

COLLEGE MEMORIAL

and Dollars for ships is Method suggested.

DAUGHTERS

Allocation Will to These by principal.

sum of \$10,000 as a to Mrs. McMaster, who held last night in teachers and students present, taking part in the memorial service. The principal, Mrs. J. J. McMaster, who is a member of the memorial committee, explained that the memorial was to be devoted to the education of the daughters of the fallen soldiers. She said that the memorial was to be a permanent one, and that it would be a source of pride to the community. She also said that the memorial was to be a source of inspiration to the young people of the city.

McMaster, who had the idea of helping to build the memorial, said that she was very proud of the work that she was doing. She said that she was very proud of the work that she was doing, and that she was very proud of the work that she was doing. She also said that she was very proud of the work that she was doing, and that she was very proud of the work that she was doing.

explained, was cut- committee and presented. It was stated that necessary to secure some of \$100,000. The number of smaller sums. The girl or girls end is to be left to the reference to be given to of Baptist ministers or

AVENUE MEMBERS. Says Workers Must Unite This Purpose.

a well-known member of the Brotherhood of Train- ing, Dundas street, an- nounced for more en- ergy to the party, point- ing out the importance of working men's union for all real friends of that political party. He said that the party was anything was to be ac- cepted of the workers. One way in which to work and that was to elect to the houses at Ottawa. This could be done only with the G.T.P.L. and the party, the one aim in- dicated Canada to lag be- hind, and the hour hand.

EXPENDITURE.

grating by the board a amount asked for to is \$22,404,367. Against- mated revenue of \$4- changes can be made the tax rate will not w 31 mills.

Toronto y Company

of Routes

d after Monday, 4, Queen and ent Lines will ced by a new

een Line"

om Greenwood along Gerrard down Parlia- street, straight Queen Street to alles Avenue th to Boustead- g same route.

ege Cars

n Bay to Front west to York, York to Rich- east on Rich- o Bay Street, regular route.

E IN NIGHT CARS

GOOSE LAKE BRANCH CANADIAN NORTHERN NOT UP TO STANDARD

Statement of General Manager of Western Lines at Arbitration Proceedings.

TRAINS MUST RUN SLOW

Another Ten Days Necessary for Company to Complete its Evidence.

That the Goose Lake branch of the C.N.R. was not up to the proper standard was the statement made by Mr. H. McLeod, chief engineer and general manager of the western lines, when the C.N.R. arbitration proceedings resumed yesterday afternoon in the Osmonds Hall. Questioned by the Dominion Government, he owned that the present condition had a decided effect on the traffic over that section and that there was great danger of derailment. In order to meet this danger the trains had to run at a slower rate of speed than ordinarily. He also stated that there were several sections that had not been sufficiently ballasted, but added it was a question if additional ballasting should be charged to capital or maintenance.

"What is your operating standard in the west?" asked Mr. Tilley. "On the Pacific division if you were to operate the rails, there would be \$2 per cent. value in the road that includes the large steel and concrete bridges," answered Mr. McLeod. This included about 500 miles of rails, he pointed out.

Professor Swain's figures of \$40,000,000 for depreciation he did not think should be deducted, but only \$4,000,000 which he estimated as deferred maintenance on the whole line, not including depreciation in equipment. Mr. McLeod estimated that \$4,000,000 was all the deferred maintenance for the lines west of Port Arthur.

Could Not Help Much. "What percentage of reproduction now does the Goose Lake line measure up to?" asked Mr. Tilley, but witness was unable to say. "Supposing the line was absolutely new, what in your opinion has the line depreciated?" asked Justice Harris.

Mr. McLeod: "I could not say." Justice Harris: "Then your figures do not help us at all." "How much money would it take to bring your western lines up to the best standard?" asked Mr. Tilley.

Witness stated he would not answer that question, as it all depended on how much work could be done in the short season available. "Have you made any study of how much expenditure is ahead of you for the next five years?" asked Mr. Tilley regarding the question of the water supply in the west.

