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# The Toronto World

THURSDAY MORNING MARCH 8 1917—FOURTEEN PAGES

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## Home Rule As Demanded by Nationalists Is Flatly Rejected by the British Premier

### LOYD GEORGE OFFERS SECTIONAL HOME RULE

North of Ireland Must Not  
Be Coerced, He Declares,  
in Rejecting Demands of  
Nationalists, Who Leave  
Commons After Accusing  
Premier of Being "Turn-  
coat."

London, March 7.—The presentation by the Irish Nationalists in the house of commons this evening of a resolution calling for the immediate application of the home rule to Ireland precipitated one of the most bitter sessions in months and threw the home rule question back into its old position of uncertainty. The resolution forced the government into a declaration of policy towards self-government, namely, that any part of Ireland that wished home rule could have it, but that no coercion would be employed to compel Ulster to accept. At the same time the proposal drew from the Unionists the declaration that they would not accept, which, coupled with the government's pronouncement, effectually crushed all hopes for a speedy settlement.

The Nationalists, tonight, headed by their leader, John Redmond, were in conference, having withdrawn in a body from the house of commons, and Mr. Lloyd George was facing his first embarrassing situation since he assumed the premiership. For more than an hour before the Nationalists left the house the premier had faced a whirlwind of angry comment from the Nationalist quarter, which at times forced him to take his seat because he could not make himself heard. He was called a "turn-coat" on the home rule question, and a "Nationalist" on the issue of self-government. He is only fit to be a hangman, not a lord of the admiralty.

The Nationalist resolution was introduced by T. P. O'Connor, who asserted that the manner in which the government had handled the Irish rebellion had transformed a friendly people into one filled with bitter hatred against England. He pleaded that home rule should be put into operation immediately for the sake of Ireland and the interests of England, the empire and the allies.

Settlement or Coercion.  
At one point in his address he paid tribute to the president of the United States, saying that President Wilson in his recent speeches and notes had shown that the United States Government recognized the rights of small nations and the principle of nationality. He called attention to the valiant service rendered by the Irish troops in the front, and the understanding that home rule was to be applied to their country. In conclusion he said there were only two ways of settling the Irish question—settlement or coercion. He favored settlement.

(Continued on Page 6, Col. 2.)

### Points in the Home Rule Debate

PREMIER LLOYD GEORGE—"The government is prepared to confer self-government on parts of Ireland clearly demanding it, but it would be impossible to force the people of Ulster to be governed against their will."  
EX-PREMIER ASQUITH—"The only solution is that parliament should invite some outside authority to whom they might entrust the task of adjustment. The position of this body might be facilitated by the presence among us of a number of dominion statesmen."  
JOHN REDMOND—"The premier has suggested negotiations, but I for one will not enter into them. Home rule should be put into force with such additional amendments as time and circumstances render necessary."  
T. P. O'CONNOR—"The Nationalist leaders have paid the price of liberty without a struggle. The Nationalist leaders have paid the price of liberty without a struggle."

### REDMOND BACKED BY SENATE OF AUSTRALIA

Home Rule Without Delay Requested in Resolution  
Passed by a Vote of Twenty-  
Eight to Two.

Melbourne, Australia, via London, March 7.—The Australian senate by a vote of 28 to 2 today adopted a resolution calling for home rule for Ireland "without undue delay," substituting the phrase for the word "immediately."

### DESTROYER TORPEDOED FRENCH SAILORS LOST

Captain, Six Officers and Hundred of Crew Go  
Down With Cassini in the Mediterranean.

Paris, March 7.—The torpedo destroyer Cassini, of the Mediterranean patrol service, was torpedoed by a submarine on Feb. 28. According to the official announcement the vessel was carrying the powder magazine having exploded, and the captain, six officers and one hundred of the crew perished. The text of the announcement reads: "The torpedo destroyer Cassini, of the Mediterranean patrol service, was torpedoed on Feb. 28 at 1 a.m. The powder magazine having exploded, the vessel sank in less than two minutes. The captain, six officers and one hundred of the crew perished. Two officers and 32 of the crew were saved."

