

## The Toronto World

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TUESDAY MORNING, FEB. 19.

## Lloyd George on Trial.

Interest in the war has been transferred to the changes occurring in the British high command, which in turn threaten the stability of the British Government. Premier Lloyd George is once more being attacked by the newspapers which used to abuse him for his democratic reforms, and which represent those who will never forget and never forgive his victory over the lords. It should not be overlooked that the war council in Britain is a compromise council even more than a national one. The premier has had a difficult task endeavoring to unite all the elements of the nation, democratic, aristocratic, pacifist, imperial, with the war men of all sections.

If Premier Lloyd George is wise it is to the latter only he will give heed. He may have spent too much energy in trying to please everybody. The only thing to be considered is the nation, and if the Germans be not defeated there will be no nation to please. The war of attrition has been indefinitely prolonged, and while there is no doubt that the Germans are on the verge of disaster, they are hanging on as Frederick the Great used to hang on in hope of miracles. Britain has quite as much staying power as Germany and more resources. It would be calamitous if the aristocrats that The Morning Post represents were so to weaken the government by their clamor that Germany would get a deciding advantage.

The time has come for very plain speaking and if Premier Lloyd George would take this opportunity, careless of whose feelings were ruffled, to state the case as unquestionably he must know it, and as bystanders see it, the air would be cleared, the nation inspired, the army heartened, and the German helpers of all kinds in Britain discomfited. When the editor of The Morning Post assumes the responsibility of publishing information of value to the enemy in spite of official warnings, it is obvious that the Bolshevik spirit and the Bols spirit are to be met in many guises.

President Wilson for years assumed that the Germans were reasonable, God-fearing, Christian gentlemen, and were out his typewriters hammering out epistles of sweet reasonableness and peace to a nation utterly devoid of humanity, with the blood lust of man-eating tigers, and an insatiable determination to conquer the world. Lloyd George has wasted much influence in talking soft things to British parties and people who sympathize with the Germans as a fine but misguided people who only require a little abate love treatment to become gentle as sucking doves. Nothing is to be gained by conciliating people who think this. Nothing is to be gained for democracy by trying to conciliate the aristocrats who prefer to exist under German imperialism rather than maintain British traditions under a Labor government.

It must be understood that Britain, France, Italy and the United States are fighting for their freedom and their national existence, with a people absolutely without scruple, morals or conscience. If they are to be defeated they must be met with the strongest weapons the allied military forces can devise. This appears to be the conclusion arrived at by the international war council, and agreed to by General Haig. General Robertson seems to have demurred. It is no time for waiting on personal or temperamental considerations. Diplomatic overtures to the Germans, which they have not yet sustained a decisive military reverse, are what the Germans are seeking. Delay is their policy, and time their only hope of salvation.

The British nation, and the British Empire, too, will stand solidly behind Lloyd George if he casts all compromises with Satan to the winds and commits himself unflinchingly to fight the good fight of liberty, justice and democracy.

## The Press and the Railways

Two ideas are now being widely disseminated. One is that the United States has no thought of nationalizing her railways but intends to return them to the companies immediately after the war. The other is that under no circumstances will the Dominion Government nationalize the Canadian Pacific. The dissemination of these ideas is naturally confined to the press. We find them cropping out in some curious places and in a way that suggests that a highly-skilled publicity man is directing the propaganda. For example, The Ottawa Journal-Press is publishing a series of letters from a Mr. R. E. Gonnell, of Victoria, B. C., who has spent several weeks on a visit to Washington studying the food question. While he was there President Wilson took over the operation of all the American railways and Mr. Gonnell is at pains to say:

That determination was not arrived at as the result of any deliberate policy of government ownership. Whatever may be the ultimate outcome of the extraordinary war measures the United States is still very far away in spirit and intent from nationalization of transportation.

Mr. Gonnell, however, is frank enough to admit that the United States Government had the railways forced upon them by the breakdown of private ownership. That breakdown, he says, was due to the inability of the roads to procure any more capital. They were, therefore, unable to carry on and came to a standstill. This is proved, he says, by the fact that the government at once began to spend \$500,000,000 in fixing up the roads. With some replacement work, betterments and equipment the roads can perform their functions, but it will take ten or twenty times \$500,000,000 to lick the American railways into a thoroughly efficient national transportation system. The government will probably spend a million dollars on the roads in the year 1918 and perhaps a billion more per annum as long as the war lasts. It is likely that after getting the roads into shape by so tremendous an outlay the government will hand them back for spoliation to their incompetent owners?

