

The Toronto World

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MONDAY MORNING, FEB. 12.

Nationalize the Grand Trunk Forthwith

Now is the time to get a national railway in Canada, and never will such an opportunity present itself as at the present time.

The World's proposal is for Canada to immediately take over the old Grand Trunk, the Grand Trunk Pacific and the National Transcontinental, and to join these up with the Intercolonial, making a better transcontinental system in the east than the Canadian Pacific and the Canadian Northern put together, and which has the foundation and many of the requisites of as good or better service in western Canada than that given by the Canadian Pacific.

Everyone admits that the old Grand Trunk with the Grand Trunk Pacific and the Transcontinental would join up into the best built road in Canada; that it touches every city in Canada; that it has the best terminals; more lake ports, and what is of more account than anything else, it has the best transcontinental grades and curves from ocean to ocean.

The Grand Trunk is anxious to surrender the Grand Trunk Pacific and the National Transcontinental; but, inasmuch as the old Grand Trunk is personally liable for the Grand Trunk Pacific and the National, and has commitments to the extent of probably \$70,000,000 in this connection, which it can never make good, it ought to be taken over and made the property of Canada. Both the financial situation of the road and its commitments in regard to the Grand Trunk Pacific and the Transcontinental contract call for immediate liquidation. Perhaps some reasonable settlement could be made with the Grand Trunk shareholders, and in that case they would be in a much better position than if they were put through a receiver's hands; they would come out of a receivership without a dollar to their credit.

The old Grand Trunk is in such bad financial shape by reason of its commitments on account of the National Transcontinental and the Grand Trunk Pacific, that it is unable to keep up its lines in Ontario and Quebec to former efficiency, and that is one reason of the coal blockade at the Niagara frontier, and why the factories in Toronto and other places in Ontario cannot get necessary coal.

It may be that the Canadian Pacific and the Canadian Northern do not want to be taken over by the government; and if that is the case then they can have no objection to the government taking over the Grand Trunk and joining it up with the Grand Trunk Pacific, the Intercolonial and the National Transcontinental.

The Transcontinental and Intercolonial are now running in conjunction with the Timiskaming and Northern Ontario road, the property of the Province of Ontario, and there is no reason why all these lines, publicly owned, could not be operated co-operatively and co-ordinately to the great benefit of the public. And there is another thing, and that is that Sir Adam Beck is anxious to extend his radial system in the Province of Ontario. It might be possible by an arrangement with the Dominion Government, after it had taken over the Grand Trunk, to turn over quite a number of the smaller branches in Ontario and work them into the hydro-radial system, presided over by Sir Adam Beck; and even joint running arrangements might be made with the new consolidated national system of railways which we now propose and some of the radials.

But the great thing about it all is this: That the Grand Trunk is in trouble by reason of its commitments on account of the Grand Trunk Pacific and the National Transcontinental, and that it is the best system in eastern Canada of all the railways, it is not able to perform its duty and service to the people in this section of the country, and, therefore, it is in the interests of the public, and on the line of protecting the immense commitments that Canada already has in the Transcontinental and the Grand Trunk Pacific, that we take the old Grand Trunk and the other two over with it, and make them into one great big public-owned system.

It would be possible to extend this national system by prairie roads in all the newer portions of the northwest, and in that way furnish abundance of

traffic to all the roads we propose to consolidate. We would also build up our lake ports in this way.

We have been saying now for a good many years that we are going to have a national system of railways, and we have had the politicians all saying that sooner or later they would favor nationalization of railways. If they are in earnest now is their chance to work it out; and Conservatives ought to be specially interested, inasmuch as when the Transcontinental and the Grand Trunk Pacific were up in the house of commons, they took occasion, time after time, to declare that they had no confidence in such a road built with public money, and then given to the Grand Trunk, but their view and their hope was that it could be built by the country and owned by the country, and that if that were done they would gladly support it. Now they have the chance to get it; do they propose to do it?

Settling the Clay Belt

One more of the advances we are to owe to the war is to be the settlement in a sensible and reasonable way of our vacant lands. What prudence and commonsense should have insisted upon for years past is now about to be undertaken under the compulsion of necessity. The imperative need of providing for the returned soldiers is to bring about the adoption of the system we have been advocating for years, and we duly acknowledge Hon. Mr. Ferguson's shrewdness in taking it up. The principle we laid down was that it was absurd to ask individuals to go up into the bush land and expect them to settle down there, make their own clearings, take all the risks of weather and fire, and make a success of it. A few under exceptional circumstances have done it, but it is not possible for the average or for any but the unusually equipped. The other chief point is that the bush is a liability and not an asset in most cases.