### Youths Are Called to Arms By Austrian War Minister

Paris, March 7.—A Zurich despatch to The Temps says that the Austrian minister of war has called into service the class of 1920, that is, youths born in 1899 and 1900. The recruits, it is stated, must present themselves on March 10 for immediate service. The despatch adds that it is reported that the Austrian government is likely to call out men aged from 54 to 61 years, who are capable of giving military service.

### CHINA IS SOON TO JOIN ALLIES

Peking Expects the Immediate  
Severance of Relations With  
Germany.

### PREMIER TO RETURN

President Decides to Give  
Cabinet Full Power to  
Frame Policy.

Peking, March 7.—The immediate breaking-off of relations with Germany is expected here, and it is generally predicted that China will join the entente.

This belief is due to the fact that despatches from Tien Tsin say that Tuan Chi Jul, who resigned March 4 and left for Tien Tsin, has decided to return to the capital immediately and resume the premiership. It is said that President Li Yuan Hung has agreed to give the cabinet full power to frame the "favor" policy. The cabinet is known to favor the severing of relations with Germany, and parliament is showing a disposition to follow the leadership of Tuan Chi Jul, rather than that of the president.

### VESSLS SUNK

Vessels yesterday reported sunk were:  
Pacificque (French), barque, 2,241 tons.  
Number of vessels sunk since Feb. 1, 1917: tonnage (estimated) 469,750.

### BRITAIN'S NEW ORDER WILL NOT WORRY U. S.

Restriction on Imports Will Affect  
Northern European  
Neutrals Chiefly.

Washington, March 7.—A cablegram from the American consul-general at London, today, said that after April Great Britain would prohibit the importation of goods of neutral manufacture, in these production have entered material and labor of enemy origin amounting to more than five per cent. of the cost. Exceptions will be made for goods to be admitted under special license.

Department of commerce officials said today, the order would have little effect upon industries in the U. S. They thought it probably was issued because British industry had become so well organized, it could take care of its own needs. Teutonic supplies in other than contiguous neutral countries probably are believed to be about exhausted now, so the new order will be felt chiefly among the northern European neutrals.

### MAY REQUISITION CANADIAN VESSELS

Question Being Taken Up  
With Dominion's Repre-  
sentatives in London.

### DENY DISCRIMINATION

Canadian Airmen Receive  
Promotion on Same Basis  
as British Aviators.

Canadian Associated Press Cable.

London, March 7.—In the house of commons tonight Sir Chiozza Money, representing the shipping controller, in replying to Shirley Benn, who asked whether Canadian vessels had been requisitioned and if this was in accordance with the Canadian Government's wishes, stated that the requisitioning of Canadian vessels had been discussed with the dominion representatives now here, an arrangement in the meantime being made with the Canadian Government under which no vessels registered in Canada were requisitioned except thru or by the Canadian Government.

John Hicks asked whether there had been any arrangement arrived at whereby officers of the Canadian force attached to the Royal Flying Corps would in the event of the Canadian Government, and he had no knowledge of the procedure followed in that respect. On the question of the central committee in the plebiscite understood the Canadian Government had now authorized revised rates, bringing the Canadian officers more or less into line with the British rates.

### TWO LINERS REACH NEW YORK SAFELY

Baltic and Rochambeau Come  
Thru Danger Zone, But Sight-  
ed No Subs.

New York, March 7.—The Associated Press says the White Star liner Baltic and the French liner Rochambeau reached here today. The Baltic was several days overdue, the delay being due to the following of a new course, far from the regular steamship lanes. The vessel sighted no submarines in the danger zone, it was said, although she left port unescorted by ships.

The Baltic was commanded by Captain J. B. Ransom, transferred from the one trip from the command of the White Star liner Adriatic.

