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FRIDAY MORNING, MAY 11.

Sir Henry Drayton's Address.

Sir Henry Drayton's address to the Canadian Club yesterday was very firankly a public ownership appeal principle in the nationalization of Canadian railways. He was fortunate in having Sir Adam Beck beside him to confirm his statement of the fundamental principles necessary to the success of public ownership—fairness and proper observance of the underlying principle, no service below cost. other condition that Sir Henry laid down was non-partisan operapopular sentiment with the large and his assertion that it was the first public address he had made. A series of such addresses through the country would assure the adoption of the report on nationalization with little dissent. Sir Henry was remarkably and the sharpest impression at the moment was his remark:

"It is a good thing to make your expectation of the moment was his remark:

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"It is a good thing to make your expectation." edroit in stating the case, and handled the objections with a good deal of or. The speech, which lasted about an hour, was highly practical,

bankrupt railways by the country-3968,451,437.

millionaires. At the current rates of ment on land and buildings it could just take the value of two Tocountry's commitments to the railways in the past. Later on he pointed out that nationalization was national credit. The system was are to be used in the best interests of business on each road and for off-line complete and well balanced east and loading when foreign cars are not available. Surplus box cars may be a continuous plus invested west, and bringing it in would save in the G.T.P. there was no option.

You own that railway already. You are in the position of a mortgagee when the mortgagor can't pay. He frankly says he can't. The railway is wished on you. You've got it." This effective sally aroused much laughter. The question then was whether it could be made useful and valuable by including the Grand Trunk "Are you going to take the end with which you can do nothing and return the G.T.R. their investment or will you make an equitable arrangement with the G.T.R.?" he questioned

Exclusive of the Transcontinental, the Intercolonial and the Prince Edward Island railways, 715 millions had gone to private railway corporations from the country. Much more was required, and the question was, would there be a change of policy or would the country's money be applied as In the past? Sir Henry thought that to state the question gave the answer, but he admitted that some disagreed.

Later in his address he clinched the point, in dealing with the C. N. R. That railway obtained a great deal of money, not all by direct grants from the country, like the C. P. R., but chiefly indirectly by guarantees. The sum thus invested was \$298,253,263. This is a sum \$12,000,000 in excess of the country's investment in the National Transcontinental, the Intercolonial and the Prince Edward Island railways.

"You own it," Sir Henry remarked, the country having invested \$12,000,000 more in it than in the railways it already owns. Yet the C. N. R. investigators themselves reported that they required \$54,000,000 for three years to put it in proper order, or \$86,000,000 for a five years' program. Similarly the G. T. R. required \$51,000,000. All of these figficials themselves.

The failure predicted for public ownership did not come well from cor- adopt the conclusions of the majority poration critics who had got these rail- report. ways into their present condition by private operation, was one of the most speculation was whether the govpoints Sir Henry expounded. He would erament, so notoriously slow in many ash that Mr. Smith's report be read as directions, would act with the necesthe report prepared by Mr. Acworth case, or waste months in useless disand himself. All he pleaded for, in the cussion. The decisive action taken by consideration. Applause greeted his prohibition and woman suffrage has statement that all party and political been cited as an example of speed in the matter. The question was not opposition supported the government tive party had done wrong here or the Dominion opposition refuse to how could the country's interests best port they will fall into a grievous erbest be administered.

and could not find out. Mr. Smith, ing for the Smith report, which would

said Sir Henry, was one of the great | mean losing the support of the counest railway men and most efficient in railway operations on the North

In capacity of cars and hauling pow knowledge, Sir Henry admitted he was not in the class to which Mr. Smith belonged. But for the last few month his whole time had been taken up see ing that coal, food and other materials should not fail, of delivery. Neither the shippers nor the consumers thought get there because railway builders and contractors had been anxious to build anywhere and everywhere that government subventions could be obtained?

Mr. Acworth was a student of a great student, a recognized authority cn transportation, and his services were much sought after by American railway companies, as one who had a vast store of knowledge. Last week he appeared as the accredited representative and witness for the railway executive council of the railways o in bookkeeping, honesty in returns, America. He appeared for Mr. Smith and the other gentlemen before the congressional committee at Washing-

ton last Monday. "When that man tells you," said Sir Henry, "that the private system of rail-

periment where it can't do any harm." argued that both men bore good repu If they had been looking for popular approval it was obvious that they would have included the C.P.R. It was once more a question of concrete facts. The C.N.R. officials had themselves pointed out that the C.P.R. has two and two-tenths the rateable num-ber of locomotives owned by the ments, maintained that Engineer Ross C.N.R. and two and three-tenths the number of freight cars. The C.P.R. thru the station. was well run and well operated, and on the grounds of transportation Canadian Merchants Benefit there was no occasion for nationaliza tion. It stood well in the financial world, and its plan to assist the imperial credit was only abandoned when the United States offered to mittee of the special committee on national defence, has received authority assist. If the C.P.R. were nationalized, the liquid assets would be distributed among the shareholders. If the handling of cars which will greatly benefit Canadian consignees and shippers. way would not add ten cents to the shippers. It has been decided that all box care

nothing on capital account. policy, and he would keep the C.P.R. most expedient manner. All complaints, where it was and see that it per- appeals and special traffic condition formed its statutory duties. But a final settlemen railway could not stand still. It was necessary to keep abreast of the con- tle disputes afterwards," is a dictum of stantly increasing demands of public service. The road that did not go forward would fail. It was an excellent thing to have some sort of yardstick to measure the success of the national railways, and the C.P.R. would be a pretty good yardstick. There was comparatively little danger of political interference in any system of national railways whose performance had to be measured up with those of a recognized standard. In this connection, Sir Henry pointed out that the two objections, that it was impossible for the national railways to compete with the C.P.R., and that the competition of the national railways would be unfair to the

