

The Toronto World

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WEDNESDAY MORNING, FEB. 5.

A Fight With Railway and Power Magnates.

The people of Canada, and especially those of Ontario, are up against one of the greatest fights of their lives. There is a determined fight afoot, centred in Montreal, and more or less backed up by certain newspapers in Ontario, to head off, by hook or crook, the government of Canada, taking over the Grand Trunk Railway, and making it a part of the National Railways. Montreal does not want to see public ownership succeed; and Montreal fears more than anything else that Ontario will become the greatest manufacturing centre in all Canada if we have public power as Sir Adam Beck is now working it out in competition with high-priced power in the Montreal district, ladled out by the private companies; and they do not want to see public-owned railways becoming a great success in the manufacturing and power centres of the Province of Ontario. If the production of power in Ontario is a success, and it is bound to be a success now, then there will be a demand in the public interest that the immense water powers of the St. Lawrence at the Long Sault be developed as a public enterprise, and put in competition with the private-owned concerns down there. The Canadian Pacific and Grand Trunk, directed from Montreal, by Montreal magnates, fear most of all public-owned power, and public-owned railways in Ontario, in contrast with the system of private-owned railways and private-owned power lines that they would like to control in the neighbourhood of Montreal. The object in the case is that certain men who control our railways and make money for capitalists; and the other is to give service to the people, to give power at low rates and to create an industrial centre in Ontario, without power and railway magnates. The World believes that the greatest industrial centre and garden country on the North American continent will be in that portion of Ontario lying between Toronto, the Niagara and Detroit Rivers. It will not be many years before it is an immense fruit garden, and high class farming district interspersed all over with industries and factories of every kind, and served by public-owned railways, and furnished by public-owned and developed water power. It will be full of happy homes, lighted by public power, served by public railways.

The fight is between "magnates" mainly in Montreal, who control railways and power, and the people who control and own the power and railways for themselves. Montreal is a "magnate" town; Ontario hopes to be the centre of industries, aided and supplied by public services owned by the people. This is the last big fight with the railway and power magnates. The railway magnates have gone for ever in the States; so in Britain. They are going soon in Ontario. Sir John Gubbins is one of the best, and Burlington, little Burlington, his latest victim.

The World can understand the attitude of the Grand Trunk people in Montreal and the Canadian Pacific people in Montreal and the business men of Montreal taking part against Ontario. What we cannot understand is the attitude of the Toronto and Hamilton newspapers in this matter, and the insidious way in which a number of them are trying to head off public ownership of the Grand Trunk and seeking to wound the policy of public-owned power. And there are members of parliament representing Ontario who are in the same business and who would sooner serve the Grand Trunk and the Canadian Pacific and Montreal interests than promote the welfare of their own province, and their own public-owned services.

The experience of the little Town of Burlington has been a case in point. Fortunately the result of the Catearact Power interests in Hamilton to squelch that little town and its rights is likely to end in the immediate construction of the Toronto-Niagara radial railway owned by the municipalities of this province, and used partly on its own account, perhaps partly as the best way, even of providing an electrically-driven fast railway service not only between here and the Niagara River, but between here and New York.

The public will notice that these papers which are so active in aiding the Grand Trunk are mainly active in the way of attack. When there is a fight up they keep quiet or at most cautiously publish something in the interest of the Grand Trunk or the Canadian Pacific. They never help when a fight is on as in the case of

Burlington; and as long as they can stall off the taking over of the Grand Trunk they will do so by saying that "nothing must be done until something else has been cleaned up."

We have no doubt that the truest man in heading off the taking over of the Grand Trunk by the National Railways is Lord Shaughnessy, now in England, and that he went over expressly for that purpose. Some kind of social influence working thru the holders of the Grand Trunk stock, who have held it for years, and who have never got any profit, but who regard it as a family relic, has been active; and we would not be surprised to hear that all kinds of obstacles originating in London have been placed in the way of decisive action on the part of Sir Thomas White and his colleagues in getting possession of the Grand Trunk.

