

The Toronto World

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MONDAY MORNING, MARCH 8.

'Ware, Hydro.

There are ominous signs of a frontal attack on the Hydro policies before the legislature has been long in session. Sir Adam Beck will be on the job a week from today, if the Mauretania has an average passage and the blizzards that make New York famous cease from troubling. Many matters await his attention at the Hydro headquarters, including completion of negotiations for taking over the Toronto and Hamilton radial systems.

From all that Premier Drury has said, during Sir Adam's absence in England, it would seem that, with regard to the proposed expansion of the Hydro's radial plans, a sort of benevolent neutrality is affecting Queen's Park. But municipalities in different parts of the province, which have made up their minds to have electric radials, will want to know, thru their representatives, whether the government intends that their wills shall have little or much effect.

The Hydro Commission has large powers, financial and administrative, which various interests in the province would like to see curbed. Wherever its proposals have been submitted, the people have overwhelmingly endorsed them. But the province carries the ultimate responsibility for the Hydro, which is the biggest thing that has been done for public ownership by any secondary territorial authority. There is reason to think that the campaign against the Hydro that is promised is inspired by the enemies of public ownership, who tried their utmost to strangle the Hydro at its birth, and have never ceased to hope for disaster to the greatest force that operative democracy has developed in this country.

It is true, of course, that the nationalization of the Grand Trunk lines thruout Ontario gives a new aspect to railway development within the province, and that, in this respect, the public have assumed liabilities which were not contemplated when the Hydro radials were first projected. One consequence of this change is that, instead of the major expert railway interest in this province being implacably hostile to public ownership, it is now more than friendly. That friendship must be shown as soon as any antagonism to Sir Adam Beck tries to influence the government and legislature, or nearly three million Ontarians will know the reason why.

Sir Edmund's Aide.

The Labor party unexpectedly supplies a supporter to the central teaching, about the general economic situation, of Sir Edmund Walker's recent annual address to the Bank of Commerce shareholders; and of the view lately advanced in Leeds by Mr. Beckett, a leading banker of the north of England.

Sir Edmund said we are living in a fool's paradise because we persist in thinking in terms of dollars and not in terms of merchandise. Mr. Beckett told the Leeds chamber of commerce that all the gold production of South Africa for the next twenty years would not begin to wipe out the British obligations to the United States, and her allies' obligations to Britain; and that the nations would have to get back to something very like barter.

Along comes Mrs. Rose Henderson, formerly magistrate of Montreal's juvenile court, and now organizing for the Ontario Independent Labor party, and last night told the People's Forum that the gold standard has broken down; that to figure out in terms of money will force an inevitable collapse of European credits, and therefore of world trade; and that the only way out is to find a means of exchanging commodities—the barter predicted by Mr. Beckett—without risk of the obligations for interest and so forth, the manipulation of which has centralized financial and political power in a comparatively few hands before the war. The world is now threatened, Mrs. Henderson said, with either the Rockefeller or Morgan groups becoming the economic dictators of mankind.

Sir Edmund Walker and Mr. Beckett did not point the moral quite as Mrs. Henderson does, but it is noteworthy to find a Labor advocate diagnosing the malady as these great bankers diagnose it.

More Grand Trunk Follies.

The full report of the meeting of Grand Trunk shareholders in London, which endorsed the agreement for nationalizing their lines, would fill more than a page of The World. At the meeting the Canadian government was represented by Sir Charles Russell. But he held only a watching brief, and could not have said anything to the indignant shareholders, from intimate knowledge of Canadian conditions. One speaker, at least, was not a shareholder, so that the public

side of the case might have been presented to the British investing public, if the government had so desired. The government ought not to let assertions made against itself and Canada in London go by default.

Some engaging temperamental disclosures are furnished by the report. The cable told us of the clergyman, who used to minister in British Columbia, and who said the Canadian government has no morals, and that the Grand Trunk should have had its members in parliament as (he said) the C. P. R. does. The cable did not say that another speaker counselled an appeal to the British government to discipline the Canadian government for its awful conduct in guaranteeing incomes to shareholders whose property would otherwise have gone into disastrous bankruptcy.

