

was because the railways had been muddled and wrecked by private ownership. At its last meeting in Washington the United States council of agriculture, representing the farmers of the entire country, had declared themselves in favor of public ownership. The great brotherhoods which operated the United States railways were on record as favoring public ownership. The Canadian Council of Agriculture, to meet in the west shortly, would, no doubt, take the same position.

A Doctrine of Democracy.
"There is another reason," said Mr. Maclean. "If the people have paid for the railroads, and they have paid for them time and time again, in God's name, is it not time that the people own them? They should be administered in the interests of the people who paid for them. That is the new doctrine of democracy. That's what is at the bottom of the Farmers' movement in Ontario. The people are saying that if we can win the war for democracy, the people of Canada, who have paid for their railroads, intend to administer and control them. They see this movement going all over the world. They see it is impossible to deal with transportation. The nation deals with it, we must go further. England is building ships. They will reorganize the mother country and the empire by the control of transportation. We have spent much money in the past and passed much legislation, but we see now that all the advances we gained were lost by the existence of the shipping monopoly that controlled transportation before the war. To win the war we had to have national control. For the reconstruction of Canada there is no other device possible."

Interests in Opposition.
Mr. Maclean said if government administration of railroads had failed in the United States it was largely due to the men who were formerly controlled the railroads. They had used the properties for exploitation and speculation. When the opposition analyzed it could be traced to Wall Street and the railway magnates. The people who had actually invested their money in the railways saw no hope for their investment unless the roads were taken away from Wall Street and the magnates.
J. H. Burnham, Peterboro: "Would the honorable gentleman advise public ownership of all means of production?"
Mr. Maclean: "My honorable friend can deal with that when he gets to it. I am dealing now with transportation. All the people opposing public ownership, and many of them appear in the press of Montreal, say a democracy is not able to administer its railroads, and this after a democracy has just done the biggest thing in the history of the world. I have every confidence in my fellow-countrymen that they will find a way. I hate to see the newspapers saying that the Canadian people are not fit to run the railways. If there has been corruption in the past it has come from the men who were not from the people. The man who says that today is not worthy to claim any credit for what he did in the war."

Plenty of Young Canadians.
Mr. Maclean further believed that men could be found or trained in this country capable of administering the railways. Young men could be taken and given an opportunity to rise to the top. The Grand Trunk under public ownership could make more money than under private operation.
D. D. McKenzie: The hon. gentleman is on his hobby now—

Mr. Maclean: Is that a disgrace? I wish my hon. friend had a hobby. It would do him good.

Mr. McKenzie: How does my hon. friend propose to get away from the great annual deficits of the Grand Trunk? Mr. Maclean: By trying to get away from the state of things created by the hon. gentleman and his friends. There is a scandal. We are going to stop deficits and scandals. It is a hard thing to show a way out, but what constructive schemes have you hon. gentleman proposed? We have not heard of any alternative proposition. The only one we have heard was that mentioned in the Montreal press that the Grand Trunk over to another private company. That would only aggravate the evil.

Canada's White Coal
Mr. Maclean said the great coal strike in the United States was due to the fact that a huge monopoly had been created based on private ownership of the mines. He said that there was relief in sight for Canada here science and nature had given us white coal. "We have an unlimited supply of water power in this country," he said, "and we propose in connection with the nationalization of the railways to nationalize the water power. We have put us on our feet in a short time and make us independent of the U. S. We have started the thing in the province of Ontario and the Hydro-electric power system has been a great success. There must be electrification of the railways and no one can do it as well as the state."

The member for South York paid his respects to Montreal, characterizing the city as "the refuge of the so-called railway magnates, who want to maintain their ascendancy." He held that it was not the people of Quebec, but the pro-corporate government in Montreal which did not wish to see the waterpowers of the St. Lawrence developed for the benefit of the people.