The Baltic carried two large extra funnels astern, which are to be used for spreading dense clouds of smoke to screen the vessel from hostile war craft. Tests made on the voyage here it was asserted, proved the plan would be effective.

Among the passengers was Guy Nicholas, coach of the Yale crews, who said he hoped to get the crews on the river tomorrow.

### Toronto Owned Freighter Salvaged Off Coney Island

New York, March 7.—The Toronto-owned freighter G. R. Crowe, which went aground Monday night on the east bank of the Ambrose Channel opposite Coney Island, was floated to night by the wrecking steamer Chancellor, two tugs and a pilot boat. Signals were displayed yesterday saying the vessel required "immediate assistance."

She was on her way to an unnamed port via Halifax.

### RUSSIANS TAKE PEAK IN DRIVE AGAINST TURKS

Czar's Forces Rapidly Ap-  
proach Persian Border in  
Bagdad Advance.

### STRIKE FOR KANGAVER

Eastern Ally Also Pursues  
Moslems Towards Dovleta-  
bad and Bidjar.

Petrograd, March 7, via London (British Admiralty per wireless press).—Russian troops which recently captured the Persian town of Hamadan from the Turks have now gained possession of Asadabad summit, ten miles southwest of Hamadan, says the Russian official statement issued today, and are pursuing the Turks, who are retreating further south towards Kangaver. The text of the statement reads:

"Western and Rumanian fronts: Scout, reconnaissance and infantry firing are proceeding. 'Caucasian front: In the direction of Bidjar our troops, pursuing the enemy, are fighting near Senne. 'In the direction of Hamadan our troops gained possession of Asadabad summit and are pursuing the Turks, who are retreating further south towards Kangaver. The direction of Dovletabad pursuit of the Turks continues."

### F. S. SPENCE DIED AT EARLY HOUR

Prominent Temperance and  
Municipal Man Passed  
Away This Morning.

### HAD BRILLIANT CAREER

Started as Teacher and Took  
Part in Different  
Activities.

Francis Stephen Spence, one of the best known temperance men in Canada, and one of the best posted men in the country on municipal affairs, died at an early hour this morning at his house, 554 Spadina avenue. Mr. Spence was confined to his bed for several days with an attack of pleurisy, and thus was unable to attend the big temperance convention now being held in Massey Hall. Prayers for his recovery were offered at the convention yesterday.

Mr. Spence was born in Donegal, Ireland, 67 years ago, and was educated at the Toronto Normal School. Subsequently he was head master of several public schools in Toronto; but since 1882 had devoted himself to journalism and public life. He was editor of The Canadian Citizen, The Vanguard and The Ontario Good Templar, before becoming managing editor of The Pioneer. He took a prominent part in all temperance work and organization, filling some of the highest offices. He was secretary of the central committee in the plebiscite campaign in Ontario in 1894, in the Dominion plebiscite campaign of 1898, and the Ontario referendum campaign of 1905. Since 1908 he had been the honorary president of the Ontario branch of the Dominion Alliance. He was the author of "The Facts of the Case," being a summary of the most important evidence and arguments presented in the report of the royal commission on the liquor traffic in 1898.

His Municipal Career.  
He entered municipal politics in Toronto as an alderman in 1896, and in 1900 became a controller. Two years ago he finally retired from the board of control. He unsuccessfully contested the Toronto mayoralty in 1906. He was vice-president of the Ontario Municipal Association in 1910 and 1911, and was acting mayor of Toronto in the latter year.

Mr. Spence was appointed chairman of the Toronto Board of Harbor Commissioners in 1904, and when the present commission was formed he was one of the representatives of the city council.

When Sir Adam Beck launched the campaign for hydro-electric power in the province, Mr. Spence was one of his strongest supporters, and spoke at many meetings throughout Ontario.

He is survived by his wife and his brother, Rev. Ben Spence.