The American roads had been unable to finance because they had been dishonestly managed. They had been robbed and looted in the most notorious and scandalous manner. Their properties like the New Haven and the Rock Island had been crushed under the weight of watered stock and fraudulent bond issues. The whole disgraceful carnival of graft soared away the investor so that railway securities could not be sold at any price and the roads since 1912 have been forced to hand-to-mouth financing by short note issues. The attempt to make it appear that the roads were paralyzed by government legislation of rates and other restrictive legislation will deceive no one acquainted with the American railways and their remarkable history.

There is no doubt a sharp difference of opinion in and out of congress upon the railway question. Some, perhaps a majority, favor immediate nationalization, others oppose, some cautiously, and want to proceed more cautiously. A question being debated with some heat by the people of the United States, but no one doubts they will follow President Wilson's lead by an overwhelming majority if he declares immediately and complete nationalization. Yet in Canada, we are told, that the United States has no idea of nationalizing her railways and that what is happening in this country is a mere temporary measure. Even Sir Adam Beck, in his address at Toronto the other day, seemed to fall in with that delusion.

But we need go no further than the big financial papers of the United States, which foresee that government control is likely to terminate in government ownership. Financial America thinks it may result in a few big systems under federal control, but concedes that a great number of the weaker roads will never be returned to their owners. In a recent issue we read:

The pooling of railroad finances, which has been effected by the General McAdoo, is an urgency measure designed to tide over the weak railroads and therefore strengthen the whole system until the \$500,000,000 revolving fund provided for in the pending railroad bill is available for the financial needs of the carriers. Railroads have henceforth been operating under a deficit, or the fear of a deficit, or those that have neglected upkeep in order to preserve appearance and earning power, now have the privilege of dipping into the common pool for their legitimate needs.

It is a wise arrangement from a purely operating point of view. But it is likely to create a financial misapprehension among the public, and among the railroad men, who will see the after-war uncrumbling a difficult task indeed. For one thing, it will practically nullify the provision in the railroad bill for returning the roads to their owners within a stated period of time.

It becomes more and more evident that government control has ended for ever the old order of things among the railroads. Hereafter there will be fewer and fewer independent roads operating in the territories of the big systems. Things appear to be shaping themselves for another series of big railroad consolidations and for direct federal control of the transportation industry.

Director-General McAdoo is beginning to standardize railway equipment and every day is drawing the roads into a closer union. Before long he will startle the country by the economies he has effected while speeding up transportation. There is little likelihood of the eggs being uncrumbled and of the roads going back to where they were before the war.

The Canadian Pacific is shrewd enough to see that it cannot be the only road on this continent under private ownership. If all the American roads become nationalized, including one-fourth of the C. P. itself and all the roads in Canada except what is left of the C. P., and who can see that the Canadian Pacific will be absorbed into the national system. Hence the effort to make it appear that our friends of the United States have no thought of railway nationalization.

Hence, also the effort to make it appear that the Dominion Government has decided not to take over the C.P.R., but to have two railway systems in this country, one owned by the government and the other by private cooperation. Certain papers are busily assuming that the Canadian Pacific is to remain separate and intact, while all the other roads are merged into a government rail-

way system. Our old friend, ex-speaker Marcell, discussing the railway problem in The Montreal Herald, says:

The Canadian Pacific is certain to remain an independent road, but its rates will be controlled. Thus the dream of those who have argued in and out of congress for government-owned system of railways will have their ideas supplemented. The future will demonstrate whether it will be a success or not.

But why is the Canadian Pacific "certain to remain" under corporation ownership and control? Mr. Marcell does not tell us; he takes it for granted. And The London Free Press evidently assumes the same thing to be true. At any rate we are told that some roads are to be nationalized and others are not. The Ottawa correspondent of The Free Press thinks the whole railway problem is a deal with by enlarging the powers of the railway commission, and we are told:

Extending the authority of the railway commission, and conferring on it the power of the transportation board, the railways, under the special conditions of war-time, are among the proposals being considered by the government in dealing with the general railway problem. Apart from the question of the taking over of certain lines on a principle of state ownership, much is being done to control all the roads during the war, and to unify the traffic and operation both of those owned or acquired by the government and such as would not pass to state ownership. The railway commission of the United States is, however, two powers in one. It has the right to direct traffic from one railroad to another, and it has the right to regulate the rates of freight and passenger traffic. It is not possible, however, to transfer the motive power and rolling stock from one particular line to some other, which it is more urgently needed. These powers are conferred upon the commission as a war measure.

