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MONDAY MORNING, JAN. 7.

Britain's Great Power Projects.

Lord Haldane, who has been under a cloud since the early days of the war on a somewhat unjust suspicion of pro-Germanism, has come to the fore with a sensible plan for the production of power on a national scale by the erection of sixteen huge super-power generating stations, situated conveniently near the coal mines.

Britain uses 80,000,000 tons of coal in power production now, and it is estimated that 55,000,000 tons (and these are "long" tons, too) could be saved by the plan, or in money value, \$135,000,000 out of \$200,000,000. With the saving of by-products now wasted by burning coal in open grates and boiler furnaces it is said that \$500,000,000 more could be added.

If used in this centralized fashion the coal now consumed could be made to produce three times as much power as at present. It is generally recognized that this greater production of power would favorably affect wages. About 600 companies and municipalities have generating plants at present, with an average of 5000 h.p. per plant. The new plant would have an output of from 20,000 to 50,000 h.p. each. Electrification of railways is expected to follow the new proposals.

It is not sufficiently realized that electricity is the power of the future. We can face the exhaustion of coal with equanimity as long as the tides ebb and flow, for infinite power exists in these movements of the ocean, which only need to be harnessed to supply all the heat and light and power we require. The wind also may be laid under tribute, and with storage batteries every household may generate and conserve a steady supply.

The war has shown what wonderful things are possible by national co-operation. It is not likely that the advantages thus discovered will be recouped to the years of peace, or that we shall decline to invest in productive enterprises sums as vast as those we now spend in destruction.

Mr. Proudfoot or Mr. Stewart and Hydro Power.

It is well to realize that while Union government may be planning excellent measures for the public welfare, there are still the old forces of private interest and corporation craft to be reckoned with. They are to be found at work in the ranks of the Unionists, as well as outside them. The Hamilton Times, in eulogizing Mr. Proudfoot as the new leader of the Ontario Liberal party, notes that "he is a strong advocate of the Hydro-Electric System. But he is not altogether satisfied with the Beck management. That gentleman, in his opinion, needs to be brought under proper control."

We have been long aware that, in the opinion of The Times, Sir Adam Beck should have been controlled out of the Hydro System, and there are not a few gentlemen under the Unionist banner who cherish a similar opinion. In the same issue The Times comments on Mr. T. J. Stewart's plan to link up Hamilton with the Toronto Power Company. He would build a transformer at the beach, at the city's expense, pay the company for the privilege of getting power and for the power itself. The Times, representing the local power interests, is not enamored of the scheme, and would like to see the agreement first, and be assured that the Toronto company has power to sell. It adds that "it is within the region of probability that the Toronto company will, in course of time, be bought up by the Hydro Commission, and the city would thus be made to depend upon the hydro power entirely." Which, of course, from The Times' point of view, would be a catastrophe.

The Times, however, gives Mr. Stewart credit for his proposal. It is calculated to embarrass Sir Adam Beck, and that is sufficient. If Mr. Proudfoot approves of a policy of opposition to the Hydro-Electric Commission, such as Messrs. George Graham and Alex. MacKay carried on, we need not expect any more progress to be made by the Liberal party under him than in the past twelve years. Mr. Proudfoot would do better to support the Beck policy and the extension of the control of the Hydro Commission over all the water powers of the province.

Contagious Diseases.

Saskatchewan has taken first action in the most important sanitary reform of the generation. The Ontario Government was approached by an influential committee on the matter, but declined, chiefly, it appears, on the ground that some of the "privileged classes" might be incommoded or vexed. The menace to the general health, the vast expense, the marked decline of the population counted as nothing.

Dr. Seymour, the public health commissioner for Saskatchewan, has announced that the three venereal diseases will hereafter be classed as contagious and infectious, and must be reported. One effect will be the possibility of having the cases most in need of it brought under treatment, and prevented from spreading the contagion. In Ontario the health officers have no power, even when they know of cases which are a source of public pestilence, of interfering to provide treatment and isolation, altho beside these diseases, smallpox, diphtheria and scarlet fever are mild and harmless.

In Saskatchewan the physician in attendance is required to report the name of the patient to the commissioner of public health within three days, omitting the name, however, unless the patient fails to report for 30 days. What the military and medical authorities want here is to place these diseases on the same footing as smallpox, which is much less dangerous and deadly.

New Zealand Trade Openings.