Would Nationalize C.P.R.
"The C.P.R. has its opportunity. It has its railways. Let it not interfere with the people of Canada in their determination to own a railway system," said Mr. Maclean.
Mr. A. R. McMaster of Bromo: "Would you nationalize the C.P.R. also?"
Mr. Maclean: "Some day, yes. I am not afraid of the C.P.R."

The Toronto publisher also expressed the view that the C.P.R. organization would be the best one for the National lines to adopt. He believed there was not a man in the employ of the C.P.R. who would not be just as gladly work for the nation. He objected to the C.P.R. interfering with the decision of the people to take over the Grand Trunk. The more Canadian money had been lost by speculation in C.P.R. shares than had been sunk in all the railways of Canada by the people.

Millions and millions had been squandered on Wall Street by Canadians dabbling in C.P.R. stock, and the Canadian Party would not be a real success when it went out to the magnates' hands and the stock dealers' hands and became a publicly-owned institution. They must nationalize the Grand Trunk and get rid of the wasteful duplication. The day after they got hold of the Grand Trunk they would have the best line between Toronto and Ottawa and would have the greatest transcontinental railway in Canada. In his opinion, the greatest railway property in America today, with the exception of the Pennsylvania,

was the Grand Trunk Railway of Canada, and the greatest assets were the assets of the Grand Trunk in Ontario, Montreal and the middle west.

YORK COUNTY AND SUBURBAN NEWS
YORK TOWNSHIP COUNCIL MEETS
Loan of \$75,000 Authorized for Addition to Second School.
Two deputations waited on York Council yesterday from Silverthorn, one to appeal for a \$1,000 grant for a war widow, and the other for a Christmas grant for the children of soldiers. They were assured that both appeals would receive consideration.
Reeve Miller pointed out that as 90 per cent. of the taxpayers of York Township are working men, any grants of this nature would benefit persons who have in many cases a smaller income than the persons making the appeal. It was admitted that the widow, in whose behalf the deputation appeared, was drawing a pension of \$14 a month and other allowances bringing her income up to \$108 a month.
In response to an application forwarded to the council asking the question of opening certain streets thru to Woodbine avenue from Meagher street, at present a school children have to go south to Danforth avenue to get to the school which is in the centre of the section on Doncaster avenue. The school superintendent was instructed to call for tenders at once for the supplying of 500 service water meters.
Pending the sale of school debentures, School Section 26 was authorized to borrow \$25,000 from one of the banks to pay for a much needed addition to the school.

Should Have Bought Stock.
Frank Cahill expressed the opinion that the government should have offered to buy the Grand Trunk shares. He said the market value of their stocks as on October 9, the date when the bill was introduced, was \$100. At Alfred Smithers and Hon. Arthur Meighen. This would have meant an expenditure of about fifty-eight millions, but the government would have had all the stocks in its possession. The bill before the house provided for guaranteeing \$40,000,000 worth of stocks, and the government the value of all the other stocks. This might involve a very great expenditure.

Public Ownership Favored.
Speaking in support of the bill, Mr. Frank Glass declared that sentiment from the Pacific coast to the most easterly part of Ontario strongly supported the acquisition of the Grand Trunk. The views of the people of Ontario, he said, were indicated by the vote in the provincial elections. They were standing four-square for public ownership. Stock market quotations, said Mr. Glass, were no indication of the intrinsic value of a railway and should not be so considered. While The Montreal Star was at present opposed to public ownership, it had not always been so, and the member for West Middlesex thought some influence had been brought to bear to change its policy.
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North Toronto Conservatives Blame Prohibition Party
North Toronto Conservative Association held its regular meeting last night in Masonic Hall North Toronto. A large number of members attended and most of the discussions which took place were centered on the recent downfall of the government. Most of the speakers placed the blame for the turnout on the Prohibition party. Others expressed the view that the general feeling of unrest for delivery in the district and the Union government at Ottawa, were the factors responsible for the change.
The meeting decided to give a dinner to the returned men of the district at its next meeting on December 1. It also decided to assist the Southeast Toronto Liberal Conservative Association in holding a meeting, either some time this month or early in December. A motion by Dr. Evans that women be admitted was withdrawn after considerable discussion and it was decided to ask the executive to form another association for the women of the district.

