MONDAY MORNING

## Why Canada Shou'd Take Over the Old Grand Trunk Before the Grand Trunk Pacific

p of the old change in the roads? We do. We are ership by the state of all the and always have been-than ever-since the war be Grand Trunk has brought 1 case up and in such a way that we can get it now on our own terms. We don't have to persuade the Grand Trunk and we might have to do a lot of perthe case of the Canadia The Canadian Northern ma another approach. But the Grand Trunk is in our mitt, to use the talk of the day. It has told us that it is at the end of its tether and it is anxious that Canada take over the Grand Trunk Pacific and relieve it of But the old Grand costly burden. Trunk has pledged itself and all its asand belongings to Canada on ac-of this Grand Trunk Pacific. It us over seventy million dollars on his account alone. And it owes us a lot of more money, given it by the people of Canada in the days when the was being built-over fifty years States; a railway and on this no interest even has and developed and properly eq ever been paid. And it not only owes maintained, as the us this money that Canada advances afford, will certainly permit, will be for the old Grand Trunk, for the Grand equaled on the whole Trunk Pacific, but it undertook to take continent; a road, once over and fun and maintain and give a owned, can be made comp high-class railway service on the Na-tional Transcontinental Railway if we and lakes, not rivals of them; but which, built it. And we have built it at a cost of over three hundred millions of dol-lars on which we are annually paying tion, and thus, perhaps, bring ocean naviinterest charges amounting to over gation much further inland; and such twelve million dollars a year. It was the national system, linked up to the Interold Grand Trunk under the rule of coionial, will give us great see ports fur-Charles M. Hays that led Canada into ther down the St. Lawrence, certainiy at all this expenditure of hundreds of mil- St. John and Halifax, Sydney, later on lions in building it and of a yearly on the Island of Newfoundland; and, last charge of other millions for all time to of all, make for Canada, a system of come, making Canada by reason of the transportation that seeks to give service Grand Trunk's failure a name to gibe at to the people and the nation, not make for all the enemies of public ownership profits for owners-often the world over!

And yet in spite of these facts and in these times of war, a clique of men here in Canada are shaping up a deal to let the prime mover of the whole business. the old Grand Trunk, steal away from the responsibility of taking over and running the Transcontinental, running and ment in the west. Canada's hope is i maintaining the Grand Trunk Pacific, but also of suggesting that Canada refund to the old Grand Trunk any money it expended on account of the two propositions and of forgiving and forgetting the millions that Canada has advanced it by way of loan since Mr. Hays and associates undertook to run the Grand Trunk Pacific.

And not only have they done these things and made defaults, but because of the losses they made on the Grand Trunk Pacific they have reduced and degraded the service that the public are ntitled to get from the old Grand Trunk! This is why the coal famine, the scarcity of engines and cars, the danger that impends all over eastern

p of the old Grand Trunk and transcontinental, national service, yes, a tal in give to another private

> made to furnish unlimited motive power as long as water runs, and thus endent of the limit the neighboring states, fuel be denied to us any day by war, or by policy of enlightened stores for her own ne country-thereby consecrated to the upbuilding of our own country, our own people, our empire, our allies. And the Transcontinental, linked up with such a productive line, and the best part of the Canadian east, might yet become a paying concern, and help to still greater develop

The day surely is past when we should give the ownership of railways to foreigners, and foreigners control the Canadiar Pacific, and the Grand Trunk controlled by capitalists who hold the shares for the exploitation, not the development, Canada. In the United States, the first thing they will do in war is to take over the railways; being in war, let us do now, when the thing is in our own hand and the opportunity here. It may never come again, or only at an enormous cost, involved in buying control. The owners default, their bad policy, their previous exploitations, have brought them into ou

of an English financial expert, an Amer

ican railway expert. one of our own-ex-

perts, investigating, and telling us what

to do. We ourselves know more about i

than do they. We've lived it, and know

hands! You talk about a con ssion made u



THE TORONTO WORLD

THE AX HAS FALLEN.