A memorandum from the New York National Bank of Commerce calls attention to the opening for trade in New Zealand made by the war. The opportunity is as good for Canada as for others. New Zealand has over a million people, and while this may seem small, it is a good market, as any new, rich and rapidly developing community must always be. Direct importation is going on in almost every town, even of one or two thousand people. During 1915 United States trade was 12 per cent. of the whole amount. During 1916 it had grown to 15 per cent., and the first half of last year it was 18 per cent. This gain was made at the expense chiefly of Great Britain and Canada. Japan also increased her trade from one up to three per cent. of the total.

It is 11,500 miles from Liverpool to Wellington. It is 8500 miles from New York by the Panama Canal. San Francisco and Vancouver are about equally distant, some 6000 miles.

One advantage United States dealers have is their attractive packages. This is especially true of chocolate and confections. In other lines British makers handicap themselves by refusing to make the pattern the market requires. In hardware goods the United States is having its own way. The product is well put up and makes a good shelf show, and show cards and advertising matter are supplied. "In certain lines," it is observed, "we have been greatly favored by the obtuseness of the British manufacturers. The latter have apparently made no attempt to meet the bushman's requirements as to axes and saws." The British trade commissioner reported that a farmer once told him that he had an English plow which had not been used for 25 years. No four horses in New Zealand could pull it. The standardizing of machinery is a great recommendation. Electrical appliances, household equipment, moving picture supplies, microscopes, small rifles, motor cars and tires, cycles, pianos and players are among the goods in demand. The inclusion of landed cost in catalogs is regarded as essential.

"The average New Zealander," it states, "would far rather buy British goods than those of any other country, if he could secure them, partly because of patriotic feeling, and partly because for generations he has believed that intrinsically they are the best." British exporters must not rely too much on this preference with such a shrewd and energetic competitor as Uncle Sam in the field.

The Press and the Railways

The leading papers of the country, with some exceptions, continue to discuss and give a great deal of space to the railway question. The Montreal Gazette, The Winnipeg Telegram and The Quebec Chronicle defend the recent rise in rates and oppose Canada's following the lead of the United Kingdom and the United States in taking over and operating the transportation facilities of the country under government control. The Toronto Globe and The Winnipeg Free Press approach the subject from a different angle, and both insist that our railway problem cannot be solved by an increase in rates, which would annually swell to larger proportions the already startling surplus of the Canadian Pacific Railway Company. The Regina Leader and other western papers call upon the Union government to follow the example of President Wilson, and some of them join The World in demanding the immediate nationalization of all the railways of Canada. Other papers, however, either have no views on the question or fear to express them, while still another group includes The London Free Press and The London Advertiser, print canned news, evidently fed out to them by the publicity department of the Canadian Pacific Railway Company.

The Montreal Gazette, in a leading editorial last Friday, extols the New Year's Day deliverance of Baron Shaughnessy as the last word on the Canadian railway question. But The Gazette forgets that his lordship in his deliverance had little to say about Canada, except to warn this country not to follow in the footsteps of Great Britain and the United States. He declared himself against co-ordination of railway resources under government control, and bitterly opposed government ownership. The railways, his lordship was good enough to tell us, stand in no need of regulation, and the cuppers of the country, according to him, who ought to be disciplined by the government, are the railway companies, on former ground when it defends the recent rise in rates. The roads, it argues, have to pay out a great deal more money than formerly for wages, fuel and equipment. They are getting the same price for hauling two-dollar wheat as they got when wheat was only sixty cents a bushel. And The Gazette observes that:

The railways have been hampered in their efforts by reason of the fact that while their expenditures increased in proportion to the energy which marked their response to a national need, their revenues have been restricted. They have been dependent upon rates fixed more or less arbitrarily by others, rates admittedly inadequate under existing conditions. This initiative has been partially lifted by the recent order of the board of railway commissioners, authorizing increases of approximately ten per cent. of traffic rates in the west and fifteen per cent. in the east. These increases, as stated, in the judgment of the commission, "will certainly not equal the interest on the debt of the railways are subject," and the increased cost can certainly not be said to be the result of government action.

The Hamilton papers have no use for public ownership of railways. The Spectator says: "The west is protesting against the proposed increase in railway rates. They would like to enjoin out there if they had the power to kick against."