The plan has been adopted in conformity with the first principle of community settlement. Land is to be cleared, the soldiers are to receive 30-acre allotments, ten of which is to be cleared, and advances up to \$500 are to be made, secured upon the land, for the purpose of procuring utensils, seed, stock, etc. This is a businesslike and patriotic method of settling the north country, and we trust it will be extended to any settler who desires to make trial of his fortune in the great clay belt.

Canadian Pictures of the War

By all verdicts on both sides of the ocean the Canadian war pictures which appear for the first time in Canada today at the Regent Theatre, are the finest presentation of war scenes which have been secured at the front. The testimony to their interest has been overwhelming, and their majesties have expressed the general approbation of all who have seen them in the emphatic royal recommendation that everybody should see them. The extraordinary interest for Canada consists in the fact that the pictures show our Canadian troops in action, and it has been a matter of competition among those who have seen them as to who would recognize the greatest number of the men. The thrill of seeing some one whom one knows right in the fighting line comes to many thru this wonderful development of modern science. Another merit of the Canadian war pictures is that for the first time they show the tanks in action. This is a historic and memorable event, for the land dreadnoughts are likely to play an important part in all future wars, and, therefore, in the history of the world. The pictures are official, and taken by authority of the general staff. They bring our Canadian battles home to our own doors.

Buying Out the Danes

An offer of \$25,000,000 for the Danish West Indian possessions has been made by the United States and accepted by Denmark after a vote of the Danes both at home and in the West Indies. It is not long since equal suffrage legislation was adopted by the Danish Government, and the first opportunity that Danish women had to vote was on this question of the sale to the United States. The West Indian Danish women had the right to vote the same as those at home, and they all voted for the transfer.

The question has now been raised whether the United States will permit these Danish women to continue to exercise their newly won privilege or will they compel them to revert to the unfranchised level of the majority of American women. In a number of the states of the republic women have the right to vote, Colorado and Idaho for twenty-one years, and it would seem reasonable to expect that the Danes would be allowed to retain all the rights and privileges they enjoyed under the Danish monarchy. It would be rather an anomaly for the Danes to find themselves less free in a republic than under a king.

The matter is not without interest to Canada, for it has already been suggested in London that a closer association between Canada and the British West Indies may be one of the questions to be dealt with in imperial conferences after the war. There have been previous suggestions of the kind, and should these anticipations come to anything, Canada would come into

"VAT'S DER USE DER BUST ISS BUST"



contact with the United States in the south as she does on the north.

Canada, as representing the British Empire, must be considered in the future of humanity, and it is of the first importance that the United States and Canada should understand each other. The United States has stood consistently for the theory and principles of peace and liberty thru the war, while Britain has stood for the practice. But if peace and liberty are to be maintained it will be thru action and not by profession alone. Canada's deeds have been cordially acknowledged by many eminent publicists of the United States. The United States may not find it possible long to maintain her policy of isolation if she continues to absorb island groups and territories in the Pacific and the Atlantic contiguous to those of her sister nations.

Franco-British Aid Society

On Saturday the performance of another French play under the auspices of the Franco-British Aid Society was the means of adding another welcome sum to the considerable amount already sent to France by this organization. It is conducted on a plan of its own, all money collected being remitted direct to the mayor of Nantes in Brittany, the poorest province in France. There is no expenditure of any kind for management, supervision or anything of this kind, and except for some advertising and printing for the French plays, no expenses of any kind are incurred. The objects of the society are to relieve French wounded soldiers, the orphans of French soldiers, and to re-educate French soldiers blinded in the war.

Donations of money and socks, or of clothing for Belgian refugees, are accepted. Mr. Paul Bellamy, the mayor, distributes the funds to give immediate relief, and he acknowledges by personal letter each donation over \$5. His Majesty King Albert has also written acknowledging relief sent from the society. Contributions are sent intact as the public makes them, and at once, and nothing has been lost or delayed in transit. This is a token of the care taken by an administration which labors for love alone. Professor Squaire is president, Mlle. Malaval, convener, and Florence Veeland, 144 East Bloor street, treasurer of the society.

DAMAGED BY FIRE.

About 643 last night fire originated from an unknown cause in the home of A. W. Corless, 107 Avenue road, damaging building and contents to the extent of \$500.