ETOBICOKE
WANT STREET LIGHTS
At the sitting of the council yesterday, a petition asking for street electric lighting in the south end was dealt with, and the council decided to go over the ground to inspect on Wednesday.
Several deputations of residents went on hand to request improvements in their localities. A request for the improvement of roads and street lighting was made. David Wright asked for improvements in his property, and a deputation of residents from near Long Branch asked for a sewage and water system. They will be dealt with after inspection.

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BOARD OF TRADE ENDORSE PURCHASE

(Continued From Page 1.)

000,000; the Intercolonial, \$125,000,000. The total government responsibility already assumed of \$775,000,000. The government has also become receiver of the Grand Trunk Pacific, whose securities it had largely guaranteed. Its cost was \$260,000,000; so that, as the Grand Trunk refused to fulfill its contract to take over the Transcontinental east of Winnipeg and cannot meet its obligations to the Grand Trunk Pacific, the people of Canada must now carry over a billion dollars' worth of railways, which, being practically without eastern feeders, cannot possibly pay their way.

Public Will Own Fifty Ships.
The bill compelling the government to go into the shipping business. To date, about fifteen steamers are in use, and the first one is about to sail between Vancouver and Australia. Others are trading, not only to Britain, but to the West Indies and South America. Ships under construction will bring the national mercantile fleet to over fifty vessels, for which cargoes must be found. Without adequate railway bases for their business, their disadvantage, as against the C.P.R. fleet of 62 vessels, is obvious.

The Grand Trunk in Ontario and Quebec has a network of lines equal, if not superior, to the C.P.R. In the west, the Canadian Northern lines are in an almost equally favorable position, but the key to ultimate success is in control of freight-gathering lines in the prairie. One advantage that will follow absorption of the Grand Trunk will come from the routing thru Canada of traffic to the Pacific coast, which the Grand Trunk at present sends via Chicago and American roads, in order to get the longest possible haul over its present lines. This is one of several factors which will aid in transferring the Canadian National Railways from losing to paying concerns.

Toronto Beats Montreal.
As the old Grand Trunk, without its Grand Trunk Pacific obligations, can make both ends meet, its addition to the National Railways will be an asset, and not a burden; and in taking it in terms subject to arbitration, the country would do the fair thing by its 180,000 British shareholders. To throw the road into bankruptcy would all but destroy the confidence of British investors in Canada and discount the inflow of capital and immigration, which are necessary to our future prosperity.

Except for a couple of questions, the only speaking which discussed the situation generally was by Mr. Hugh Hallett, who, in support of the resolution, supported the contention that Toronto is the greatest distributing centre in Canada, he said that Grand Trunk figures supplied him showed that the Montreal tonnage in September, 1919, was 96,000, against a Toronto total of 105,000; while in January, 1908, when there was no navigation, the figures were Montreal, 55,004, and Toronto, 103,743. This Toronto preponderance had been gained in spite of the railway's discrimination against Toronto.

Another speaker, Mr. H. H. Hallett, said that he was sure to send goods from Toronto to points west than from Montreal, whence the haul was 330 miles longer.

RIVERDALE SADDLING THE RATEPAYERS.
A note of warning is sounded by Albert Hanna, secretary of the Danforth Ratepayers' Association, regarding the purchase of luxuries by the city council when the money is so badly needed for actual necessities. He points out that if park purchases and other schemes are put into effect the citizens will be saddled with an additional four to six mills on the dollar in their taxes.

A mass meeting has been arranged for Nov. 11 in Frankland school, Logan avenue, under the auspices of the association, when the situation day on which the temporary injunction restraining officers of the mine workers' organization from activity, was made returnable. Asked what the government would do that day an official said: "We will not cross that bridge until we get to it."