Richard L. Baker deat in the whole problem of manner with the whole problem of northern transportation, and in an address which has never been sur-life aboard the Niobe, which is now being used as a training ship for boys, 160 of whom have been recruited from On-tario. oard the Niobe, which is now be-sd as a training ship for boys, 160 om have been recruited from On-usical program and pictures by the George management varied an Eng program. ILIVERS SPECIAL SERMON. Thomas Putlock, England; W. W. Pierce, Montreal: Wounded accidentally—H. M. Dunbar, Biggar, Sask; 800206, W. D. Nokes, 788 Pape avenue, Toronto. Unofficially prisoner of war—E. G. Sin-clair, Medicine Hat. Shell shock—Geo. Maunders, England. Seriously III—M. Tamashiro, Japan. resting program. DELIVERS SPECIAL SERMON.

MARCH 12 1917

Gas Water Heater Time

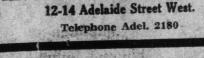
IS HERE And in order to allow every gas consumer to en-joy the comforts of a real hot water service in the home, this company offers the best terms of pay-ment ever made in its history. \$2.75 Cash Down Places One of These Efficient IN YOUR Gas Water Heaters HOME

Balance payable at the rate of \$2.00 monthly with your gas bill.

The time is coming when every house will be equipped with a gas water heater, because gas water heaters have passed the luxury period and are now classed with other essential home re-quirements.

duirements. Homes without hot water facilities are out of date. 20,000 Gas Water Heaters are now in use in To-ronto, but there is room for 40,000 more, so why not decide now when such low terms are being offered?

The two styles of heaters illustrated here supply almost unlimited quantities of hot water for kitchen, bathroam or laundry purposes, and do it at very little cost for gas. Pay deposit now, and have nine months to pay the balance. THE CONSUMERS' GAS CO.



CANADIAN

CASUALTIES

INFANTRY.

Killed in action-H. J. Dunlop, Edmon

ilton; Cecil Sterling, Parrsboro, N.S.; H.

England; Corp. A. L. Riemer, Russia; C. E. Cree, Stratford, Ont.; Jas. Beau-vais, Caughnawaza, Que.; James Eng-land, England; Jas. Mayhew, Morris, Man.; H. H. McAdle, Forest, Ont.; John Waterfild, England; W. M. C. Stephen-son, Grandview, Man.; Edwin Macdonald Sunnybrae, N.S.; Arthur Perreault, Montreal; Arthur Gamache, Valbrillant, Que.; Sgt. H. C. Earl, Pleasant Lake, N.S.; Issae, McKenzie, Sussex, N.R.; D. P. Lockhart, England; Alex. Renute. Scotland; Capt. C. D. Clark, 104 Avenue road, Toronto; Lieut. Arnold Kippen, 12 Meredith Crescent, Toronto; Lieut. An-drew McDowell, Ireland; J. F. Fuller, Ashfield, N.S. Died-Norman Dickinson, Solsgirth. Man.; Sandy Logan, Tofield, Alb. Wounded accidentally-Corp. Wm. Goldsborough, England. Wounded-Rovert Macmillan, Scotland. Missing-Lieut. David A. Forneri. ton; J C. Bell, England; Edgar Met-calfe, Long Lake, B.C.; W. T. McLean, -----; James Joss, Almonte, Ont.; Jas. Cooley, Weir. Ont.; John Newton, Ham-

Wounded-Rovert Macminan, Scotland Missing-Lieut, David A. Forneri Kingston, Ont. Dangerously III-T. C. Marshall, Roch ester, N.Y.; G. R. Jackson, Montreal Herbert Allison. Edmonton; Bruce Im mel. Delhi, Ont.; T. L. Selby, McAuley Seriously ill-Chas. Armstrong, Red

Deer, Alb. Missing, believed killed-Lleut. A. B. rving, Victoria, B.C. Gas poisoning-James Higgins, Scot-

and. Seriously ill, wounded accidentally — John Lord. England. Wounded—Lieut. L. A. McKinnon. Caledonia. Ont; Lieut. Frank Armstrong. Sussex, N.B.