The reason the Canadian Pacific is against the nationalization of the Grand Trunk is that the moment it is nationalized the New York Central, more or less in alliance with the Canadian Pacific, will have to give the same treatment to the National Railways of Canada that it now gives to the Canadian Pacific; and that they will have to share with the National Railways any rights they may have on the Toronto, Hamilton and Buffalo Railway. And then if we take over the New York Central Lines in Ontario, as we will have to take them over, then the Canadian Pacific may be at a very considerable disadvantage as compared with the preferred position it now enjoys.

But even for the Canadian Pacific, the fact is it will make more money if it keeps in business in competition with the National Railways in Ontario than it makes now, only it will not be dictator. The people will have more to say than they now have, and they will set the pace as to rates, and banish for all time that unfair discrimination that magnate style employs.

Burlington's Battle.

After nearly two months of sullen and stubborn refusal to operate its line from Hamilton to Oakville via Burlington, the Hamilton Electric Radial Company, instead, as we understand it, to resume the service it is bound to give, and at the old rates, at least so far as the service between Hamilton and Burlington is concerned. The company may save its face by pretending to be pleased at the result of Monday's municipal by-elections, but the newly elected council is pledged to waive no right which the Town of Burlington has under its bylaw and agreement with the company. The citizens of Burlington will get the radial car service to which they are entitled at the old rates. It is a victory for Burlington, but purchased at the cost of much hardship and expense.

Best of all, the fight put up by Burlington has cleared the way for the speedy and triumphant construction of the Hydro-Electric Radial Railway from Toronto, via Burlington, to Hamilton, to the Niagara frontier. The Hydro radial bylaw is to be again submitted to the ratepayers of Hamilton, Saltfleet and Nelson Townships, and it is a fair surmise that all three municipalities will pass the bylaw which two years ago they rejected. The Catearact Power Company has surrendered, but the surrender comes too late.

The experience of Burlington may well startle every municipality in Canada. The town was suddenly deprived of its transportation facilities because it would not repeal a bylaw approved and sanctioned by the Legislature of Ontario and the Parliament of Canada. The Hamilton Electric Radial Company not only stopped its car service at the middle of winter, but went thru the motions of a voluntary bankruptcy proceeding in the exchequer court of Canada. This proceeding, however, was so ex parte in character that the company can now no doubt withdraw its application and pose as a solvent concern. It had no scruples about using the courts for this kind of camouflage, and at the same time it threatened by injunction proceedings to prevent the Town of Burlington from supplying its citizens with a motor bus service in lieu of the street car service which the company refused to give.

An arrogant corporation, thru its titled president, orders the town council of the municipality to repeal its bylaw formerly passed in the request of that corporation. When the town council refuses to obey, the corporation refuses to give the transportation service which it is required by law and its own agreement to give, declares itself insolvent, takes an active part in electing a new town council, and goes out of its way to prevent the town people from getting any other transportation service even at their own expense. Like a modern Hildebrand, Sir John Gibson waited for the mayor of Burlington to walk barefooted thru the snow to Hamilton and do penance before him!

Yet Burlington had to carry on its fight almost single-handed. The City of Hamilton gave no helping hand, nor did the City of Toronto. The attorney-general of Ontario was sleeping, and the attorney-general of Canada was away on a long journey. The Dominion Railway Commission ordered the railway company to give Burlington transportation service, and when the company tore up the order of the board and spat upon the fragments, the board discovered that the

A DISTURBING INFLUENCE



Dominion Railway Act had no teeth, and could safely be defied.

The World stood by Burlington and gave wide publicity to its struggle against oppression. Sir Adam Beck roused himself, and the big splendid Hydro radial will soon be constructed. The Catearact Power Company has struck a snag which marks the beginning of its end. But the fact remains that no sister municipality, no provincial or Dominion government and no newspaper in Canada except The World apparently cared a copper about the fate of Burlington or helped in its fight against the truly Prussian despotism of the Catearact crowd.