Nor did it tell of a third who urged that an effort should be made to get the United States government not only to lease the Grand Trunk lines in the States, but to take control in Canada likewise—and thus, no doubt, make us in very deed an adjunct of the republic. Nor were we told that the view was expressed that the Canadian people should compensate the dying board of directors for "loss of office." The real importance of the meeting, over and above the resolution to ratify, which only six proprietors opposed, were contained in the speech of Sir Alfred Smithers, the chairman. He appeared as the much-disgruntled—almost martyred—servant of a despoiled corporation, and said things about the government which should make a salutary experience of its promised attendance at the coming arbitration. The fault is all the government's, and therefore, the Canadian people's.

Our sins are manifold, but mainly two-fold. The Grand Trunk was not allowed to increase its rates high enough to enable it to pay dividends on its own securities, and to make up the yearly deficit of five or six millions on the Grand Trunk Pacific. And the basic crime of all this was committed when the Grand Trunk Pacific was chartered and other lines, under entirely Canadian administration, were not warned out of the country which should have been pre-empted for the Grand Trunk Pacific, because the government had virtually entered into partnership with it.

The parent Grand Trunk has been abominably used. Its only friend in the government (if the Smithers speech means anything) was the prime minister, whose illness interfered with the saving of the Grand Trunk face and credit. Sir Alfred pays the absent prime minister of Canada the compliment of saying that if his breakdown had been delayed a week or ten days, these dreadful things would hardly have happened. That is a very sinister compliment indeed, which should be repudiated.

World readers are so familiar with the debt skating away from the fundamental responsibility of the old Grand Trunk Pacific calamity that that matter need not be elaborated afresh. But it is well to remember that, from the country's point of view, a great responsibility rests upon the government which authorized unnecessary duplication of lines. The Grand Trunk Pacific promoters cannot escape their share of responsibility—the originating share. To say now that the people of Canada ought to have relieved the shareholders of the results of their directors' action, is to reveal an utter incomprehension of the fundamentals of an angle of "expansion," which it will take us many years to recover from. Nothing emerges more clearly from the Grand Trunk meeting than that we are well quit of stockbroking direction of our railway systems by excellent gentlemen who live afar off.

The Threatened Increase in Railway Rates.

President D. B. Hanna of the C. N. R. system, swam with the current of popular prejudice when he declared in his speech at Ottawa last Saturday that the loss and failure had attended government operation of railways in the United States. The roads, it is true, were run at a loss, but it was a loss due to the war and not to mismanagement on the part of the government. Operating costs increased enormously and rates were not correspondingly increased. The tax upon railway travel, which seemed to unduly increase the cost of travel to the public, went into the public treasury and not into the revenues of the railway system. Moreover, the government being obliged to give precedence to the transportation of troops, supplies and munitions could not give as good a service to the ordinary shipper as in normal times he would have had a right to expect.

The net result was a complaint that the government charged higher rates and gave poorer service than had been given by the railway companies. The companies, however, had they retained the roads, would have had to charge even higher rates and would have given a less efficient service. Today they are unable to carry on except under a temporary arrangement by which they receive direct financial aid from the federal government, and after September 1 they will only carry on by a heavy increase in passenger and freight rates which may amount to 50 per cent.

At the time the government took the roads over they were in such a run-down condition as to be almost unable to function. There were a few crack trains on some of the big roads, but generally speaking railway service in the United States in 1916 was not nearly as good as railway service in

LAUNCHING THE BABY PARTY



Canada. The government on taking over the roads had to spend millions and millions of dollars on betterments, replacement work, terminals and equipment. President Hanna's speech foreshadows a raise of rates in Canada. If there is to be any such increase it should be along the line adopted in the recent railway legislation in the United States. There the earnings of the roads are to be pooled and the excess profits of the stronger roads diverted to covering deficits of the weaker roads. If there is to be an increase of rates in Canada, the tax on the excess profits of the C. P. R. should not go into the consolidated revenue fund, but should be applied to meeting whatever deficit there may be in the operation of the National Railways System.

GUELPH MAN BUYS CHAMPION STEER

Pays \$33,000 in Scotland for Grand Champion Short-horn.