#### ENGINEERS.

Wou ided-Sapper James Hood, Scot-land; Sapper Wm. Boyle, England; Sap-per Harry Robins, Calgary, Alta. Suffering from fracture-Sapper K. F. Munroe, Fort William, Ont. Killed in action-Sapper Wm. Recee, Sapper J. T. Millard, Vancouver. Believed killed-Sapper John Gillen.

ilton; Cecil Sterling, Parrsboro, N.S.; H.
L. Hughes, Drayton. Ont.: J. V. Wright,
Thorold, Ont.: Joseph Thomas, England.
Wounded-Harold Moon, Hawkesbury,
Ont.: Lance-Corp. G. T. Murdoch, Ham-fliton; John McDonald, Bridgeport, N.S.;
F. J. Day, Kelowna, B.C.; W. M. Fraser,
Vancouver; Harold Laursen, Denmark;
H. N. Austin, Vancouver; A. E. Nelson,
Summeriand, B.C.; K. P. Wilson, Ed-monton; John Hahn, England; E. L.
Willis, Canington, Ont.; 775035, Thomas back "Way will never sheath it until we knock the bloody kaiser to pieces and send, the German fleet to the bottom of the sea. "To the bottom of my heart "Praise God From Whom Alk Blessings Flow," "To mite board the Niobe, which is a "Belgius," gave an interesting address on "To mite board the Niobe, which is a "Belgius," gave as a training with which is a "To mite board the Niobe, which is a "Belgius," base to mean add children of "To mite board the Niobe, which is a "T

bbotsford. B.C.

ARTILLERY.

GAS UP-ELECTRIC DOWN.

Due to the increase in gas and the reduction in electric lighting, and also to the Electric Wiring and Fixture Co. of College street in keeping down the cost of electric light wiring and

fixtures, the above company are being

besieged with enquiries as to the cost

of wiring and fixturing occupied and completed houses for electric light,

concealing all wires, and without marking the decorations or breaking

the plaster, and as competent elec-tricians are scarce many people will

be disappointed who are leaving the wiring to be done at house cleaning

time instead of taking advantage of

the slack season, as it only takes three

days to complete an eight-room house,

and all work is inspected by the gov-ernment electric inspection depart-ment, and is not dangerous, as was

Wounded-Gunner F. W. Brown, D wa; 348196, Driver Chas, Hammond Vermont avenue, Teronto.



mention other things that we get from the States, and may not be able to get if our neighbors should go to war! And no one knows what private fortunes were made out of this whole business! Do some of the promoters want to have a second crack at the box?

But here's something else The World ing over of the roads, we know that we've wishes to tell you, something that no one else has ever told the people of Ontario and Quebec, of all Canada, for terments of the old Grand Trunk, amounting now to many millions, were made with money taken out of the carnings of the railway from the people of the two provinces! They were forced to more so?

pay excessive tolls-they had no reourse. But you say that a lot of the betterments were paid for out of borrowed money, loans, preferred stocks, debentures, bonds, municipal subsidies! they were; but so also, as we've said, many other betterments came out of earnings. And never forget about these municipal and other subsidies independent of the national and provincial ones! And don't forget the unearned increment-the greatest of all. The Grand Trunk's sidings, terminals, real estate. other assets in our cities and all equity to the public more than any one else! Certainly a new set of exploiters, or an old set of explaiters have no right to them. If anybody the old runk! And where are they? shares.

And here's another thing that no one us ever told the Canadian people, tho they ought to know it, as they've had to pay the piper: wo mean that was skillully bled cut of the earnings of the Grand Trunk and went into expensive they fought the Laurier Grand Trunk contracts with sleeping car companies, cartage companies, rolling stock com- us what we expect and what we ought panies, express companies, into a host of to do, after all that talk in parliament subsidiary concerns and firms, in which and discussion in press and elsewhere here were silent partners never yet dislosed. That's what helped to bleed the Grand Trunk white. And they were to e all in the new big transcontinental

they could get in. The town sites of ne new line nave in part been siready explotted. The people of Canada can get

of Ontario south and westward into the Western States, and from the boundary of Quebec into New England. Have we been carrying the traffic of Americans and our rivals for years at preferred rates compared with our own? Has the dead-meat trade of Chicago been handled at our cost? Did you ever hear of the independent American freight lines that for years have had preferences of all kinds over ourselves?

