Robert was ready for the job. And Mr. J. W. Daffoe, of the Winnipeg Free Press, who is now the high press-commissioner of Canada at Paris, is extolling in wonderful language in the Canadian papers what a great position Sir Robert Borden is making for himself in the diplomacy of Europe at the present time. He is the second man in the empire if not in Europe.

All of which is very well in its line. But what about the railway question, which is right at our doors, and which Sir Robert set out to solve for us by making a real national railway from one ocean to the other, and especially serving the manufacturing centres of Ontario? We were promised long ago that the Grand Trunk would be taken over, and our good friend, Sir Thomas White, who is now acting-premier of Canada, we believe, has a pretty well thought-out program to that end. But he does not seem to act, or if he is acting, he is moving so carefully that we cannot see a tremble in the aspen leaves indicative of action.

And yet we are right at the door of a session of parliament; and the people are calling loudly for the National Railways to be linked up with the traffic producing centres of Ontario. So great is this demand that Sir Adam Beck is being forced to build a Hydro Radial from Toronto to the Niagara River, which would greatly improve the situation, independent of the Grand Trunk; and his policy, if carried out, would be a great relief. But a number of the friends of the old Grand Trunk in the newspaper business are shouting from the housetops that by no means the Grand Trunk situation is settled. And yet no settlement of the Grand Trunk situation is in sight; and inasmuch as Lord Shaughnessy is very busy on the other side with Mr. Smithers, and inasmuch as the new president of the Canadian Pacific, Mr. E. W. Beatty, is being honored today in his native town as the last of the great railway magnates left in Canada, is also busy on the job, and papers like The Montreal Gazette and The Montreal Star, and some papers in Toronto that we could mention, are also busy in preventing the taking over of the Grand Trunk, we begin to fear that there is what you might call a conspiracy to kill the nationalization of the railways of Canada by ending the system just where the productive tariff points are and where the industries are, and where the freight is, and where the connection with the United States is, not only to New York, but to Chicago, and where the great water power centre is that Sir Adam Beck is creating for the further development of industries, and where the greatest fruit garden in Canada happens to be ready to ship its products to all the rest of the confederation! Is that constant fusillade from the press of Montreal and by Sir Herbert Holt (also a C. P. R. director) against the whole Hydro-Electric Power policy of the people of Ontario a mere camouflage to cloud the railway issue? We think it is.

We think, therefore, that inasmuch as Sir Thomas White is at the helm at the present moment and Sir Robert Borden is very busy in Europe at the peace conference, and assisted by two or three of his colleagues, and may be there for some weeks yet, that Sir Thomas should make a declaration even before parliament meets two weeks hence and tell the people whether we are to have real nationalization and the inclusion of the Grand Trunk? And if we are not to have that, then whether he is prepared to support Sir Adam Beck in building the Hydro Radial from here to the Niagara River, and to put the National Railways not only to the Niagara River, but in touch with the splendid southern Ontario system under the control of the New York Central Lines, and another similar system in southern Ontario known as the Pere Marquette? By taking over the New York Central Lines you can break the back of an obstinate Grand Trunk!

Really, Sir Thomas, you must explain right away what you intend to do. The winter is over; the spring is coming; the birds will soon be singing; how much longer must the people wait to hear from you and Sir Robert Borden as to your intentions, or your plan of a complete national system from one ocean to the other? We know you have other things to attract your attention, but still the solution of the railway problem was your main promise to the people outside the winning of the war. The war is over, but the railway problem is still unsolved. What are you going to do about it? Do you know that?