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IN ELY CATHEDRAL

"This afternoon I listened to Brahms' Requiem at Ely Cathedral. And as I listened, and heard the strains of that truly heavenly music reverberating within the walls of the cathedral, one of the most lovely and most truly English of our ancient cathedrals, it struck me with a sense of poignant grief that the song of the nation that created those two imperishable things of beauty should this very day be locked in a terrible death grapple. Whose the guilt? Let them who are without sin cast the first stone. And I sat and meditated upon that ghastly fatality, while the strong and sweet harmonies of the German requiem filled Ely Cathedral. The spirit of the music seemed to plead with the spirit emanating from those ancient stones, the two became as one, the English cathedral held the music of the great German as the chalice holds the wine. How well they set off one another. How the two great spirits seemed to flow into one another, to unite in one harmony of exquisite grace and nobility, of strength and of peace. Of peace, alas! "Ye now are sorrowful," sang the voice of infinite compassion, "Ye now are sorrowful, but ye shall again behold Me, and your heart shall be joyful, and your joy no man taketh from you." Aye—sorrowful! How long, Lord? How long until the heart of mankind is broken by utter grief? "Yea, I will comfort you, as one whom his own mother comforteth," said the voice this is the great offering for such comfort awaken in all our hearts.—G. H. in Labor Leader, Dec. 21.

THE CHRISTIAN CHURCH AND SOCIAL PROBLEMS

Today's Need is Not to Build Corrective Institutions, But to Fight Underlying Causes.

The Rev. A. E. Ribourg, D.D., preached last evening in St. Alban's Cathedral of "The Christian Church and the Social Problems," showing that civilization and religion must co-operate in the reconstruction of the world on a sounder basis.

Dr. Ribourg said in part: "There are two great benefits conferred by God on mankind, religion, which is organization for spiritual purposes, and civilization, which is the order of human life on its temporal side. Man's duty is to advance on these two lines, mind and body, in civilization and religion."

The present war, with its monstrosities, its sufferings and its ruins, has suddenly brought us face to face with the awful reality that our modern civilization was only a mist covering unconquered vices and passions. Now that our dream of a better world has vanished, our eyes can see things that they couldn't see before, and we come to the conclusion that a new start must be made for the Christianizing of the world. Progress in its full sense is advancement in the total well-being of mankind. To be complete it must include both religion and civilization, moral goodness as well as industry, knowledge of God as well as natural science.

There are evils in our social order which render impossible this total well-being of mankind, both temporal and moral, and they must be eradicated. "The Church must take its share, cost what may, in the work of purging these unhealthy growths. Abject poverty, which is the mother of many vices and crimes, must be relieved by a better and more equitable distribution of wealth and by the education of the poor. Ignorance, the slums, with their vices, ought not to be tolerated in our twentieth century life, and those who are responsible for their existence must be branded as unworthy citizens of a Christian community. "The question now is not so much how to raise money to build asylums, clinics, houses of refuge and sanitariums, where human wreckage is being mended, as to raise money by the millions to fight the causes which make these institutions necessary. A better world, with more justice, less oppression and greed, with more honesty and less deceit, must emerge from the present chaos. Christian people must unite their efforts to bring it into life. Religion must again be a spirit quickening,

AMERICANS MAY TRY TO CARRY ON RELIEF

Even if United States Enters War, Someone Must Look After Suffering Belgians.

Mrs. Arthur Pepler, convener of Belgian relief, 80 King street west, has received the following statement from the central executive at Montreal:

"Little can be added to what has already been stated in the press as to the bearing of the present diplomatic position of the United States on affairs of the commission for relief in Belgium. The attitude of the commission is that, regardless of the break in diplomatic relations, and even in the event of the United States being forced into hostilities, work must continue. The position today is that men of the commission have been instructed to remain in Belgium and, altho the status of the commission is somewhat vague, it is probable that barring the United States' participation in the war a way will be found for continuing work as at present, but in any event we may be sure that the sentiment of the world and interests of those concerned will call for continuance of the service, and that if Americans have to leave Belgium representatives of some other neutral nation will take their place. In that case the United States' position in connection with relief work would be the same as that of England, France, Canada and so forth."

The work being carried on by Mrs. Agar Adamson is in the unconquered part of Belgium, and as she has been asked to enlarge the area under her supervision, she will require support even more than heretofore.

GERMAN NEWS AGENCY SUSPENDS

Shanghai, Feb. 11.—The east Asiatic Lloyd's announces officially that the German overseas news agency coast service from New York, which cost \$50,000 gold monthly, has been suspended.

ARRIVALS OF COAL ARE AGAIN SMALL

Grand Taunk Fails to Bring in Number of Cars Expected.

COLD DELAYS TRAINS

Drop in Temperature Greatly Reduces Motive Power of the Roads.