And if the Grand Trunk owes us so much money for recent advances, for nonperformance of contract, for not giving the public a railway service sufficient to the requirements of the franchise conceded-and every franchise involves a cerresponding service-and if in these war times it is absolutely in the national interest that the state should own and con-

And who has ever figured out what the people of Ontario and quebec have paid in traffic charges toward the construction and maintenance of the railway ventures of the Grano Trunk from the boundaries

We leave it there for the day, with the remark and the hope that Hon. Frank Cochrane, as long as he is in office, will try to bring about what duty and the facts must impel him to do-nationalize the old Grand Trunk before we take over the Grand Trunk Pacific. To reverse the process means a stab at the life of the nation and the people. We've tried all the other things, and paid the shot, but have little to show; let us now have the show and the service that we think the people have a right to!

Read Breakey's used-car ad in class

RESCUES TWELVE SOLDIERS.

Special to The Toronto World. Brantford, March 10.-For treme

treme heroism in rescuing twelve wounded men from "No Man's Land" mier. during twelve trips, having his feet so badly frozen that he has been in the hospital ever since, Pte. William carrying out of the British common trol the railways, is the time here and Slattery, 95 Chestnut avenue, a form-now that we should take it over and be-er member of the \$4th Battallon, has must always be supreme to those of sin to get some & our money back and been awarded the military medal. individuals or private corporations."

Influential Deputation Will Interview Government on Metropolitan Expropriation.

it; and national necessity constrains u One of the finest meetings ever held to it: if they reported against the takin the Eglinton Town Hall took place Saturday night to further discuss got to take over the Transcontinentalthe expropriation of the Metropolitan Railway and to arrange for a delegawe still have it-and the Grand Trunk Pa-Railway cific is about to be dumped back on us; tion at least 500 strong to meet the that matter. A great portion of the bet- this being the case, would we not be idiots legislative committee tomorrow mornif we took the shoestring and gave the ing at the parliament buildings at ten network of the Grand Trunk here in the o'clock. The meeting had a determination which spelt win or make trouble populous east to some other private company, who'd repeat the old story, only Ald. Ball caught the sense of the gathering when he stated that he did not

believe Premier Hearst and his gov And, make no mistake, that is the deal ernment would condemn North To that is now afoot. Capitalists, bankers, ronto to the eternal punishment of such railway men, systems rivals of the Grand a transportation system as they now Trunk, old and new, would like to see it had, and that the situation could only kept in the hands of private corporations; be changed, either now or in the futhey'd like to see the Intercolonial and ture, by buying out the portion of the Transcontinental remain horrible ex- the Metropolitan Railway as propos amples of public ownership. They'd like ed. If the city's application was blocked, the alderman also thought it to have the Grand Trunk and its assets would at least suggest a throw down for another exploitation. They'd like to to public ownership. "segregate the extraneous assets" there-

R. L. Baker, president of the rateof, as the owners of the Canadian Pacific payers' association, made, the state are now separating away from the railment that a former alderman was owns are worth much and belong in way itself, its land, its leased lines, its working to try and head off success ory steamships and its steamboats, its hotels, compelling a vote of the citizens to purchase the part of the Metropolitan and a hundred other things, and to put lesired. He further hinted that if this them into the holding of new companies, was included in the bill it would be no right to them. If anybody the old whose watered stock would be given as the joker to prevent, if possible, the original shareholders of the Grand stock bonuses to present holders of its success of the movement. Ald. Ball paid a tribute to the splendid work

which had been done by President This is the story we've been trying to Baker and J. Shannon, another mem tell of the Grand Trunk, and will continue per of the association, both of whom had devoted days to working up the to tell: this is the story that is the outsity's case against the railway. North come of the pledges given to the Canaforonto and citizens interested in aorth end development are expected dian people by the Conservatives when co be out in full force tomorrow mornpolicy. Can any commission of three tell ing

Railway's Objection Untenable. Dealing with the matter in detail and at some length, Ald. H. H. Ball We know it, and we've paid, and are said that the city was asking for exactly the same thing, to wit, the paying, the money, and the man, the double tracking of Yonge street from nation, that pays, ought to have the say. the present street system the northern city limits as asked for by