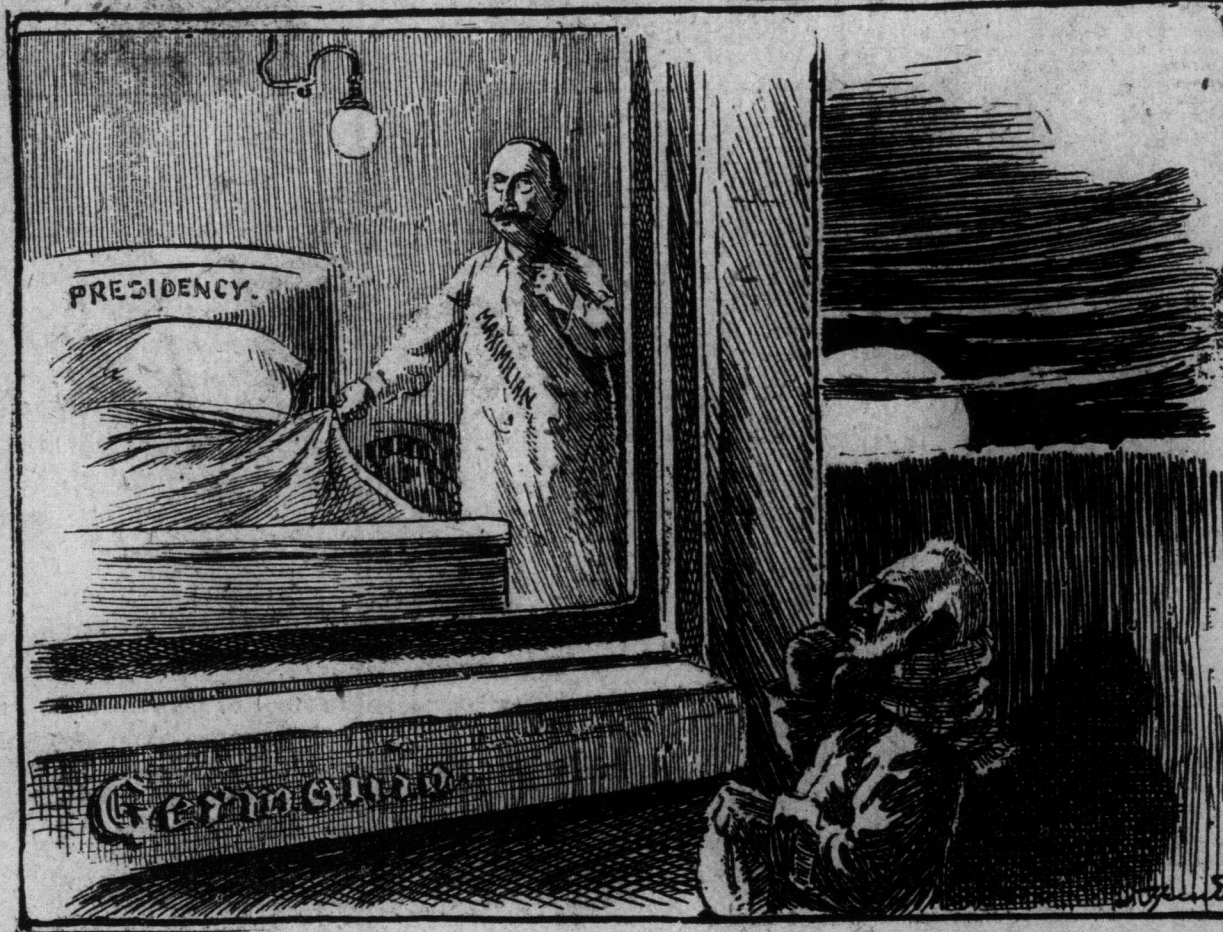
Your railway policy will be fulfilled from Winnipeg, from Montreal, from along the Intercolonial?

That men in the house who have voted with the Unionists are ready to smash it with criticism that was manufactured in the head offices of the Grand Trunk and Canadian Pacific?

You may even be up against railway sabotage, engineered by the enemies of a state-owned railway system?

When parliament meets it may be too late. They're going to get you if they can.

## AN OPTIMIST



WEARY WILHELM: "My oldt room—but maybe he iss just going to keep der bed varm for me?"

### OTHER PEOPLE'S OPINIONS

The World will gladly print under this heading letters written by our readers, dealing with current topics. As space is limited they must not be longer than 200 words and written on one side of the paper only.

#### Employing Aliens.

Editor World: Several days ago I learned thru the medium of your excellent paper that the board of control had unanimously resolved to request "all manufacturers and other employers of labor to discontinue the services of aliens, and to employ in their places returned soldiers or persons of British birth." Now, as a citizen of this country, I should like to make a few statements regarding this resolution.

The war which has just been completed in Europe was one of the right against the wrong. It was a war of ideals, a war of the principles of humanity to live in freedom, against the cruel, selfish, and unchristian policy of the destruction of the weak and the aristocratic differentiation of castes. That struggle has just been completed. All the cost of millions of lives the expounders of the doctrine of superman have been taught that civilization will stand patiently by and watch the wanton destruction of the weak and unprotected. Justice has been the banner of our cause. Under its folds we have brought the war to a sudden, glorious, catalytic finish. And in the army of victory, fighting in the ranks of freedom, were 60,000 men from Toronto.