"No, I have not," said witness, but added that all the railroads experienced difficulty in keeping the supply up to their needs, and the C.N.R. was also at a disadvantage in making the desired improvements to meet the water supply question.

Referring to the alterations and additions that would have to be made, Mr. McLeod said that part of the Goose Lake line and that line up Portage la Prairie to Regina would have to be rebuilt. The main line from North Battleford to Port Arthur, in his estimation, would have to be double-tracked in the near future so as to take care of the rapidly increasing traffic.

Commenced at Once. In reply to the question as to the length of time that elapsed between the construction and operation of the western lines, Mr. McLeod stated that that portion of 327 miles between Winnipeg and Edmonton was completed on November 22, 1905, and operation started on the same line in December of the same year.

In reply to the question put by I. E. Hellmuth, K.C., for the Canadian Bank of Commerce, Mr. McLeod said that in 1915, 2,423 cars of grain were diverted from the C.N.R. main lines to branch lines, and in 1916, 3,426 cars were diverted, proving, he pointed out, that there was not enough equipment to handle the cars.

As the result of a conference of all the C.N.R. counsel, Pierce But-

COUNTY POLICE COURT CASES HEARD YESTERDAY

Young Men Get Into Trouble and Leader is Sent to Industrial School.

William Malcolm, from near Weston, was charged in the county police court before T. H. Brunton, magistrate for York County, with selling liquor to Arthur Gordon, without a license. He was fined \$200 and costs or three months in jail. As he did not have the money, he went to jail, but was given the privilege of paying the money at any time and getting his freedom.

William Cox, of York Township, was charged with stealing an electric light bulb. He pleaded guilty and was let off on suspended sentence, paying the costs, \$4.90.

Eddie Smith, aged 13; Ross Baker, aged 15; Fred Bishop, aged 16, and Richard Greenwood, aged 16, all of Scarborough Township, were charged with stealing tools from the York Sand and Gravel Company. They had also broken into the church and other places in the neighborhood. They pleaded guilty, and Smith, who the youngest, was the ringleader, and was sent to the Victoria Industrial School, and the others were let off on suspended sentence.

DEPUTATION WOULD TAX ALL PROPERTY

City Officials Ask Legislature to Exempt Only City, Provincial or Dominion Buildings.

William Johnston, city solicitor; Thomas Bradshaw, finance commissioner; and James C. Foran, assessment commissioner, waited upon Hon. W. D. McPherson, provincial secretary, at the parliament buildings yesterday with a proposal to tax \$25,000,000 worth of property in Toronto which is now exempt. Under the scheme only buildings owned by the city, province or Dominion would be exempt. The deputation said it would be agreeable to the provisions of the bill being applied to the entire province or the City of Toronto only. The matter was left in the secretary's hands for consideration.

GRAND TRUNK RAILWAY SYSTEM.

Time Table Changes, Effective March 3rd, 1918.

Train No. 13, leaving Montreal 11 p.m., will arrive Toronto 8 a.m. and leave Toronto for Hamilton, Brantford, London and beyond at 8.30 a.m. daily. Train No. 14, "The International Limited," from Chicago, Detroit, etc., will arrive Toronto 9.10 a.m. and leave Toronto 9.30 a.m. daily for Montreal and beyond.

Train No. 29 will leave Belleville 6.50 a.m. daily, except Sunday, instead of 7.30 a.m., arrive Toronto 10.25 a.m. instead of 11.45 a.m. Train No. 392, leaving Toronto 2.40 p.m. daily, except Sunday, for Stouffville, will be cancelled.

Train No. 138, arriving Toronto 10.30 a.m. daily, except Sunday, from Stouffville, will be cancelled. Train No. 101 will leave Toronto 8.30 a.m. daily, except Sunday, and 8.30 a.m. daily, for Hamilton, Niagara Falls, Buffalo, etc.