Enforce the Law Against Combines.

The attitude of the paper trust in Canada toward the Canadian newspapers and the attitude of the tobacco trust in Montreal toward the public who have to buy their goods under the law against combines, but in large cities the difficulties are very great.

It seems very strange that no scientific method has been acquired for the enforcement of the law now on the statute book. It is left to the private prosecutor to institute proceedings. In the United States, on the contrary, proceedings against trusts are instituted by the attorney-general of the United States, who has a special grant of money, an immense staff of federal attorneys to help him, special agents and the courts of the United States and other facilities for vindicating the law; even a special court has been established for this business. Here in Canada, as in nearly everything else, the enforcement of federal law has been left to the private prosecutor or the attorney-general of a province; and the minute you ask one of these latter to intervene they respectfully decline, or to quote Sir John Gibson, when he was attorney-general of Ontario, "I am not a policeman."

Sir Thomas White has an excellent opportunity to vindicate public rights in regard to combines, especially the ones above referred to; but the sooner he has the law amended so that the attorney-general of Canada is made responsible for its enforcement and funds are placed at his disposal for that purpose the sooner will the public be in position to learn whether there are complacencies in this country or not to unduly enhance prices. The newspapers know of one. The world knows of another. The people who buy canned vegetables know of a third that sided with the power and railway magnates against the people of Burlington.

A Line of Cheer Each Day of the Year

By John Kendrick Bangs.

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MY WORK.

(Copyright, 1919, by the McClure Newspaper Syndicate.)
My work is not mine enemy That I must and put me out, But rather friend in whom I see A comrade true to help me out, I meet it therefore as I would A cherished brother, and I try To prove it excellently good. And greet it with a smiling eye. And since I've made my task my part I've never really found it hard.

End Belgian Permit System Covering Imports for Goods

Ottawa, Feb. 4.—The Belgian consul-general for Canada has received an official cable from Brussels, announcing that the Belgian permit system covering imports has come to an end in so far as the majority of articles imported are concerned. The importation of sugar, breadstuffs, malt, barley, oats, tobacco, raw and manufactured, wines and liquors is still subject to the permit system.

OTHER PEOPLE'S OPINIONS

The World will gladly print under this heading letters written by our readers, dealing with current topics. As space is limited they must not be longer than 200 words and written on one side of the paper only.

More About the Combines.

Editor World: I have been reading with much interest your various articles re the high cost of tobacco, cigars and matches.

Every year advertising as large boxes, leading the public to believe that they are the original size. I have purchased boxes of Eddy and Dominion matches and counted them. They contain the number stated above.

The government is getting a cent too much on every box of matches of that size, and the manufacturer is putting 100 matches less in each box. I presume it is the same old story; the consumer be hanged!

John R. Gilbert, 900 Manning Avenue, City.

Dr. Hunter's Open Letter to the Council and Board of Education.

Gentlemen: Remuneration for services—wages, salary, fees—is a primal instinct and as such is perennial in character. Every year advertising as large boxes, leading the public to believe that they are the original size. I have purchased boxes of Eddy and Dominion matches and counted them. They contain the number stated above.

The writer is not very familiar with all the methods pursued by the council in adjusting remuneration for services rendered by the city, but judging from the wrangling that goes on, the methods must be most defective ones. However, this may be in regard to the methods of the council, those followed by the board of education cannot be considered as any better. The teachers are forced to meet and frame a request. Special teachers are elected to the board of education, and provision is made for the inclusion of one trustee, and in all such cases the teachers are forced to meet and frame a request. Special teachers are elected to the board of education, and provision is made for the inclusion of one trustee, and in all such cases the teachers are forced to meet and frame a request.