### Government Seeks to Make Saskatchewan "Bone Dry"

Regina, March 7.—Aiming a death blow at liquor commission houses operating in Saskatchewan, Attorney-General Ferguson, in the legislature today, introduced a bill, which will prohibit the exposer, keeping for sale, bartering or exchanging liquor in the province.

### NO MORE SHOE-STRING PUBLIC OWNERSHIP OF RAILWAYS!

Once again to the railway situation, in Canada, which deserves and demands immediate action. We have long advocated railway nationalization, and of late we have especially insisted upon the government acquiring and operating the old Grand Trunk. We are unalterably opposed to any scheme which involves the government taking over the Grand Trunk Pacific while permitting the old Grand Trunk to remain under corporate control.

Our demand for the nationalization of the Grand Trunk met with instant response from the people of Ontario, who are suffering from a coal famine and a terrible transportation breakdown. From many sources we have learned of the interest taken in this question by the people. It has been a topic of conversation on the street, in offices, on trains and in street cars, and wherever men most do congregate. Yet this popular interest finds little expression in the daily press. The Toronto Globe not long ago was a high-priest in the temple of public ownership, but like Zacharius of old, it was suddenly stricken dumb! A few months ago The Globe reflected the views of Stewart Lyon, now Stewart Lyon has been sent, like Uriah, to the battle front.

The railway problem in Canada ought to be dealt with immediately. What we fear is that it may be dealt with much sooner than the public suspects, and not in the public interest. The people should understand, as the chloroformed press does understand, that things are rapidly moving toward action. The commission appointed to examine into and report upon the Canadian railway situation has, we believe, about completed its findings, and they must by this time be known to the government. Within a few weeks they will be on the table of the house of commons.

The Toronto Telegram, in provincial and municipal affairs a strong advocate of public ownership, has recently become a party organ, and no more than The Toronto News dares to print anything displeasing to the Ottawa government. Yet in The Telegram's issue of Tuesday last we find the following news:

It is reported in western political and business circles that a measure is to come before parliament when it would convene will be a bill for placing the Grand Trunk Pacific in the hands of receivers preparatory to having the system taken under federal control. This means little more or less than that the government intends to take over the Grand Trunk Pacific and to relieve the Grand Trunk Railway of its commitments in respect thereto. The government, in short, is to take over a road which does not pay operating expenses, and pay seventy million dollars for the privilege of doing so, by assuming fixed charges amounting to \$2,750,000 per year, for which it is no way responsible. Such a course, in our opinion, would be absolutely idiotic from a financial standpoint. But it would be even more dangerous as an indication of a willingness to establish public ownership in the back and to forever discredit it with the people of Canada.

The scheme is to put public ownership in a position where it will always seem to be a failure, and where it can be made to look always grotesque and ridiculous. Under the proposed scheme the government is to have a transcontinental road, consisting of the Intercolonial, the National Transcontinental and the Grand Trunk Pacific. The National Transcontinental and the Grand Trunk Pacific, as we have seen, were built to supplement, co-ordinate with, and be a part of the Grand Trunk Railway system. The National Transcontinental, which really forms one system, have been built without any regard to the principles which underlie the economics of railway location and construction. The first essential for any railway is that it get traffic, as without traffic it cannot live, no matter how cheaply or inexpensively it be built, and this cannot be had without an extensive system of feeders. These two roads spent large sums in building main lines far in advance of the feeders, only 1500 miles of branch line feeders—fixed charges equal to gross earnings, and a cost of construction of about \$200 to \$300 a mile of main line.