The efforts of Terminal Superintendent Farnell to concentrate all the available motive power for the movement of coal during the week-end did not have much effect, at least until after 6 o'clock last night. Not a train of coal arrived during Sunday, and only one train was reported in the yards at 8.30 last night. The Grand Trunk reported, however, that a number were on the way, but could not specify exactly how many. One official of the road stated that on Saturday there were 20 crews at Port Erie, and last night 11 trains were expected about 11 trains before 7 a.m. today. One dealer, however, stated definitely that there were only six trains of fuel on the way to Toronto.

The Grand Trunk officials reported on Saturday morning that for the preceding 24 hours they had received 58 cars of hard coal, 23 of soft and one car of coke. This makes a total of 77 cars of fuel, and is only a little better than half the number that are needed to run the railways that are beyond their ability to deliver, that the course has been taken in order to catch up with deliveries, which in some cases are two weeks behind. Among those who have closed their offices are the Rogers Co. and the Conger Lehigh Co. The Standard Fuel Co. have had to refuse orders except to their regular customers for the past two weeks. The Rogers Co. will still coal from the yards if wagons are sent for it.

Many of the local coal dealers have been forced to close their offices in order to avoid the costly appeals for fuel. This action has been taken by some because they have no fuel, while many others that are beyond their ability to deliver, that the course has been taken in order to catch up with deliveries, which in some cases are two weeks behind. Among those who have closed their offices are the Rogers Co. and the Conger Lehigh Co. The Standard Fuel Co. have had to refuse orders except to their regular customers for the past two weeks. The Rogers Co. will still coal from the yards if wagons are sent for it.

The dealers who had coal were busily engaged on Sunday in an effort to catch up with their orders. During the day the Rogers Co. supplied between 600 and 700 families with a total of 900 tons of fuel. The parliament buildings, which were entirely out of fuel, received 50 tons of coal from the Standard Fuel Co., which had two yards open and supplied 100 families, each with a ton. D. B. Jacques of Jacques, Davy & Co., said his company supplied 75 homes. The practice of doing out the supply in quarter-ton lots has had to be abandoned, as it was found that this amount lasted no time and required too much delivery.

The usual Sunday sermon in Convocation Hall was not held yesterday owing to the scarcity of fuel, as was announced during the week. After it was decided to cancel the sermon the university received a ten days' supply of coal, but this is being used with the greatest economy, and as soon as a building could be supplied for the day the temperature is allowed to drop to as near the freezing point as possible.

FURNACE CAUSES FIRE.

Extra Attempts to Keep Out the Cold Result Disastrously in One Case.

Five, due to an overheated furnace at 86 Garnet avenue, did damage to the house and contents to the extent of \$1500 early yesterday morning. The house was occupied by Cecil McAllister. The flames spread to No. 93, and did a small amount of damage. Fire of unknown origin was responsible for \$1100 damage to the premises occupied by the Day Sign Company, 149 Victoria street, Saturday afternoon.

MORE ABOUT THE H. C. OF L.

With all commodities soaring in price, it behooves the buyer to look for full value in every article.

WHEN BUYING MATCHES SPECIFY

EDDY'S

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FUND IS GROWING FOR BLINDED GIRL

Marguerite Clarke Collection is Commencing to Mount Up Very Nicely.

A good beginning is said to make a good ending, so a good week seems to be in prospect for the fund of the little blind girl, Marguerite Clarke. Since the last acknowledgment, made in The Sunday World, a number of names with amounts towards the fund have reached this office, and hope goes higher as prospects of something worthwhile for the future education and other needs of the little girl come in.

Amount already acknowledged, \$169.00
Mr. Fisher Wilmore 5.00
Mrs. J. H. Hall 5.00
Mrs. G. M. Southwell 2.00
Misses McDonald 2.00
Mrs. Worthington 1.00
Mrs. Mitchell 1.00
Mrs. Morrell 1.00
Mrs. McMillen 1.00
Mrs. Coryell 1.00
Sir Henry Pellatt Chapter, L.O.D.E. 50.00
Mrs. Julia Meighen 10.00
Mr. J. K. Morrow 5.00
Mr. J. I. Benor 1.00
Mrs. Percy Small 5.00
Miss Madeleine Small 5.00

Important Change in Time of Canadian Northern Winnipeg-Vancouver Train

Particular attention is directed to the change in the leaving time of the Winnipeg-Vancouver train of the Canadian Northern Railway, which has been leaving Toronto Union Station at 9:45 P.M. Effective Monday, Feb. 12th, this train will leave Toronto Union Station Monday, Wednesday and Friday, 9:00 P.M. This train carries through standard and tourist sleeping cars by Vancouver and the dining car service is of the highest class. Further particulars from city ticket office, 52 King street east.

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