The Herald says the movement in Britain and the United States is "not state system of government control which prevents little or no objection on the part of the railway companies. The Herald points out the Shaughnessy delivery of the railways, however, is not a demand for public ownership, but a demand for a new system of government control. The Herald points out the Shaughnessy delivery of the railways, however, is not a demand for public ownership, but a demand for a new system of government control. The Herald points out the Shaughnessy delivery of the railways, however, is not a demand for public ownership, but a demand for a new system of government control.

The Winnipeg Free Press seems to have anticipated The Gazette's argument, and to have answered it quite satisfactorily. It says, at least, as the Canadian Pacific Railway Co. is concerned. The Free Press reviews the opinion handed down to the railway commission in granting the increase in rates. The opinion, it says, is an exhaustive manner that the Canadian government and the Grand Trunk could not carry on without some financial aid, but it touched gingerly upon the position of the Canadian Pacific. The opinion made the evening statement that the roads need the increase in rates, but the Free Press, in commenting upon this finding of the railway commission, says:

But, notwithstanding the confidence of the commission, the matter is not easily disposed of. There remains the question of what the Canadian Pacific Railway Co. does with the money. It is equal assistance to enable it to meet its obligations to its shareholders, its creditors and its patrons.

In their comment upon the Canadian Pacific, the Winnipeg Free Press, in their finding, touch very gingerly upon the position of the Canadian Pacific. They do not in the least cover its operations for a year past. They touch the case of the Canadian Northern and the Grand Trunk, but they do not touch the case of the Canadian Pacific. They touch the case of the Canadian Northern and the Grand Trunk, but they do not touch the case of the Canadian Pacific.

The public, faced with an increase in railway charges of some forty million dollars a year, is called to more information than is contained in this paragraph about the position of the Canadian Pacific Railway. The Canadian Pacific (1916) that road, after disposing of \$58,278,000 of net corporate income, part of which was to be paid to the shareholders, laid away the great sum, \$17,152,000 to the credit of profit and loss. These figures hardly suggest impending bankruptcy.

For the year 1917, just finished, the road will not do so badly. Its net earnings of \$37,376,000. This was enough in itself to pay the fixed charges for the whole system for the year, amounting to \$10,300,000, together with a 10 per cent. dividend. There was still a million dollars left, to be paid to the shareholders for November and December, and the receipts from special sources of income, which will run into several millions. Altogether, the financial achievement of the Canadian Pacific in 1917 will not be far behind its record of 1916.

With respect to the Canadian Pacific, we have a clear case of crying out before they are hurt. The refusal of the railway commissioners to discuss at length and with particularity the financial position of the Canadian Pacific, is the more noticeable last summer holding hearings, this aspect of the problem was repeatedly sentatives of many interests in various places drew the attention of the board to the fact that the Canadian Pacific was not solely a carrier of passenger traffic, as was made clear by the strong position held by the Canadian Pacific.

The Free Press is too long-headed to suggest that rates can be raised for some Canadian Pacific would be raised. It is not a matter of rates, but of the Canadian Pacific would be raised. It is not a matter of rates, but of the Canadian Pacific would be raised.

weak and strong, into one big national system.

If the government be slow to move it must be admitted that the opposition does not move at all. Hon. George P. Graham in The Brockville Recorder, argues that the situation in the United States differs from that in Canada because many of the roads there have state instead of federal incorporation. Yet Great Britain did very much what President Wilson has just accomplished, and the British Government is more centralized than the Canadian. However, after this somewhat aimless venture into the realm of constitutional law Mr. Graham proceeds:

Yet there is still much to be done, and the best results in transportation may be achieved, particularly during the war period. A resolution among other things to follow of our transportation facilities was moved in the house of commons during the last session, but voted down by the government. However, it appears to be a live question now and something in that direction is likely to be brought about.

The Ottawa Citizen of Friday last says: At the request of Hon. Mr. Reid, minister of railways, a sub-committee of the cabinet council has been appointed to consider the whole situation with regard to the railway situation in Canada. For the last few weeks the minister of railways has been studying the problem of the railways with a view of giving the greatest possible movement for troops, munitions of war and food products to the front.

After consulting with the heads of the various railways in Canada the minister was successful in having a committee of all the railways created to study the problem of the railways with a view of giving the greatest possible movement for troops, munitions of war and food products to the front.

With regard to the address of President Wilson, which appears in today's paper, it would be carefully studied by the sub-committee of the cabinet council just created.

Calgary Herald: "The elimination of competition between American railways and the operation of all roads under government control, as expected, there will come a mighty protest should it be proposed later on to allow the railways to revert to their former private individual management."