What show would this national shoe-string line between Moncton and Prince Rupert have in competition with private ownership? There would be arrayed against it the great Canadian Pacific, with its many branches and feeders, and its great terminal facilities at every important city in Canada, from St. John, N.B., to Vancouver. The old Grand Trunk has the Province of Ontario griddoned with railways, with ports on the Georgian Bay, the Great Lakes and the St. Lawrence, while the Canadian Northern has tentacles all over the prairie west, reaching out for the harvest, and has superb terminal facilities at Port Arthur, Winnipeg, and other western cities, thru to Vancouver. Can it be doubted that these two systems would be hand-in-glove, one with the other, and would practically have, under more or less unified management, a bigger and stronger system than even the Canadian Pacific? This being the case, from where could the National Transcontinental get any traffic? For 1400 miles it connects nowhere with the Canadian Pacific, the old Grand Trunk or the Canadian Northern. One train a week reaches it over the Algoma Central, and at present the Grand Trunk sends it a little business over the provincially-owned T. & N. O., but even that may later be diverted. West of Winnipeg it makes its lonely way over prairie and mountain to a seaport five hundred miles farther away from the Panama Canal than Vancouver, where the Canadian Pacific and the Canadian Northern are already entrenched. The road would only carry traffic between points on its own line. It would be an absolute failure from the day it was inaugurated.

We must emphatically protest against the scheme to make a national railway system out of the Intercolonial, the Transcontinental and the Grand Trunk Pacific. We say that the National Transcontinental and the Grand Trunk Pacific must be operated as a part of the old Grand Trunk. If the old Grand Trunk will not live up to its agreement and operate the National Transcontinental and the Grand Trunk Pacific, then the government has no choice but to take over and operate the old Grand Trunk.

Public ownership is not to be tried out on a shoe-string line across the continent. Public ownership must have a chance to compete on something like equal terms. The national system must include the old Grand Trunk. With the old Grand Trunk, we believe it quite possible for the government to make a paying transcontinental system out of the Grand Trunk, the Grand Trunk Pacific, the National Transcontinental and the Intercolonial. Such a system would start with ports and terminals in every province on the mainland of Canada. It would have fine terminals, stations, docks, sidings, cartage systems, executive offices, established connections, at Sydney, Halifax, St. John, Moncton, Quebec, Montreal, Toronto, Hamilton, London, and all thru the rich Province of Ontario, and along the Niagara and Detroit frontiers. It would have fine terminals at Winnipeg, Regina, Edmonton and other western cities, and would soon find an entrance into Vancouver. A national system thus equipped could originate and interchange traffic. It could do a big mail, express, telegraph and parcel post business. It would not attempt the impossible task of operating a shoe-string line without connections, terminals, branches, feeders or any considerable local traffic. It would start with a real railway.

The people of Ontario will do well to consider the facts above stated? The scheme is even now maturing by which the Grand Trunk Pacific is to be taken over by the government at a loss to the Grand Trunk of seventy million dollars. The privately-owned roads will then get together and engross practically all of the business of the country west of Quebec City. The National Transcontinental, including the Grand Trunk Pacific, wrecked from the parent system, will get no considerable business, but will serve as a scarecrow to frighten the advocates of public ownership hereafter.

The scheme can only be defeated by the people and their representatives in parliament demanding that the Grand Trunk Pacific be not taken over unless and until the Dominion Government also take over the old Grand Trunk. The old Grand Trunk first. The other things follow.

### BRISK ARTILLERY FIRE MARKS FRENCH FRONT

Ally's Batteries Catch German  
Detachments in Open Be-  
fore Verdun.

Paris, March 7.—The official communication issued by the war office tonight reads:

"On the Verdun front our batteries took under their fire enemy detachments in the northern outskirts of Malmout Wood. We effectively shelled German organizations in the Eparges Wood. The artillery fighting was quite active in the sectors of Meuse and Champagne and Emmermen. There is nothing to report on the rest of the front."

"The 'trumper' (aeroplane) which fell on March 6 inside our lines north of Laval was brought down by Lieut. Pinaud, the fifth enemy aeroplane over which this pilot has triumphed."

Belgian communication:  
"A reciprocal bombardment was carried out east of Ramscapelle and north of Dixmude."