A large deputation waits on the board, a majority of whose members have already been mesmerized; the increase usually granted, and the estimates swelled half a million or so. The vilid defects in such methods are only too apparent. They are debasing to the teachers in compelling them to resort to such schemes—debasing to the trustees, as their action is swayed rather by emotion than by reputable business principles, and an outrage on the taxpayer in the way he is exploited. The present debasing, defective and haphazard system should be abolished. Many solutions might be devised, and one that would probably be as satisfactory as any, would be for the council and board each to appoint a competent person, and these two take up all phases involved in this great problem of remuneration, and report at the first meeting of the council and of the board in December. These two bodies, the teachers and employees, and the taxpayers would then have all the facts before them, and all remuneration could be adjusted on reputable business principles.

John Hunter.

Closing of Kingston Plants Affects Two Hundred Men

Kingston, Feb. 4.—The plant and elevator of the Montreal Transportation Co., which have been in operation here for many years, is closing down temporarily. Mr. L. H. Henderson, vice-president and managing director of the company, says the company hopes to be able to resume operations here at no distant future. As a result of the closing of the plant here about 200 men will be affected.

BOUNTY ON IRON ORES URGED BY NEW ONTARIO

Big Delegation Asks Dominion Government For Payment of Fifty Cents a Ton.

Ottawa, Feb. 4.—Payment of a bounty of at least 50 cents a ton on Canadian iron ores was urged on the government this afternoon by a large delegation, representing Port Arthur, Sudbury, North Bay, Copper Cliff and neighboring districts. The delegation was introduced by F. H. Keefer, M.P., and was received by Sir Thomas White, acting prime minister and minister of finance; Hon. T. A. C. Crean, Frank Cochrane and A. K. Maclean. Sir Thomas White promised consideration.

The bounty, it was urged, should be paid on all Canadian iron ores mined and marketed without restriction in the following method:

(a) in force 15 years; (b) paid monthly to mine operators; (c) reckoned on the long ton weights going into the milling or treating process; 2, when not milled or treated on the long ton shipping weights going to the furnace.

A resolution, moved by J. G. Henry, president of the Sudbury Board of Trade, seconded by L. Matthews, Port Arthur Board of Trade, and submitted to the government, emphasized that the iron and steel requirements of Canada are already substantial and in the future will increase enormously. Such requirements, the resolution stated, have been hitherto largely supplied from outside Canada—particularly iron ore—the raw material, of which about 95 per cent, has been imported.

Request by Locomotive Operators For Changes in Railway Act

Ottawa, Feb. 4.—After being in conference here since Jan. 27, the sub-committee of the legislative board of the Brotherhood of Locomotive Firemen and Enginemen of Canada went before Acting Premier Sir Thomas White and the cabinet yesterday asking for important amendments to the Railway Act. The amendments asked for include one prohibiting employers of labor from deducting anything from the wages of employees who are partially disabled soldiers by reason of such disability.

The engineers also ask for the establishment of a division of locomotive inspection, the W. Va. plan, and one from their ranks to the railway commission, amendment of the Railway Act to bring all government lines under the commission, and provision that a director of the Canadian Northern be a railroad employee named by the six brotherhoods.

Winnipeg Committee of Twenty Discuss War Veteran Problem

Winnipeg, Feb. 4.—Organization of a definite character, discussion as to what representation shall be allowed for each body taking part, and the appointment of a small committee to make financial arrangements and prepare agendas for future meetings, was the business accomplished at the initial session today of a committee of twenty which is to deal with returned soldiers' problems. Ex-Mayor R. D. Waugh was voted to the chair, and F. W. Law of the Great War Veterans' Association was made secretary.

It is probable that a plan will be made to the federal, civic and provincial governments for financial aid to carry on the work of the conference. Two instructors and 75 men are already engaged. Twenty-five sewing machines are employed on the bags upon their delivery has not yet been devised. They are reeking with dirt and dust from being in use, and it has been stated that many cases of influenza were no doubt due to men having to work upon the dusty bags. The industry is a great saving to the government, and it has been estimated that the value of the work may run as high as \$25,000 a year.