Now, to every sane man the entire dismissal of the aliens, whom in pre-war days we have welcomed with open arms, must seem ridiculous. Is this justice, the kind of justice the world and our lands overseas have been struggling for? Are these beings not human? Have they no families to support? Or can anyone claim that they earn their daily bread with ease and without the aid of others? Most of them are citizens; they are not exempt from taxes; they are allowed to vote as citizens. Then why treat them as aliens when their naturalization papers distinctly state that they are granted the same rights as Canadian-born? Did they not pay the same taxes as we? If they were Canadian enough to be drafted into the army, they are and they must be native enough to be given the same rights as we. Make no distinction between alien and British-born. These people came here with the knowledge that this is a free country. Shall we drive them home? The belief in their minds that this idea has been misrepresented, that the oft-quoted reference to British freedom is merely a bait of shipping agents to induce people to emigrate to this country via their steamship lines? Why should this country be heaped upon us who have so nobly contributed to the last struggle in Europe?

Now, it is a common observation that the result of many people out of work inevitably causes unrest and finally Bolshevism, especially if the wages are low and the conditions what they call a grievance. What the board of control should do is to give no cause for grievance. In a vacant position the returned man should be given preference. Every effort should be made to reinstate him in his pre-war condition. He wants no charity; he wants work, and if to return him to his old position the dismissal of an alien or any other individual is necessary, the returned man should be given preference. The soldiers will have no complaint. Thanking you in advance for the space in your paper.

#### Publicity and Wages.

Re unemployment, shorter hours will not materially help the situation; it is hopeless to expect a minimum wage bill; politicians must have their fill first, and at all times, while the government's "silent" representative only opens his mouth to put his foot in it.

But there is an effective method, and that is for government employment bureaus to require the desired help to state specifically what they are prepared to pay, and the figures should be available for the press, who should—being the advocates of progress and democracy—blacklist all firms not paying a living wage.

Publicity achieves results, who's just tell the press.

Is this asking too much, or is the job too big for the press or public man who thinks he can do things? Perhaps Canada does not possess a man.

Some time previous to the war, England's greatest publisher, Horatio Bottomley, prayed for one man who could foresee and prepare for troubles then brewing. But they only

had the "wait and see" gang. Canada scores over that crew, for her politicians do, in effect, tell one "to get to it"—out of it if they are not satisfied. And what about the positive statement some time ago, that Canada had found her soul. More swank and bull, or really truth? If the latter, Cerebus must have been on the blink when it escaped from Hades.

#### Unemployment and Revolution.

Editor World: Now that we have so many unemployed and starving loads of families with us of British birth (and there is no use saying that there is not, investigation will prove that it is right) it behooves our government to do something, and that immediately, as an idle and starving people means uprising and rioting. What are our sleeping members of parliament going to do? Tom Foster, M.P., says that the foreigners. What is the use of this while they can get work and pay? Tax, and the Britishers can't (this is no idle saying), as investigation in one of Toronto's largest factories will prove that hundreds of British workmen, within the past few weeks, have been laid off, and foreigners and Chinamen kept on. Even returned men from France have been let out. Did not the government promise labor that the thousands of Chinamen they brought into Canada to help the profiteer get richer quicker during the war, would be sent back immediately when war was over? How they have kept faith I leave my readers to judge. Now, I think a good plan would be for our noted church parade members for Parkdale, with the rest of our blind, deaf and dumb members of parliament for Toronto to wake up and let our Union Government, put thru one more of their noted orders-in-council, and which I think would help everybody:

1. Have every employer discharge all allied foreigners who have not done their share of the war. 2. Make neutral foreigners pay a good tax. 3. No enemy aliens to be employed in Canada, say for ten years, or have a vote or run a business of any kind. 4. An eight or six hour working day for all, no overtime, Saturday afternoons off, with a living wage, and there will be plenty of work for all. Which will mean plenty of world's goods for all happiness and contentment, which studied means no revolution, no rioting or Bolshevism. But a real happy and contented race of people and a perfect reconstruction.

Rejected, 1914.

#### Farmers and Fun.

Dear Sir: I noticed in The Toronto World, Jan. 28, 1919, a letter signed Citizen, headed, "No Fun for Young Farmers." In it he tells of a young soldier just returned to Toronto from France, a farmer, and he says he will not return to the farm for various reasons. From his own descriptions I can see that he is a good and sensible father, and for the interview given by Citizen of Toronto, on his father's account I am glad he did not divulge the name, for I think any such son is enough to send a father of good sound ideas in sorrow to his grave, and any city, town or country that loses such a son, loses a good citizen. Let Citizen go among the best element in Toronto and see how many he will find around the pool rooms. A true soldier is a true man, and I hope that our valiant soldiers will not be judged by the type of the above referred to. What better aspirant could any young man have than to be a builder of a good name in the country and to comfortably care for aged parents as well as his own home? I will tell Citizen and Farmer to read and ponder over the 12th verse, of chapter 20 of Exodus, and then go out and work his father's things than frivolity, and be a man thru and thru.