The responsibility is on the Conservathe Metropolitan in 1912-13. In 1813 tives, but so it is on the people even more a'tho the company got special legis. so. And we challenge The Globe, after lation to deal with the city for doub's tracking, nothing came of it. Any opposition from the Metropolitan ob jecting to the city's application because of the taking away of a vital portion could not be sustained in the mind of Ald Ball, because in 1913 Sir William Mackenzie had offered to

throw in the portion of the railway now sought to be taken over in the deal which Sir Will am proposed with the city in the sale of the Toronto Street Railway. "He must have put a price on that section of the Metropolitan at that time, and certainly it is worth no more money today," said the alderman.

"This shows the insincerity of the Metropo'itan's reply to Hon. I. B. Lucas, in which they pointed out

Lucas, in which they pointed out that it would disturb the bondholders of the railway of the legislation asked for was granted." declared Ald. Bail. He also said that the question was hig enough for Prenicr Hearst to take up and hoped that George S. Henry, M.L.A. for East York, in whos eriding the lines proposed to be acquired were located, would today orrenze for a meeting with the preex

Write us. arrange for a meeting with the pre-

passed in the North Toronto town hall passed in the North Toronto town hall aroused the greatest enthusiasm among the big crowd which thronged the building to the doors. He de-clared that the question was para-mount over all others and vital to the future of North Toronto, and that all question of political inport was

question of political import was secondary and must so be regarded. Rev. Father Murphy, C.S.B., delivered a special sermon on behalf of the men of the Holy Name Society connected with the parish in St. Clare's Church, West St., Clair avenue, last evening. Several new members were enrolled previous to benediction, which was given by Rev. Edward McCabe. He emphasized the need of concerted action, and personally took charge of the work of arranging for a monster deputation in connection with the deputation in connection with the submission of the matter before the private bills committee on Tuesday

norning. Ald. Risk and ex-Councillor Frank Howe and others spoke briefly.

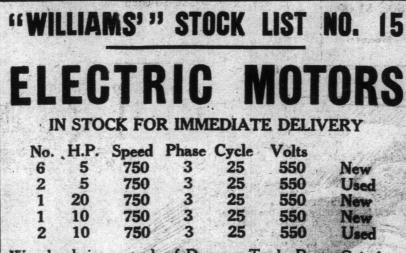
#### Would Retain Restrictions On Property in Moore Park

Moore Park residents were out in force on Saturday night at a meeting held in the Deer Park School to protest against was not insured. the proposal to remove the restrictions

on a small strip of land in Moore Park along the old Beit Line Railway, south of St. Clair avenue, belonging to J. S. Fullerton and his associates. Application

was made to the property committee of the city council a few days ago for the raising of the residential restrictions on raising of the residential restrictions on the property named, and Saturday night's meeting was called in protest. The meet-ing was unanimously opposed to any relaxation of the rules and a resolution to this effect, moved by Dr. Wright, was carried with only two or three oppos-ing. Jerry Nelson, president of the Moore Park Ratepayers' Association, presided and there were several lively passages during the evening. A deputation will go down today to oppose the application. were quickly on the scene.

#### FIVE MORE SAILORS JOIN IN EARLSCOURT



We also have a stock of Dumore Tool Post Grinders, Electric Drills and a number of other labor-saving electric specialties.

Phone Motor Dept. Ad. 20. The A.R. Williams Machinery Company, Limited 64-66 Front St. W. TORONTO

ARTILLERY. Wounded--Driver Joseph O'Neil, Ham liton; Acting Bombardier J. J. Lynci England.

SERVICES.

ENGINEERS.

Died-Sapper T. H. Cashmere, Cobden

Seriously III-Driver G. O. Tomlinso Andover, N.B.