REPAIRING MAIL BAGS AT THE PENITENTIARY

Kingston, Feb. 4.—A new industry has been started at the penitentiary to take the place of the binder twine plant recently closed up. It is that of repairing the government mail bags. Two instructors and 75 men are already engaged. Twenty-five sewing machines are employed on the bags upon their delivery has not yet been devised. They are reeking with dirt and dust from being in use, and it has been stated that many cases of influenza were no doubt due to men having to work upon the dusty bags. The industry is a great saving to the government, and it has been estimated that the value of the work may run as high as \$25,000 a year.

The Great-West Life Assurance Company

held its twenty-sixth Annual Meeting on February 4th, 1919.

Attention is drawn to the following statements:

New Business issued, 1918	\$30,659,557
Increase in new business	350,015
Business in force Dec. 31st, 1918	170,863,673
Increase for the year	18,220,508
Net income for 1918	7,129,106
Increase for the year	691,786
Assets, Dec. 31st, 1918	27,432,824
Increase for the year	3,047,158

The expense rates were again lowered in 1918, and the interest rate earned was 7.16 per cent. In addition to the actual reserves, the balance sheet shows, in surplus, capital and special funds, the sum of \$4,142,507, being over 15 per cent. of the assets.

This is after paying policyholders profits of \$810,648, and providing for death claims of \$2,012,240.

Canadian Government Bonds held Dec. 31st, 1918, \$4,772,458 (In addition \$1,190,000 have since been paid for; the total of nearly six million dollars, being 23 per cent. of ledger assets.)

The Great-West Life has earned a reputation for prompt payment of claims and large profits to policyholders.

HEAD OFFICE - - WINNIPEG

THE WIFE

By JANE PHELPS

The End of the Old and the Beginning of the New Life.

CHAPTER CLVI.

That all things come to them who faithfully work and have patience to wait, seemed about to be the case for Brian. Thru Mr. Mandel's influence, clients came to him as the days passed—paying clients who helped him have confidence in himself and in his earning power. A feeling he had almost lost when his country called him.

Major Williams was a constant visitor. So, very often, was Mollie King, who had not given up her war work with the coming of peace, but who the major declared, "worked harder then she did overseas."

Mollie was working in one of the large base hospitals which had been established in New York. She had taken a room in a private family, and whatever time she could spare from her work she gave to her friends who grumbled that the most uninteresting private, if he had been gassed or wounded, had first place in Mollie's affections, and first claim on her time.

But Mollie only laughed and went quietly on her way, knowing the man she had promised to marry not only understood, but appreciated.

Only once did Ruth and Mollie refer in any way to what had happened in the days when Brian used to go to the little Greenwich Village studio. They were alone, one evening, waiting for Brian and the major, when something concerning an escape of some one they knew, caused Mollie to say:

"If married women only knew that half the time they were jealous without reason, there would be fewer divorces, less scandal. Why, half the time when a married man goes to another woman, gives her his time, they are not even aware of it. He is picked or bored at home. In your case, Ruth—Oh, don't look like that, and don't blush, there is no need. In your case, Brian was picked. Not knowing you well, I, of course thought him bored. I thought you did not care for him; that your work absorbed you. But I am going to confess right now that many times I wished Brian would stay at home. But I felt sorry for him; I thought he needed sympathy for some one, and I often gave up doing things which I wanted to do for him. I knew he was safe with me. I had known him so long, Ruth. I wanted him to keep straight."

"That's what I want to know!" The major and Brian had entered very quietly. The two women had been so interested, they had not heard them.

Mollie blushed delightfully, and looked so pretty that Ruth exclaimed enthusiastically: "I don't blame you. Major! If I were in your place I should carry her off in spite of herself."

