

## The Toronto World

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MONDAY MORNING, JANUARY 17.

### Hurry Up the Co-ordination of the Grand Trunk.

There is a going in the mulberry leaves rather hard to understand. A mysterious dispatch from Ottawa announced the other day that the government was preparing to part with the National Railways. The press announcement, of course, drew forth from the government a flat-footed denial. The Montreal Gazette, assuming that the railways are to be sold, warns the government that they must not be "sacrificed." Sir Vincent Meredith, president of the Bank of Montreal, and Sir Herbert Holt, president of the Royal Bank, in their annual addresses, draw a gloomy picture of the terrible loss which the operation of the National Railways imposes annually upon the people of Canada. In his address Sir Herbert says that the railway deficit absorbs about all the government is able to collect from the income tax and the excess profits tax combined. None of these authorities, however, are rash enough to affirm that under any sort of operation the railways at present composing the national system could be run at a profit, and there was never a time when private capital was so reluctant to invest in railway securities. Who, then, is the mythical purchaser who stands ready to relieve the government by assuming the operation of the railways for the government is now liable, and by paying out of his own pocket any deficit in operating expenses?

We fear he does not exist. Sir Vincent and Sir Herbert and their faithful followers, The Montreal Gazette, are simply expressing their hearty dislike of public ownership. Sir Herbert, it will be observed, denounces public operation of all public utilities, but why the concerted attack on government ownership and operation of railways at this particular time?

The answer, we think, is not far to seek. The national administration of the National Railways already gives proof of well-doing. The readers of The Sunday World were able yesterday to glimpse something of the great terminal facilities and improvements that are coming to Toronto. Anyone who travels knows that a service is better today than it was a year ago. Rates have been increased by the publicly owned and privately owned railways alike, thereby reducing travel, but the increase, we are told by the officials of all the roads, is entirely absorbed by the payment of higher wages, and can be no stretch of the imagination, be blamed on government ownership. With the co-ordination of the Grand Trunk and the National Railways will come enormous saving by the cutting out of duplication of service and great convenience to the public by linking into one system rival lines. The people will then see how co-ordination and unified management under government control can improve service and lower rates.

The road against government ownership is timed for this trying period when the government has practically acquired the old Grand Trunk, but has not co-ordinated with it the Canadian Northern and other lines incorporated in the national system. Sir Herbert Holt admits the government has no choice but to take over the Canadian Northern and the Grand Trunk Pacific, which he compares to children left on their father's doorstep. But why "that lousy child," the Grand Trunk System, is dragged into the cradle," Sir Herbert is unable to decide. He would like to pull the Grand Trunk out of the cradle before it is too late.

The Grand Trunk was purchased because the Grand Trunk was in financial trouble over its other adventures and because its system needed to be completed and made profitable the National Railway system. The Grand Trunk Company was probably insolvent if we take into consideration its commitments in respect to the Grand Trunk Pacific. It had, however, a valuable plant in the old Grand Trunk, and the government for that plant is likely to pay the stockholders a reasonable amount. Just now a board of arbitration is deciding what that amount shall be. But there is no need to delay co-ordination of the National Railways System with the Grand Trunk until the report of the arbitrators is made. On the contrary, the government should proceed rapidly to complete the co-ordination as provided by law as its surest and best answer to those who are now denouncing the national administration of National Railways. The government should get a move on. To delay the unification of the Grand Trunk with the National Railways System is to prolong attacks



JACK CANUCK: Of course, Sam, if you insist on building a spite wall I will have to build a higher one.

### United States, Not Canada STANDS AT PARTING OF WAYS

It is the United States, not Canada, which now stands at the parting of the ways. If Uncle Sam without provocation undertakes to practically embargo further importations from Canada, the United States stands at the parting of the ways. The United States stands at the parting of the ways. The United States stands at the parting of the ways.

The Toronto transportation commission is throwing out feelers as to possible plans for a reorganized enlarged system of transportation for the city. Under some kind of inspiration some of the papers are talking of a widened Yonge street north of the Brewery Hollow at Crescent road right up to the north city limit. Other papers indicate that trackless trolleys may be used in newer parts. And a third suggestion is that of tubes under the south, east and west, from a new central station near the city hall, with corresponding returns for the main services concentrating on the centre of the city.

The World believes the first question is that of getting possession of the Toronto railway at the earliest moment on reasonable terms, then its coupling up therewith the municipal lines and the radial tracks within the city that have already been authorized by the clean-up deal. If we can get quick possession this spring many improvements on the services may be secured almost forthwith. And while that is going on we can be settling on standardizing the gauge, widening streets, using tubes and a central station.