Train No. 102 will leave Toronto 4.10 p.m. daily, instead of 4.15 p.m., for Hamilton, Niagara Falls, Buffalo, Brantford, London and beyond. Train No. 103 from New York, Buffalo, Niagara Falls, Hamilton, etc., will arrive Toronto 12.18 p.m. daily instead of 11.45 a.m.

Train No. 6, from Chicago, Detroit, Buffalo, etc., will arrive Toronto 4.10 p.m. daily, instead of 3.58 p.m. Train No. 104, from Buffalo, Niagara Falls, etc., will arrive Toronto 10.35 p.m. daily, except Sunday, and 10.20 p.m. Sundays only, instead of 10.05 p.m. daily.

Train No. 35, leaving Toronto 2.40 a.m. Sundays only for Stratford and intermediate points will be cancelled. Train No. 36, arriving Toronto 7.40 p.m. Sundays only from Stratford and intermediate points will be cancelled.

Train No. 189, from Toronto 4.15 p.m. daily, except Sunday, for Palmerston, will be cancelled. Train No. 188, from Palmerston to Toronto 4.15 p.m. daily, except Sunday, for Palmerston, will be cancelled.

Train No. 45, from Toronto 5 p.m. daily, except Sunday, for Allandale, Orlia, etc., will have no connection for Collingwood, Meaford and Penetang branches.

For further particulars apply to any Grand Trunk ticket agent, or C. E. Hornum, district passenger agent, Toronto, Ont.

PROVINCIAL BILL TO CURB SPREAD OF VENEREAL DISEASES

Responsibility of Administering Act Rests With Provincial Health Officer.

OTHER LEGISLATION

Heavier Tax on Dogs Proposed, and Bill to Amend Mining Act.

Ontario's bill to combat the venereal disease problem in the province was introduced in the legislature yesterday by Hon. I. B. Lucas, attorney-general. In explaining his proposal, Hon. Mr. Lucas said it could only be a success with the co-operation of the public and with the sanction of public approval behind it. The responsibility of administering the act will rest with Dr. McCullough, provincial health officer, in conjunction with medical officers of health throughout the province. The regulations and details would be worked out. It was intimated that the government was aware that the entire question was not covered by the bill, but the hope was expressed that bit by bit it would be perfected as the case may demand. The failure of similar legislation in other countries was cited, and the pitfalls which had been met there had been carefully avoided as far as could be seen.

This bill, and one introduced by Sir William Hearst which would place a tax on dogs for the protection of sheep, together with the second reading of two bills affecting mining, constituted the business of the afternoon.

In explaining the venereal disease bill, Hon. Mr. Lucas said Mr. Justice Hodgins had been asked to make an investigation, and the report which would be given the house in a few days was the result of the investigation. Members of the medical profession had been consulted, and the matter treated as a great national social question. The bill would attempt to deal with the problem in a small way, its usefulness growing as the organization was perfected for handling the questions which would arise.

Hon. Mr. Lucas said the bill did not cover all the ground, it went a long way towards putting a check on the disease. It had been prepared after discussion with the doctors of the province, and the responsibility of enforcing the act would be placed upon Dr. W. S. McCullough, provincial officer of health. The regulations would be in his hands and the municipalities could be assured that the greatest help would thus be given.

Legislation is New. The legislation was new, as there had not been any similar bill in the past. The government had not attempted too much as a beginning, and while the present aim was to put the bill through, the bill would require public approval to be a success, Hon. Mr. Lucas said.

"The details of the bill would be worked out after discussion with the doctors of the province, and the responsibility of enforcing the act would be placed upon Dr. W. S. McCullough, provincial officer of health. The regulations would be in his hands and the municipalities could be assured that the greatest help would thus be given."

It is provided that no person, other than a duly qualified physician, shall prescribe any medicine, or a person may be detained for the purpose of an examination. A medical health officer may require a person to produce a certificate of health, and he will be compelled to abide by the regulations which the medical health officer may see fit to impose in any case. The general principle of the bill is against segregation, so that people affected will not be earmarked.

