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VOL. XXXVII.—No. 13,244

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ALLIES RENEW ACTIVITY NORTH OF SALONICA Britain's Anti-Submarine Measures Prove Effective

BRITAIN FULLY ABLE TO FIGHT U-BOAT FLEET

Jellicoe "Not Dissatisfied" With Number of Subs Accounted for.

"DEVICES" SUCCESSFUL

Earl of Lytton Says Britain Can Face Supply Problem Confidently.

London, Feb. 13.—Statements made by Lord Lytton and Lord Curzon in the house of lords today indicate that the government is relying on a great multiplication of destroyers and the arming of merchantmen. Lord Lytton said that all the ships in the world would not suffice to build the destroyers needed, but every available yard was being utilized for that purpose.

London, Feb. 13.—In the house of lords today Admiral Baron B. Jellicoe, drawing attention to the submarine menace and asking what measures had been taken to meet it, said:

"We have lost since the beginning of the war 4,000,000 tons of shipping. That is a fact which the public should know, but it is not nearly as serious as it appears. We have made up the loss very considerably. Three million tons which have been lost have been more or less adequately filled."

"There is not the slightest necessity for panic. We have done remarkably well and shall do a great deal better in the future but we have had time to take it, and it is to that time that I desire to call attention."

The country, Baron B. Jellicoe continued, had been informed in August, 1915, that the submarine menace was well in hand. As far as he could gather it was nearer coming to heel in the past today, owing to the new ideas brought to the admiralty by men fresh from the sea who had had experience in this novel form of warfare and its specialties.

In conclusion, Baron B. Jellicoe, while acknowledging the submarine menace, had been informed in August, 1915, that the submarine menace was well in hand. As far as he could gather it was nearer coming to heel in the past today, owing to the new ideas brought to the admiralty by men fresh from the sea who had had experience in this novel form of warfare and its specialties.

(Concluded on Page 11, Column 1).

CONVOYED IN FLEETS THRU ZONE OF PERIL

Six Big English Cargo Carriers Arrived at New York Yesterday.

Special to The Toronto World.

New York, Feb. 13.—The Central News says:

What is believed to be a vast plan of Great Britain for breaking the German U-boat blockade by conveying merchantmen in fleets, was begun today, when six big English cargo carriers, with an aggregate tonnage of more than 60,000, arrived in port today.

The steamers which arrived almost simultaneously were the Laconia and Ascania of the Cunard Line; and the freighters Hermes, Storker and Chiffon, from Welsh ports, and the Atlas from London. It is declared they are conveyed by war ships thru the submarine zone and travel in fleets, in which it is regarded as best to permit them each to travel in the direction of their destination.

Altho both Baron B. Jellicoe and the Earl of Lytton used guarded language in order that it might not involve the giving of important information to the enemy, they said enough to show that the navy will win another great triumph in a few weeks. Already that triumph has begun to develop.

Submarines have sunk four more ships of a gross tonnage of 15,000, according to reports up to midnight. One of these has a burden of 12,000 tons, and it remains unestablished whether she is a naval auxiliary or not. In case she is a warship, she cannot be counted in with the merchant vessels destroyed, for besides not being employed in the merchant service, she, as a warship, would sail more venturesome and more dangerous routes than the ordinary peaceful craft. In the Mediterranean, Italy has suffered no inconvenience, for the protective measures adopted have so

What to Do With the Grand Trunk System

Few realize how the Grand Trunk Railway Company of Canada is being dragged down by the Grand Trunk Pacific. The load is so heavy that it may crush the old Grand Trunk within a short time. The situation may be a little better today than it was a year ago, but we know that a year ago it was so acute that the Grand Trunk could not have gone on for another three months without relief. Writing to Sir Robert Borden under date of Dec. 10, 1915, Mr. Alfred W. Smithers, chairman of the Grand Trunk Railway Company, said:

"We are now at the end of our tether" with regard to Grand Trunk Pacific financing. The first Grand Trunk Pacific payments for interest after Jan. 1 next will become due on March 1, and amount to just under \$1,000,000, and there is no prospect of our being able to meet that payment.