The Edmonton Bulletin, of which Hon. Frank Oliver is editor and proprietor, defends the old competitive system of the railways, and says that the railways combined or co-ordinated would be a disaster to the country.

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CAN THE ARCH CRIMINAL ESCAPE?



TEUTONS CALL OFF NEGOTIATIONS

(Continued from Page One.)

the reichstag main committee on Thursday that the German delegates had been instructed to refuse to transfer the negotiations to Stockholm.

London, Jan. 6.—A belated despatch from the correspondent of the Associated Press in Berlin, which is dated Friday shows that there was great political perturbation following the meeting of the main committee of the reichstag that day. The meeting lasted barely 45 minutes, a motion for adjournment being supported by all factions except the independent Socialists. Immediately on adjournment all the parties entered into caucus sessions which continued through the day and until late at night. The indications pointed, the correspondent says, to an endorsement of the government's attitude against moving the peace negotiations from the city to Stockholm, by the right, centre and progressive parties, including the pacifists, the democratic wings of the Nationals, Liberals and Clericals, and the Scheidemann wing of the Socialists, but the attitude in general of the Socialists was problematical.

The Liberal Tagelblatt reflects the general attitude of the press in declaring that negotiations at Stockholm would be impossible. The newspaper says that British, French and American diplomats and their numerous agents are buzzing about Stockholm and would promptly weave a net of intrigue around the conference and that espionage would flourish, making successful negotiations impossible. A Reuter despatch from Amsterdam, dated today, says the hitherto over-Brest-Litovsk is considered to endanger the cohesion of the reichstag majority, but that great efforts are being made to prevent the falling away of the Socialist majority. The despatch refers to the possibility of a new constellation of reichstag parties.

CANADIAN CHANGES

Canadian Associated Press Cable.

London, Jan. 6.—Major M. D. Perry and J. C. Kemp are gazetted brigades majors. Lieut. W. Preston, British Columbia Regiment, is cashiered. Lieut. L. H. Holland, Cyclists, is gazetted flying officer. Major Ramsay, Captain J. S. Manning and Lieut. K. L. Crowell of the American Legion, Canadian, have joined the American army. Corporal Perry Annis, a Canadian, is awarded the Albert Medal for twice extinguishing live bombs and instructing recruits in trench and catapult work.

Mary Dorothy, wife of Major Malloch Hart, Canadian Medicals, is dead. She belonged to Minnedosa, Col. Geo. Chas. Gibbs, the noted Blisley shot, is dead.

TWENTY-ONE YEARS BISHOP

Archbishop Thorneycroft Celebrates Anniversary of His Consecration.

Sault Ste. Marie, Jan. 6.—Archbishop Thorneycroft, of the diocese of Algoma, metropolitan of the Anglican Church in the Province of Ontario, today commemorated the twenty-first anniversary of his consecration as bishop. A special service was held at St. Luke's pro-cathedral here, at which there was unveiled a memorial tablet to the late Major G. A. Reid, 88th Battalion, killed at the battle of the Somme. Prayers for success in the war were offered in all the churches of the city today.

POPE THANKS NOBLES FOR ENDORSING AIMS

Peoples of Earth Must Return to God to Enjoy Benefits of Civilization.

Rome, Jan. 6.—In thanking the Roman aristocracy for their Christmas and New Year's greetings, Pope Benedict expressed his appreciation that the nobility had endorsed "our words with which we recently invited the peoples of the earth to return to God with the view of hastening the end of the frightful misfortune which has afflicted the world for more than three years."

"We must return to Christ," his holiness added, "in order once more to enjoy the benefits of civilization." The pontiff said the road whereby to return to Christ was that of justice and love. He expressed satisfaction that the nobility had joined with the holy see in condemning the recent air raids, which were against the rights of man.

The Pope raised his voice against the form of warfare which is used against undefended cities without bringing military necessity and which causes victims among non-combatants besides damaging churches and art treasures, thus increasing national hatreds.

BISHOP OF DETROIT DEAD.
 Detroit, Jan. 5.—Right Rev. John S. Foley, Roman Catholic bishop of Detroit for many years, died here today. He was 84 years of age. Bishop Foley had been in frail health for more than a year.

OFFICIAL FIGURES AT "SOO."

Sault Ste. Marie, Jan. 6.—Official figures give Simpson, Unionist, majority of 1,467 over Smith, Laurierite, Lockwood, Labor candidate, lost his deposit.

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