The fact that no disorder was reported anywhere by department of justice agents was taken as a good sign that conditions were hopeful and that the miners realized it was a time for sober judgment and action.

WITH CHINESE IN FRANCE.
Rev. George Murray Ross, Presbyterian missionary of North Hanan, China, recently arrived at Halifax laborers in charge of 1700 Chinese soldiers who were demobilized from labor battalions and are now en route for the far east via Vancouver, Mr. Ross is staying for a short time in Toronto as the guest of Rev. J. McP. Scott, minister of St. John's Presbyterian Church, Broadview, and will lecture on his half year's overseas in St. John's Church tomorrow evening.

EPWORTH LEAGUE RALLY.
A rally of the three Epworth leagues, junior, intermediate and senior, will be held at the Epworth Methodist Church, corner of East Beaver and Leslie streets, was held in the auditorium last night. Miss S. Sturdy, by the intermediate and senior members on "Life Investments That Pay," followed by short discourses. A experiences during his two and a half years overseas in St. John's Church tomorrow evening.

WOULD HEAR PLATFORMS.
Before promising endorsement the North Riverdale Ratepayers' Association will ask all prospective municipal candidates to endorse their platform, some of the platforms which are as follows: The erection of a hospital in the Riverdale district, a playground in Wilson Park, better street lighting along Danforth avenue, beautification of the eastern approaches to the viaduct, postoffice and better postal facilities, "Pave" avenue curbs, lavatory accommodations, better police regulations of traffic at congested points. The regular monthly meeting in Wilson Park, evening in Frankland School, Logan avenue, 8 o'clock. Dr. E. A. McDonald, president, will preside.

LEASIDE
FIXED ASSESSMENT FOR CO.
Leaside council by a vote of the ratepayers, passed a bylaw to grant a five-year fixed assessment to the Canada Wire and Cable Company. The land of the company is now assessed at \$1,800 an acre. It is situated

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Group B Decorated Industrial Cars

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Group C Decorated Horse-drawn Vehicles

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WASHINGTON EXPECTS EARLY SETTLEMENT

(Continued From Page 1.)

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Springfield, Ill., Nov. 3.—Operators admitted reluctantly here tonight the first real test day of the bituminous coal miners' strike in Illinois, was a success from the mine workers' standpoint. Production of soft coal was paralyzed but the mine owners and operators were pinning their faith on the ability of government to force a cessation of the strike.

No attempts were made by the operators today to mine coal although whistles were sounded at many mines thru-out the state in a forlorn hope that a few workers might be induced to return.

Union Mines Closed.
Pittsburg, Pa., Nov. 3.—No less than 15,000 cars of coal were on side tracks in the Pittsburg district tonight, confiscated by the state government for the operation of railroads and essential industries.

Union mines generally were closed, in spite of the fact that whistles were blown and the pits kept open, for such of the strikers as desired to return to work.

Non-union mines held about the same position in the coal strike, expected when the strike was called, it being conceded that most of them were in operation with the usual working forces.

No Break in Ohio.
Columbus, Ohio, Nov. 3.—Today, which had been expected might be a crucial one in the coal strike, passed without a single break in the ranks of the 40,000 miners who laid down their tools last Saturday. Not a union mine attempted to operate, and the non-union mines are so negligible, neither side counts them as having any influence in the strike. They are mostly wagon mines, producing only a few tons per day, chiefly for local consumption.

Operators say they will not attempt to reopen the mines until some agreement has been reached with the Mine Workers' Union. They expressed the belief that through governmental agencies another attempt would be made to reach a settlement.

Complying With the Law.
Charleston, W. Va., Nov. 3.—The third day of the miners' strike passed quietly in the coal fields of West Virginia today. While the non-union mines were reported by the operators to be increasing their production, no attempt was being made to open the union mines closed by the strike. Reports to military headquarters showed that the strikers were conducting themselves as peaceable men and no attempt was being made to hold meetings. Meantime, additional troops were being moved into the state and placed at strategic points.

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