But we ought to make the consolidation first and then next get the Mount Pleasant line connected with the municipal line on St. Clair avenue. The World believes that we must adopt the standard gauge and gradually work everything in that direction. But at the start there will have to be some more transfers for a time, the a lot of other transfers will end with the coupling up of the old system and the municipal system.

We may have to wait a few days, until the first week in February, to see what suggestions Sir Adam Beck has to make for himself and for his radicals. But he will be in the city then. The World believes that he will advise that the quickest headway in the direction of improvement will be accomplished by early acquisition of the Toronto railway. If we have to wait until September the consolidation will largely have to go over until 1922. And also settle the gauge at an early date and we can order rails, cars, a lot of the equipment of the consolidated system.

Widened streets, a central station, use of tubes can wait for these first things.

Personal Liberty. G. K. Chesterton is fond of paradoxes, and the public will not take too seriously his lament that the civilized world is reverting to slavery. Slavery, Mr. Chesterton explains, does not necessarily mean manacles, but undue restraint upon personal freedom. Or, to put it another way, liberty is not merely freedom from physical restraint, but the right of every man to do what he will with his own, so long as he is injuring nobody else.

Yet even this measure of liberty is curtailed by common consent. We do not permit a man to commit suicide, and even punish him for the attempt. We may require him to be vaccinated, even though he be quite willing to get the smallpox and die from it. We make him do and refrain from doing many things solely in the public interest. Just where the line is to be drawn between the right of the individual to live his own life and the right of the community to regulate that life in the community interest it is hard to decide.

Unfortunately, the general subject cannot be discussed without running into the thorny issue of prohibition.

League of Nations. ONE-YEAR-OLD INFANT. London, Jan. 15.—The League of Nations is one year old today. Its membership now comprises 49 nations, representing it is estimated, 1,260,000,000 people, or three-fourths of the world's population of 1,600,000,000. Eleven additional states, with a total population of 44,000,000, have formerly applied for admission, while it is known that Germany with its 60,000,000 people wants to join as soon as she is given a chance. This leaves about 200,000,000 of the world's inhabitants completely outside the league.

## The Toronto World's THE RED SEAL

Weekly Novel . . . . . By NATALIE SUMNER LINCOLN.

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(Continued From The Sunday World.)  
Helen looked at the tragedy of Tuesday, and as she advanced to greet her noted with concern her air of distress and the troubled look in her eyes.  
"You are so kind," she murmured as she placed a chair for her. "Babs told me you have promised your aid, and so I have come, because it is wiser to have our talk here." Her face brightened up at sight of a safe standing in one corner of the room.  
"Is that yours or Philip's?" she asked, pointing to it.  
"Oh, it's for our joint use."  
"The safe?" she asked.  
"Yes, the safe," he explained.  
"Do you keep your private papers there, as well as the firm's?"  
"Oh, yes, Philip has retained one section and I the other," Kent walked over and threw open the massive door which he unlocked on entering the office and left ajar.  
Which is Philip's section?" she asked.  
"That's the section," he said.  
Helen took from her leather handbag a white envelope and handed it to Kent.  
"Please put this in Philip's compartment," she said.  
"Please do it," he added pleadingly.  
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CHAPTER VII.  
CORONER PENFIELD adjusted his eyeglasses and scanned the spectators gathered for the Turnbull inquest.  
"Call Miss Helen McIntyre," Penfield said to the morgue master.  
Helen was extremely pale as she advanced from the room, but Kent, watching her closely, was relieved to see none of the nervousness which had been so marked at their interview that morning.  
"I am Helen McIntyre," she announced, "Daughter of Col. Charles McIntyre."  
"Tell us the circumstances attending the arrest of James Turnbull, alias 'Red Seal,' in your house on Tuesday morning, Miss McIntyre," directed the coroner.  
"It is sealed with red wax," she stated.  
"That is all that is necessary for identification," he said.  
Kent turned over the envelope—the flap was held down securely with a large red seal which bore the name of the deceased. He dropped the letter into the drawer, locked the compartment and closed the door of the safe.  
"Babs told you that I suspected Jimmie did not die from angina pectoris?" Helen spoke with an effort.

"Yes," she said.  
"I had been nervously twisting her handkerchief about in my fingers, suddenly she turned and looked full at Kent, her eyes burning feverishly.  
"I don't know," she said.  
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CHAPTER VI.  
THE UNPAID TOLLS.  
COLONEL MCINTYRE, with an angry gesture, threw down the newspaper he had been reading.  
"You mean to say, Helen, that you decline to go to the supper tonight on account of the death of Jimmie Turnbull?" he asked.  
"Yes, father."  
"It is quite time this pretense is dropped," he remarked stiffly. "You were not engaged to Jimmie—wait, as she attempted to interrupt him. 'You told me the night of the burglary that he was nothing to you.'"  
"I was mistaken," Helen's voice shook.  
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