The Petrobr Review fuses and mashes about the railway question, claiming in one breath to be for public ownership, and in the other protesting that some roads must not yet be nationalized. Of course the "some roads" is a roundabout way of saying C.P.R. The Review seems to be in accord with the deputation going to Ottawa to demand the nationalization of the Grand Trunk and the Grand Trunk Pacific. It apparently has no objection to the nationalization of the Canadian Northern, but sapiently remarks:

The acquisition of the C.N.R. is a step in the direction of the ultimate ownership of the transportation lines and other public utilities by the state. But the present time, with the country at war, is not the time for the carrying out of further expenditures and investments. The government certainly has trouble as it is, should not be embarrassed by delegations that would add to its difficulties.

Then we have the assumption that the C. P. may come under some government control during the war, but will maintain its organization intact, and at the end of the war things will be just the same as they were before. A good many people go back to work hoping to have things as they were before the war. The Kaiser, for example, would gladly retire from France and evacuate Belgium if the allies will agree to the same. That is, to have things as they were before the war. Some of the American roads are hoping that their government will let things slide back to the old groove and re-establish corporate management and competitive water in the roads of the country. Some are not going to run uphill in that way. The C. P., or, rather, what President Wilson has left of it, will have to come into the national railway system.

Probably the one detail that is halting the government is the price that ought to be paid for the roads of the Canadian Pacific for their holdings in the corporation. That is more than ever difficult now that the C. P. has been dismembered, and a large part of its mileage control of the United States Government. Nobody wants to see our government unfairly or oppressively; neither do they want to see the stockholders cut by the shaft. We have discussed this phase of the question before, and will take occasion to discuss it again.

Meanwhile let our readers understand that America is headed for railway nationalization and that the United States roads are not going to be turned back to the Wall Street buccanniers. Let them understand that the United States government has at no time and in no way announced that it was not to nationalize all the roads, but leave the C. P. to run its own show. The government is going to take control of the C. P., at least for the war, and we believe it is going to nationalize this road, the same as all the rest.

What should be paid the stockholders of the C. P. is a live question, and about the only question left to discuss. The arguments for complete railway nationalization are so overwhelming that no one has ventured publicly to combat them. The best they can do is to urge caution and advise us to make haste slowly. No public man in Canada will venture to say that he favors private ownership as against public ownership, which he is opposed to this country ultimately acquiring the Canadian Pacific Railway. All that he will plead for is more consideration or delay.

The World favors nationalizing all the roads, including the C. P., and has no hesitation in saying that it should be done, not next year, or the year after next, or after the war, but at the coming session of the Dominion Parliament.

## CHARGED WITH BIGAMY.

Charged with bigamy, Norman Charles Sims, who boards at Robert Street, was arrested on a warrant last night by Police Constable 1919. According to the police Sims admits being married twice, and that he recently went to Hancock, a young girl, five months ago, and will appear in the morning police court.

## BECAME VIOLENTLY INSANE.

Special to The Toronto World. Windsor, Feb. 18.—Frothing at the mouth, struggling and biting, Frank Davey, a contractor, who formerly resided in Windsor, fought Police Inspector Wright in the cell corridor at the police headquarters here today before he was finally subdued. Davey was arrested Saturday afternoon after he had become suddenly and violently insane.

## EDUCATION BOARD REJECTS PROPOSAL OF CITY MEMBERS

Hurriedly - Called Meeting Considers Suggestion and Votes it Down.

## ONLY ONE SUPPORTER

Mr. Bradshaw and Members of Council Suggested as Members of Board.

At two o'clock yesterday afternoon Dr. G. C. Steele, chairman of the board of education, issued a call for a special meeting of the board for eight o'clock last night to consider what action should be taken with respect to the clash between the board of education and board of trustees over the control of the school estimates and expenditures.

All the elected male members of the board were present, and one of the appointed members, Trustee Dinesen, responded to the emergency call. The three women trustees were absent.

A motion declaring the impeachment of the board gave rise to an exciting exchange of personalities, although it expressed the views of 11 out of the 13 trustees present.

Dr. John Hunter, "the not figure" as a representative of the board.

In response to a call upon him to withdraw the personal reference, the chairman of the board acquiesced. C. A. B. Brown declared that Dr. Hunter was known to be disloyal to the board and refused to withdraw the statement.