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There is a clause which prohibits publicity of any kind, and it will be criminal to say that any person has received treatment, whether he has or not. Hon. Mr. Lucas said municipalities would have to care for cases where a certificate of health was necessary, just as they do for other contagious diseases, and he asked that the bill be sent on to a special committee for consideration.

Mr. Dewart asked if provision had been made for a special grant to municipalities to cover expenses such as those mentioned in the bill. He said nothing had as yet been done in that regard. Dr. Forbes Godfrey said a drugist would be prescribing if he recommended certain remedies, and intimated that he would offer some criticism of this portion of the bill later.

To Protect the Sheep. Sir William Hearst introduced a bill to provide a heavier tax on dogs for the purpose of protecting sheep. The amount being \$2 a year for a dog and \$4 a year for a bitch. The municipalities would have power to increase these amounts as conditions demanded. There was another point involved, the prime minister said, it being hoped that the larger tax would result in many "undesired" dogs being destroyed so that conservation of food would result.

A bill to amend the Mining Act was given its second reading by the government, as was also one to amend the Metal Refining Bounties Act.

The house adjourned until three o'clock this afternoon.

CONVICTION STANDS AGAINST C. HARVEY

Charge of Conspiracy to Defraud Paisley Man Heard by the Appellate Division.

Claude Harvey, alias J. W. Thompson, and Charles Taylor, were convicted by Judge Winchester of conspiring to defraud John E. Thompson, a farmer, from Paisley. Sentence was deferred pending application on behalf of the accused for a reserved case. Yesterday morning the appellate division heard the application and gave judgment.

"With a great deal of hesitation we have come to the conclusion that the conviction must stand," stated Chief Justice Mulock. "If I were trying the case myself, I think I would have withdrawn it from the jury as unsafe to convict."

According to Thompson's story, he came in from Paisley one day last September and was accused by a stranger, who introduced himself as J. W. Thompson, with whom he spent the evening. As the result of a story told by his new friend, Thompson went back to Paisley and raised \$2000 which he turned over to Thompson. Later Thompson was introduced to Taylor as a betting friend and Thompson, it was stated, was the man to be helped out by Taylor. At the trial, Thompson swore to the best of his knowledge he believed Harvey to be J. W. Thompson, but said he could not swear to this. For the purpose of the case, it was argued that this did not sufficiently establish a case against Harvey, and that the charge of conspiracy must fall as against Taylor.

HOW BRITISH FORCE ENTERED JERUSALEM

Capt. Norman S. Macdonnell Writes to H. H. Dewart, K.C., M.L.A.

RIDES AHEAD OF GUNS

Feels Pride of the Celt as Ancient City is Approached.

The following letter, dated Dec. 28, 1917, from Capt. Norman S. Macdonnell, Royal Field Artillery, Palestine, received yesterday by H. H. Dewart, K.C., M.L.A.:

Fighting here is not so fearfully severe, but with open warfare, a far-awake base, imperishable and undeveloped country, and scanty equipment the work of carrying on is pretty considerable and not much time is left over.

I shall not attempt to describe the campaign. Sufficient to say that it has been wonderfully successful. I sent you a line just after Christmas, from near — after we had taken it. That was the main fight. The Turk had prepared himself on that line for six months and evidently thought he was secure. It was a great week when the British entered the city. The Turk was in the balance. The Turk threw all his force on our right flank—where my division was—and tried to overwhelm us. He had done so, and poured his cavalry round our rear, he would have scuppered the lot of us. But he failed; and the retreat began. Out of the desert, the British plucked the hills and into Jerusalem! There are no roads—at least, only two—the main road and the road to the Temple Mount. The British entered the city. The Turk was in the balance. The Turk threw all his force on our right flank—where my division was—and tried to overwhelm us. 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