Reader.

## THE WIFE

By JANE PHELPS

### Brian Realizes the Joy of Helping Others.

#### CHAPTER CLIV.

Ruth had not neglected her "war babies" nor their mothers since Brian's return. Now that he was nearly recovered from his wounds he visited some of them with her. He told of the bravery of the boys "over there," and gave them all the comfort he could if their soldier husbands were among those who would never return. He became as interested as Ruth in trying to do all he could for the wives and babies of the men who were lying in Flanders field. And in ministering to them his own heart was softened, his life made more unselfish.

Mrs. Clayborne still remained in the south, but she sent Ruth all the money needed for her pet charity. One little woman whose baby was delicate and the mother heart almost broken because of the loss of her husband, added to the fear she would not keep her child, she told Ruth to send south, and on the old plantation where Ruth had spent her own childhood days the baby grew stronger and the young mother more resigned.

"Isn't it wonderful what a help it is to one's soul to try to make others happy?" questioned Ruth one night as she and Brian sat planning what they could do for one of her war babies' father who had come home terribly maimed.

"Yes, and Ruth, had it not been for you I never should have known much about the kind of helpfulness I have been very self-centred all my life. I am afraid. I have looked at things only in the light of affecting Brian's pocket. But between the war and my brave little wife I have learned many things."

"We all have learned to feel differently this last year or two, Brian. Things that loomed so large before seem scarcely worth thinking of now. And things which passed by us because we were engrossed by self are taking their place. But we'll all get adjusted after a bit."

Brian was so happy in her home life that she had not one single regret in her heart. She worked faithfully during the morning upon plans from the happy memories of the war, and generously, and she insisted upon paying Rachel's wages, as without her, she would have been unable to apply her self to her tasks. Finally Brian came to the point where there was no more talk, no more feeling, even about the war and the money. It was a common purse and spent for common needs.

Brian's business did not materialize to the extent all of them had gradually come to him, some of them rich men, whom he charged fair prices. Others, soldiers who had been in the war and were charged nothing or just enough so they would not feel objects of charity.

Brian's return, Kenyon never tired of listening to Brian's talks of what had been done, of how the Boches had been taken care of, and the splendid work of the Canadian and American soldiers had played in the result. His inability to go himself because of his maimed leg, had been a very bitter trial. And he often told Brian that it was like being to the front himself to listen to his (Brian's) graphic descriptions.

In all his talk Brian eliminated himself, his own part in the struggle. He was not alone in this. Both Kenyon and Brian, who were returned privates as well as officers, belittled their own part in the great drama, while they gave all the praise to their "Buddies"—to the other fellows—low no matter what his nationality—so long as he was one of the allies and fought the same cause.

Finally Kenyon yielded to Brian's urging and took two rooms adjoining those Ruth had fitted up for Brian. Brian had grown very intimate since his return, Kenyon never tired of listening to Brian's talks of what had been done, of how the Boches had been taken care of, and the splendid work of the Canadian and American soldiers had played in the result. His inability to go himself because of his maimed leg, had been a very bitter trial. And he often told Brian that it was like being to the front himself to listen to his (Brian's) graphic descriptions.

Tomorrow—Mrs. Clayborne Plans to Help Ruth's "War Babies."

clates, and when you know that after all it does not matter at all whether you retain the "whatnot" or whether you do not, surely you might give in and help to make the parlor just as attractive as any in the neighborhood. Your daughter will take pleasure in helping you, and you will be surprised how quickly she will take the opportunity to bring her friends home. If there was just a little more of the give and take habit in families, this world would be filled with pleasure. As it is, discontent is in the lead. Good daughters are scarce, so folks be sure you cultivate your home product. As daughters be sure that you respect your parents, even though they have "so many faults, which would be so easily mended."

### Report Major Rev. J. C. Tolmie Homeward Bound on Grampian

Windsor, Ont. Feb. 2.—Major (Rev.) J. C. Tolmie, pastor emeritus of St. Andrew's Presbyterian Church, who was in command of the ninety-ninth battalion from Windsor three years ago as paymaster, and remained continually at the front since that time, is about the liner Grampian, due to arrive at Halifax some time Monday. A homecoming celebration on a large scale is being planned by Major Tolmie's congregation here.

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