### EARLY MORNING FIRE.

About one o'clock Sunday morning a fire broke out at the one and a half-storey frame dwelling owned and oc-cupied by J. Parris, Chambers avenue, Weston road. The building and con-tents were destroyed, and the damage is estimated at \$500. The cause is un-konwn, and it is stated the dwelling was not insured. Dangerously ill-D. T. McLean, Mar-

INFANTRY. Killed in action-Capt. Gregory V. Nelson, The Globe, Toronto; W. I. Tay-lor, Scotland. Died of wounds-Daniel Wilton, Woodie Point, Nfid.; Robert Naismith, Almonte, FIRE IN OAKWOOD.

Shortly after 3 o'clock yesterday afternoon a fire occurred at the residence of Mrs. Law, 50 Rosemount venue, Oakwood, causing damage to the extent of \$200. The cause is stated to be a little boy playing with matches. The loss is covered by insurance. Earlscourt and adjoining fire reels

SUCCESSFUL FARM SALES.

C. N. Hagerman's sale of farm stock and implements on the home-stead on Friday was a great success, the live stock, which was in excellent condition, selling well, more than \$3000 being realized. Mr. Hagerman Five recruits were secured as a result of the navel recruiting rally at the Boyal George Theatre, Earlscourt, last evening, when Rev. Sam Boal made the final ap-peal in Earlscourt on behalf of the may. "I stand here as a minister of the gospel to plead with you, the women of Can-ada whose sons are clinging to your skirts, to induce your boys to enlist," said the' speaker in an impassioned ap-peal. "Canada has been protected by sale. is removing in the spring to Hager-man's Corners, where he is at the

# Ont. Wounded—Pete Kotuk, Arbuckle, N.D.; W. N. McKnight, Killarney, Man.; Fred Daniels, Emerson, Man.; T. R. Pearson, New Westminster, B.C.; J. T. Taylor, England; Sgt. J. H. Grant, Vancouver; D. G. Holmes, Ireland; T. C. Johnson, New Glasgow, N.S.; John Murphy, Srdt. Land; Sgt. Cnas. Smith, England; W. W. Hamilton, Coldbrook, N.B.; T. H. Elliott **WAR SUMMARY** THE DAY'S EVENTS REVIEWED

(Continued From Page 1.)-

caliphate and the capital of Mesopotamia, had a high standing in the Monammedan world, altho it had steadily declined since the Turkish occupation of Mesopotamia in the early part of the seventeenth century. Germany had intended to found a German colony on the rich lands of the Tigris and the Euphrates, where grain yields four hundred fold. Basra, on the Persian Gulf, was to be a German base for an attack on India. The loss of Bagdad is a serious blow to the prestige of the Turks and their German masters in the Mohammedan world, and it brings a great increase of prestige to the British arms.

In northwestern France the British captured Irles and its neighboring defences on a front of three miles on Saturday. Their attack speedily reached its objectives and 292 German prisoners fell into their hands. Irles lies on the northern bank of the Ancre, on the road from Miraumont to Bapaume, and north east of Grandcourt, and it formed part of the new German defensive line from Bucquoy to Achiet-le-Petit to Bapaume. Its possession will materially assist the British in enlarging and sharpening the salient driven into the German front up the Ancre Valley. All the ground taken possesses considerable value. The British now hold points which give them observation to the large rolling country back of the Ger man front. By the aid of these, with their superior artillery fire, they can make life henceforth almost unbearable for the enemy. It mus t be remembered that the operations on the Ancre form merely a continuation of the battle of he Somme and that the object of that battle was to spread northward by ripping open the old German front and not immediately to move forward, so as to break the German front. The battle of the Somme. in the estimation of the British and French staff experts, has given more important results already than the mere breaking of the German front could give the allies. The breaking of a front would serve rather to pro-long a real decision. By following out their present plan to its conclu-sion the allies are taking the shortest method of ending the war.

On the French front the artillery actions continue to be lively and formidable. Infantry action comprised unsuccessful German attacks near Rheims and Bezonvaux and successful French surprise raids in the regions of Lassigny, Canny-sun-Metz and north of Jury Wood, in the Woevre. French batteries west of the Meuse carried out a destructive hombardment of the German defensive organizations in the sector of Forges, exploding a munition depot. The Aisne sector has also witnessed lively artillery fahting.

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of khaki

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Sizes 34

Splend

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Sizes 32

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Crean Mashe

Appl Pum