The corner was turned by borrowing eight million dollars from the Dominion Government at the last session of parliament, but this only added to the load, tho it temporarily staved off the day of reckoning. Now, more than ever, it is obvious that the old Grand Trunk cannot serve the public efficiently and pay the \$2,750,000 a year it is called upon to pay on account of the Grand Trunk Pacific.

It must be remembered that the Dominion Government has a first lien upon the Grand Trunk Pacific Railway enterprise. That first lien far exceeds in value what is in the open market. The Dominion Government therefore can at any time it pleases take over the Grand Trunk Pacific without asking permission of the old Grand Trunk, or paying the old Grand Trunk a dollar. The old Grand Trunk, however, by such liquidation of the Dominion Government's commitments on account of the Grand Trunk Pacific, but it will be bound for all time to come to pay \$2,750,000 a year on that account.

From that burden the Grand Trunk Railway Company of Canada can only be relieved by the Dominion Government giving to them without consideration seventy million dollars.

We cannot believe that the government will do this, and therefore the Grand Trunk faces either liquidation or nationalization.

But, however that may be, we have no doubt that it would be better for the nation to take over the Grand Trunk Railway System without delay. The situation which confronts us in Ontario is sufficient to prove that. The government may be doing the best it can, and we believe Sir Henry Drayton is bespeaking himself, but the net result is to be an utter breakdown. Factories are closing down and people are suffering. No one can doubt that if the government actually owned and operated the Grand Trunk we would get coal, and lots of it, immediately; if not we would get a new government. Imagine the situation covering the railways and tolling the people of Ontario that they must do without coal during the coldest weather on record.

The government of the day has been accused of desiring to make the National Transcontinental (including the Grand Trunk Pacific) the laughing stock of the railways world. No doubt by so doing they would make Sir Wilfrid Laurier more or less ridiculous, because Sir Wilfrid looked forward at one time to the National Transcontinental being his monument, but incidentally, and we hope unintentionally

The government must take all of the Grand Trunk system, or none. It must not be saddled with the Grand Trunk Pacific and seventy million dollars more of debt, while the old Grand Trunk, under corporate control, dominates the railway situation in eastern Canada.

The Difference
The railway trouble in the States is largely due to a blockade of freight, no ships to take it out from ocean ports, and consequent congested yards and tracks all this side of the ocean. The cars can't be unloaded, nor be got any farther.

In Canada there is neither sufficient engines nor other rolling stock to handle the freight!

Sure!

Canadian Clubs are chumps: see editorial special despatches in leading government organs.

DINEEN'S CLEARING SALE.

Reductions of 25 to 50 per cent. apply on all Dineen's regular stock offers during the February Stocktaking Sale. The original prices were extremely reasonable for high-class furs, so that the reductions really mean exceptional bargains. Men's fur-lined and coonskin coats are sold to the accompaniment of the schedule of reductions. W. & D. Dineen Company, Limited, 140 Yonge Street, Toronto. In Hamilton, 20 and 22 King Street West.

Special Cable to The Toronto World.
Sofia, Feb. 13.—The queen is confined to her bed and her condition is said to be grave. Nothing has been given out by the court which her majesty is suffering.

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ITALIANS ADVANCE ON ALBANIA LINE

Allies Occupy Eresen on Renewal of Activity in Balkans.

BRITISH MAKE RAIDS

Particularly Violent Bombardment Prevails Between Cerna and Lake Presba.

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Petrograd, Feb. 13.—That Germany is hard pressed for men is shown by the fact that there are incessant movements of German troops from the Russian to the French fronts and back again, according to military observers. Captured documents, it is declared, show that the food supply of the armies in Courland and Lithuania is very bad and that all unfit horses have been slaughtered. Soldiers provided with food tickets, available for three months, raid the restaurants, leaving the civilians nothing.

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