The reports presented to the board set forth that a letter was sent to Mayor Church early in the afternoon from the chairman of the board of education, which said:

"Acting on the spirit of the suggestion made by M. H. Irish, M.L.A., representing the city members of the board, the finance committee has decided to meet on Monday morning, the 19th inst., at 10 o'clock, to discuss the estimates of this board and to discuss the same with the hope that our respective bodies will not require to appear before the pending legislation sought may be dropped."

Secretary Wilkinson had received a telephone call from the chairman of the board of education, Mr. Bradshaw, to arrange to be present at the committee met at four o'clock. The finance committee of the board of education was reported by Dr. Steele's action in calling at six hours' full board, and the meeting of the board of education for the consideration of the local members of the legislature for their consideration.

That one representative of the board of education, one representative from the city council, and the city treasurer be ex-officio members of the board of education, and that in addition the board of education be a permanent member of the finance committee of the board of education.

Trustee C. A. B. Brown, seconded by the chairman of the board, moved, "That the board of education appreciate the efforts of the city council in the local legislature to bring about the passage of legislation to bring the city council and the city treasurer into the board of education, and that in addition the board of education be a permanent member of the finance committee of the board of education."

Dr. Hunter pointed out that he was in a minority when he advocated the medical inspection to the board of health. He believed the new proposal if submitted to the electors would be adopted by an equally sweeping majority.

The motion of Trustee Brown was adopted by 11 to 1. Dr. Hunter, as the champion of the city council, brought up the charge made against him of disloyalty to the board. Trustee Brown replied in a jocular vein but did not withdraw his remark.

## FALSE PRETENCE CHARGED.

Charged with false pretences Robert Dworsky of Elmview was arrested last night by Police Constable 1919. He was charged with the theft of a car from the goods to the extent of \$400 from Abraham Gangel, 710 College street, by fraud. The transaction took place in 1917. The case will come up in the police court today.

## CONVENT FIRE INQUEST.

Montreal, Feb. 18.—The inquest into the death of the 53 babies in last Thursday night's holocaust at the Grey Nuns' was opened this morning by Coroner McMahon, without a jury. After hearing a number of witnesses, including four of the sisters, the coroner decided to postpone proceedings until Monday next in order to hear the testimony of J. Dore, the electrician of the building, with regard to the electrical arrangements.

## CHATHAM THEATRES CLOSE.

Special to The Toronto World. Chatham, Feb. 18.—In compliance with the order of the court, the Chatham theatres, the local places of amusement, closed this morning. Some misunderstanding with regard to the real import of the order resulted in the proprietors of pool rooms opening their places, but they were closed this morning, but became suddenly and violently insane.

## A METAMORPHOSIS



"He iss nod so beeg, but he iss harder to handle."

## THE WOMAN WHO CHANGED

BY JANE PHELPS

It is Hard to Understand.

## CHAPTER VIII.

"Now, Helen, I want to talk to you," George said, and I noticed that the look of animosity was surely on his face. If you can't learn at least the simplest beginnings of good form, you will either desert from meeting people until you do or I will engage a woman to teach you."

I could not understand. How could I?—I, in love with my husband!

There was a dead silence. Then George resumed, "Please do not make me, my ability, the subject of conversation at any time. Especially so when I am in the room. It is not only annoying, but it is in atrocious taste."

"Why, George, I didn't say anything but nice things," I protested, not yet understanding.

"That isn't the point. It isn't good form to discuss a person to his face; and when one of your own family—at any time, please remember this, or I shall certainly employ some woman to inform you as to that and other things."

A Teacher of Good Form is Threatened. "Why, George, you couldn't do anything like that—I'm a married woman, not a schoolgirl," and as I thought of George, it didn't seem quite decent for a wife to lie to her husband—then.

"What is it then?" he demanded. "Only that I am trying to understand, George. I want to please you, dear; but everything is so different. I seem so lonely and alone in this big town where I know no one. And you are sometimes very impatient with me."

"If I am it is for a good reason."

and ideals. I thought that love lasted with others as it had with father and mother and others in our town, who lived—or seemed to live—very happily together. Occasionally I found myself wondering if it were only seeming; if when they were alone they found fault. If they were unkind each to the other, I understood very slowly. I must try to adjust myself to the new conditions. I realized that all my reasoning when based upon my life as happily as at fault. I had made no progress in my attempt to bring back that spirit of our courtship days. I had no weapons to fight discouragement. I must not give way. It is hard to tell of the workings of an immature mind. I think all young wives who marry into a new sphere in life must go through something very like what I did. If I am right, they will perhaps understand and appreciate my feelings.