Guelph, March 7.—(Special.)—At the Perth, Scotland, shorthorn show and sale, J. J. Elliott of Guelph purchased the grand champion of the show, Millhill's Comet, for 6000 guineas, or approximately \$33,000. This ten-month-old bull was bred by Mrs. Stewart of Millhill. He belongs to the Clipper tribe, and his sire was Cupbearer of Collynie. The Aberdeen Free Press states that he is one of the best Clipper bulls ever shown at Perth. The following is taken from The Aberdeen Free Press of Thursday, Feb. 12, 1920: "When the Millhill's champion was brought into the ring there were only about fifty animals to sell. The presence of this perfect model of the breed created unusual stir. Both standing and moving, this young steer looked a pretty picture."

Sydney, N.S., March 6.—The Right Rev. Michael P. Power, Bishop of St. George's, Newfoundland, died here this morning at the home of Mr. and Mrs. Thomas Connolly, following a brief illness from pneumonia. He was 45 years of age.



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BANKERS CONTROL WORLD POLITICS

Money Trusts Cause of Unrest, Says Mrs. Henderson at Forum.

That Germany could not pay her war debts and that the present British government won the last election on the cry of "bail the Kaiser," and make Germany pay," was the contention of Mrs. Rose Henderson, of Montreal, who lectured at the People's Forum last night on the subject of "Our Financial Crisis Resulting From the Collapse of the Gold Standard." The Kaiser was not bailed, said Mrs. Henderson, and with people starving in Germany, she could not pay her debts. We had put a big debt on Germany, contended Mrs. Henderson. She could not pay it and at the same time buy the manufactures of other nations.

The subject of Mrs. Henderson's lecture looked more suited to a meeting of bankers, but her treatment of it would have brought forward hardly any applause from such an important body. Bankers and money trusts were, according to Mrs. Henderson, responsible for the present and past evils in the world. Governments did not really rule, because bankers controlled them and all the politics. A way out must be found from the system of banking as at present conducted, she contended.

The speaker also condemned the way the professors in colleges taught economics—they taught of a past age, not of the present. After tracing the history of barter up to the time when there was not sufficient gold left to go round in exchange, stocks, shares and notes had to be introduced to fill the gap. Mrs. Henderson went on to contend that gold as a standard of exchange had collapsed.

Men's remedy for this state of affairs was produce, produce and produce. That would remedy nothing, according to Mrs. Henderson. It would only fill the store houses with food which would be allowed to rot if prices were not kept up. The profiteers of the war, according to Mrs. Henderson, were the bankers who financed it and they could not be taxed, as they ruled the governments.

Dealing with the question of paper money, Mrs. Henderson declared that if all the paper money of the world was collected there was only 10 per cent. of gold to liquidate it.

The Russian people, said Mrs. Henderson, had found a way out of this gold exchange difficulty. They had destroyed everything and were starting again at the rock bottom and would recognize as valid what the earth would produce and labor power. The peoples of the earth had risen and fallen back again, but the time was very far distant when they would rise again, realizing they were the real power and not fall back; they would refuse to starve.

Mrs. Henderson concluded by saying that nothing but an exchange of commodities against commodities could bring the world back to a sane course again.

"THE NATIONAL WAY" TO THE NATIONAL CAPITAL.

Going to Ottawa? Test the popularity of the Canadian National night train service. This is an all-steel train, carrying first-class coaches, standard sleeping and club-compartment cars, the latter combining drawing-room and three compartments and sixteen-chair lounge-room, available to all sleeping-car passengers, where refreshments are served and latest periodicals and magazines are available. Train leaves Toronto Union Station 10:55 p.m. daily. Tickets and information from city passenger office, 52 King street east, or Union Station, Toronto; James street north, Hamilton.—(Adv.)

Gas Commissioner Estlin To Hold Inquiry in Chatham

Chatham, March 6.—Gas Commissioner E. S. Estlin will open a hearing into the gas situation in the court-house here on Monday morning, and it is predicted some interesting evidence on the gas situation will be adduced. City Solicitor Lewis will watch the city's interests.