"Perhaps I shall some day, if—" "Please listen to me," Ruth broke in. "I want you to be married here. Rachel will get up a wedding supper. Please do not refuse me, Mollie. My heart is set on giving you your wedding."

Tears came into Mollie's eyes. "I had not hoped to have a wedding," she said unsteadily. "I had no one to give me one—no relatives. I mean, it is a wonderful thing for you to make such an offer, Ruth."

"Then you will let me?" "May a mere man ask just when you can persuade this stubborn little creature to let you do this for her?" "Come Mollie, be game. Fix the date."

right now and put me out of misery." Brian had kept still as long as possible.

In April, she finally said, her face covered with blushes, her eyes shining like twin stars. "By that time I can be better spared. My boys! I am the hospital wife, many of them, be gone by that time. I couldn't desert them sooner."

"You see how it is," the major interrupted. "I shall always be a jealous husband, jealous of Uncle Sam's sons."

"And I, I never shall be jealous again. I shall only be thankful that I have been spared to 'make good' at home as well as 'over there,'" said Brian.

"We will trust each other, so must you and Mollie," Ruth said, quietly. "Only in that way can a husband and wife know true happiness together."

"There is Rachel calling us to dinner. Now that we have settled all the future, let's get busy with the present and eat," Brian said brightly, and his arm closed tightly about Mollie as they walked into the dining-room.

THE END.

A new story by Jane Phelps, entitled "The Promoter's Wife," will begin tomorrow. This is a story of a small town girl who marries a city-bred young man upon slight acquaintance. The young wife's discovery that her husband's business methods are not always honorable, and her struggle to save their love, unmarred from the ruins of a bad start, make a story which every man and woman should read.

GEN. PAU AND PARTY IN TORONTO THIS MONTH

Ottawa, Feb. 3.—The members of the French delegation, headed by the distinguished General Pau, who have been visiting Australia and New Zealand, are returning to their homes in Canada, and are to be the guests of the Dominion Government during their stay in this country.

The two members of the cabinet in Victoria, B.C., about the middle of this month. About 20 days will be spent in Canada, during which time it is proposed to visit Victoria, Vancouver, Winnipeg, Toronto, Ottawa, Montreal and Quebec, where the members of the mission will probably deliver addresses.

Accompanying General Pau are: M. Andre Siegfried, general secretary of the mission; Commandant P. Andre Siegfried, M. L. Galt, provincial secretary, and A. G. Mackay, minister of municipalities and health, were introduced, along with J. J. Galt, the new member for Red Deer.

The speech from the throne outlines legislation along health lines and the larger measure of assistance to educational work thru the medium of increase in school grants.

Will Pave Galt Streets To Relieve Unemployment

Galt, Feb. 4.—This city will do its share in providing work for unemployed by going ahead with public works. On instructions of the city council, City Engineer Fairchild today notified the telephone and gas companies and public utilities commission that it desired that they do all necessary underground work on West Main street, Water street, Wellington street from Main to Bicknell and Centre Streets, and the Board of works has the paving of these streets under contemplation.

BOLSHEVIKI TAKE VILKOMIRE.

Copenhagen, Feb. 4.—In their advance from Dvinsk the Bolsheviki have captured Vilkomire, 45 miles north northwest of Vilna, the capital of Lithuania, according to report from Vilna.

With our special English dictionary, proof, sales, quality, and price. A fine and complete double bed comforter.

Cotton Comforter

Silklike and filled with cotton, in a variety of colors, in a wide range of sizes and prices.

Bed Spread

We show how a bed spread can be made to look like a bedspread, in a variety of colors, in a wide range of sizes and prices.

Automobile

The wool, velvet, and silk, in a variety of colors, in a wide range of sizes and prices.

Letter Order

JOHN C.

CROSSING

Two Girls

Train

of

St. Thomas

Thomas girls, 12 years, and 10 years of age, were taken by a freight train across the Michigan Central street, and the train was stopped.

The girls were taken to the hospital, and the train was stopped.

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