"What are you doing? Why aren't you in bed?" George asked half an hour later when he came into the room.

"I couldn't go to bed."

"Why couldn't you? Does your arm pain you?" the last more gently.

"No, not at all," I answered truthfully. I was tempted to say that it did; that it was because of that I couldn't rest; but I had never lied to George. It didn't seem quite decent for a wife to lie to her husband—then.

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Now go to bed," and he again left me.

Discouragement. The tears streamed down my face as I crept into bed. Would I ever learn so long as I lived not to anger him? Had he really meant what he said about hiring a woman to teach me the usage of polite society?

Then a thought flashed over my brain. I would go to the book store and buy every single book on social customs I could find. Surely then I could at least learn what to avoid.

In about an hour George came in and went to bed. He didn't speak, neither did I. I was afraid to. I was afraid to bring up the subject over which I had blundered.

In the morning he scarcely noticed me. He read his paper and drank his coffee without a word. I had taken especial pains with my morning toilette, but it brought forth no comment. But just before he rose from the table he asked:

"How is your arm this morning?" "It is all right."

"Keep it in the sling until the doctor tells you that you may do without it. You might have a stiff arm if you do not."

I felt happier that he had shown some interest in me; if it was only that my arm wouldn't stiffen. At the same time the thought came that perhaps it was only that he would be ashamed of a wife who was physically imperfect as he surely was of mental imperfections.

Just as soon as I could dress, I ordered the car and, taking Annie with me, I visited the book stores in search of tomes on etiquette.

TOMORROW—"Unkind Merriment."

## J. G. KENT BECOMES EXHIBITION HEAD

Appointed Managing-Director of Canadian National at Ten Thousand a Year.

In order to retain the services of John G. Kent, as head of the Canadian National Exhibition, the directors, at the last meeting for the year yesterday afternoon, proffered him the appointment of managing-director of the big fair at a salary of \$10,000 a year. Mr. Kent accepted and will continue the work taken up when the late Dr. Orr was given leave of absence last year. Since that time he has been serving without salary.

The new managing-director of the exhibition has been a member of the board since 1903, held the presidency in 1912-13, and frequently acted as manager during the long illness of Dr. Orr. He had complete charge of the fair in 1917, and made a record in the matter of total revenue and in the size of the cheque paid over to the city. The previous record was established in 1913, when Mr. Kent was president. It was in the latter year that he million mark in attendance was reached for the first and only time.

## Old Resident of Toronto.

Mr. Kent has been a resident of Toronto since his 11th year, having been born at Selkirk, Ont. He was for years a member of the firm of Gowers, Kent & Co., and is at present a director of a number of insurance and financial institutions. He was president of the board of directors of the Exhibition since 1913, and was in recognition of his long services to the association.

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## CARTAGE AT ROOT OF COAL PROBLEM

Bakery in Eastern Part of City Has Had No Coal for Weeks.

Asked as to what he thought of the coal situation, Fred Moss, secretary of the Riverdale branch of the Q.V.V.A., did not express himself in the most optimistic terms. "What do I think of the coal situation? Well, I shall just say that it is anything but black; anything that looks like the real stuff is the good boy for us chaps up here. It is just the coldest article around this burg. Oh, yes! I quite believe there will soon be enough coal in Toronto for everybody; but what about the problem of getting it up to the wives and children? That is the question which is troubling me most these days. If some good fairy spirit will arise and descend to Mother Earth and provide us with the necessary means of caring the black diamonds to the hundreds of homes crying out their needs we shall be in clover, and no mistake."

There is a woman who owns a bakery shop at the corner of Queen and Scarboro roads, who has been without coal for weeks. "We have only been able to get the cheapest kind of slack for a long while," she said, in the course of conversation. "The only way we have been able to keep the bakery going at all has been by using up all the scraps of lumber and stuff we could lay our hands on. This has been the coldest and most miserable winter I have ever known in these parts, and I have had here a good many years. Whatever fuel we have been able to get hold of we have had to use for our bakery. And the result has been to sit in the cold ourselves."

## ACCIDENTAL DEATH VERDICT.

Aylmer, Ont., Feb. 18.—A verdict of accidental death exonerating Grand Trunk employees from all blame was returned tonight by the jury which, under Dr. Slater, investigated the killing of D. McCausland at the station here on Friday.