BIG LONDON FIRE IN FREIGHT SHEDS

G. T. R. Buildings and Loaded Cars Burn — Loss Over \$200,000.

London, March 7.—Fire of unknown origin wrought complete destruction of the Grand Trunk freight sheds, York and Wellington streets, early Sunday morning, and also destroyed eight freight cars loaded with merchandise, which were on the side tracks immediately south of the sheds. The damage will exceed \$200,000, but just how great the loss will be officials of the Grand Trunk were unable to say tonight.

The freight sheds were packed with freight unloaded from cars Friday and Saturday and H. McDougall, local agent, stated today that it was an absolute impossibility to estimate the value of the freight destroyed. Several firemen suffered from frost-bites on hands, feet and face. Shortly after the arrival of the department two acetylene tanks, packed amongst other freight near the centre of the building, exploded.

SWEDISH CABINET RESIGNS.

Stockholm, March 7.—The Swedish cabinet has resigned. It is believed the king will ask Hjalmar Branting, the Socialist leader, to form a ministry.



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THE GIRL WHO SMILED THRU

By MARION RUBINCAM

DOUBT.

Synopsis of Preceding Chapters.
Alice Fairbanks is called "The Happy Lady" by the children of her town, because of her bright smile and sunny nature. Her optimistic qualities have made her rise superior to such saddening circumstances as her father's death, her mother's invalidism, and the hard work necessary to stretch a tiny income. When she meets, falls in love with and becomes engaged to David Thorn, her cup of happiness seems overflowing.
An aunt dies, leaving a grown-up daughter, Lois, penniless. Alice generously gives up her trousseau money to send it to Lois for fare, and the Fairbanks take her in to live with them. Lois is exceedingly pretty and very feminine, and gradually absorbs David's interest.

CHAPTER 25.

Mrs. Fairbanks, sensitive to a superlative degree, as are most invalids, spent the next few days in bed. Alice, thinking her mother needed to be quiet and away from everyone, moved her upstairs to her room, and herself slept in the little living-room. This little downstairs room was ordinarily Mrs. Fairbanks' favorite spot. Such life as they had passed thru it, and here she was in touch with household affairs and convenient for neighbors' visits. But this sudden change in condition made it desirable to keep her away from everything.

Alice was alone the next afternoon. Lois had announced suddenly that she was going for a walk.
"I haven't explored the town yet, you know," she explained.

And Alice, guessing she was going to meet David secretly, said nothing. She did not know where they were going, but the air of intimacy and secrecy which she had seen the evening before made her sure that there was some sort of appointment.

Of course, she might be wrong—David had said the night before that he was to drive out to the farm that afternoon, and mentioned the work he was to supervise. So, if that were true—and she turned hot at the very thought of doubting a word David said—But if that were true, then Lois had gone, too. Lois had dressed with particular care that day—another fact that added to the feeling of conviction that was taking possession of Alice.

There was a light step on the porch, and, looking up, Alice saw Clara coming in. She was so profoundly grateful for the interruption.

"How's your mother?" Clara asked. "I heard she was ill again and came to find out. I brought along some sewing." She unrolled a bureau scarf she was making and settled herself to talk.

They chatted of various things for an hour; then, girl-like, drifted into talk of boys and love affairs.

"Were you ever jealous?" Alice asked.

"Yes, often. Remember Eddie Howe? I used to be mad about him, and when that little Lipton girl came along and took him away from me I was most awfully jealous," Clara confessed, frankly.

"It's the worst feeling in the world, isn't it?" sympathized Alice.

"It is, and it's such an unworthy feeling, and such a hopeless one," Clara philosophized. Then, pursuing the line of thought that Alice had suggested, she asked, presently:

"What made you say that? You've never been jealous. You never even looked at a man until you met David."

"It is, and it's such an unworthy feeling, and such a hopeless one," Clara philosophized. Then, pursuing the line of thought that Alice had suggested, she asked, presently:

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WORLD'S DAILY BRAIN TEST

BY SAM LOYD. 20 Minutes to Answer This.

Here is a little exercise for the geography class.

Let us see who can discover what three towns, one in Colorado, one in

Steamer: Montevideo, etc.

Additional work: Notices, etc.

Announcements: Poetry and lines, etc.

Advertisements: Cards of Thanks, etc.

Deaths, not additional work.

Funeral notices: Notices, etc.

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