C.P.R., nullified each other The final objection he usually met was to the proposal of independent management under a commission. The object was to secure absolute freedom from political interference. The plan had been denounced as impracticable, the trustees having the right of openly nominating the man who was to succeed to each vacancy when it occurred. So far from being impracticable, it was what the railways and private corporations did themselves. When a director retired

SUCCESSOF. Sir Henry's address evidently made most favorable impression and his \$200 and costs. treatment of the C. P. R. phase of the question disarmed criticism. A general expectation seemed to be aroused ares are obtained from the railway of- that in view of Sir Henry's address there could scarcely be any doubt of the government having it in mind to

The feeling about which there was sympathetically as he would have read sary promptness and decision in this interests of the country, was a fair the Ontario Government in the case of bias should be dropped in considering getting results, but in this case the whether the Liberal or the Conserva- on both issues. It is believed that if there, but having a common danger, sanction the Acworth-Drayton rebe conserved and the country's money ror of judgment. The country is practically solid for nationalization and the Some had held that only railway plea that the C. P. R. should be inmen were competent to pass on the cluded is fairly met by Sir Henry subject, and that Mr. Acworth and Drayton. Half a loaf is better than no Henry were mere students and bread, and the nationalization of the theorists. The only railway man on C. N. R. and the G. T. R. and the G. the commission said: "Go on; pay the T. P. Ry, is much better than half a railway companies." Mr. Acworth leaf. The Liberal party carnot logiand himself, it was said, did not know cally oppose the policy without declarCONSERVATORY TEACHERS

showed that he had broadened are strengthened, and his genial, human and comprehensive grasp of an intri-cate problem added considerably to his

WILLS PROBATED

A life interest in an estate of \$7,218 as long as she remains a widow, was bequeathed to Mrs. Mary Fletcher by her husband, Henry Fletcher, plaster-er, who died April 12. In the event of Geo. Dones is sole beneficiary of the estate of \$1,035 left by his wife, Mrs. Rebecca Dones, who died April 18.

CONCLUDE EVIDENCE AT TRIAL OF RAILWAYMEN

Case Concerning Death of Lt. Col. Macdonald Will Be Finished Today.

and arguments by counsel submitted in the case of Engineer John Ross and Signalman Patrick Hickey of the Grand Trunk Railway Company yes-Henry, "that the private system of railpopular sentiment with the large and
representative audience. Sir Henry
was forceful in his remarks, and his
lebonair appearance altogether belied
ins assertion that it was the first
public address he had made. A series

By American Board's Proposals

The American railway commission of

delivered to connecting lines if neces-In the case of gondola and home creep before they walked in the new cars they are to be home routed in the are to be brought before this body fo "In all cases keep cars moving, set-

AWARDED FULL CLAIM Scottish Union and National Insurance Company Must Pay \$12,000.

the new body.

S M Ross Max Ross and B. Lang. ford were awarded \$12,000, the ful amount of their claim in a verdict deterday, after deliberating the testing submitted in the plaintiffs' suit against the Scottish Union and National Insurance Company of Edinburgh. Suit was made for alleged insurance on nine houses and a store on Keele stree damaged by fire August 29.

CASE DISMISSED

Dismissal of the suit of Henry B Foreman against Edwin Chippendale husband of the late Mary E. Chippendale, for \$175, the cost of the funeral was made by Judge Winchester yesterday. The plaintiff is executor of the

SMALL FIRE AT OSGOODE.

Damage to the extent of \$200 was done Justice Masten's office in Os-goode Hall early yesterday morning when a hot coal fell out of a grate. Deputy Chief Corbett said that the fire had evidently been smoldering fo

BROKE TEMPERANCE ACT.

Furnishing the police with informa the others always nominated his tion that led to the arrest of the man from whom he bought a bottle of whiskey in the C.P.R. yards did not save John Booth from being fined

Ten Years Ago

a month and to deposit that sum regularly with this Corporation, there would now have been at your credit

\$1,437,73

even if you had not in the meantime increased your sayings, which doubtless you would have done. You could very easily have done this, and a balance of more than \$1400 might have been worth much to you today. It would have enabled you to avail yourself of some of the many opportunities presenting themselves, but for which a little capital is necessary.

Canada Permanent **Mortgage Corporation** PAID-UP CAPITAL

SIX MILLION DOLLARS RESERVE FUND

FIVE MILLION DOLLARS

Toronto Street Toronto Established 1855

ARE HEARD IN CONCERT

cellent Program in Aid of Oueen Mary's Guild.

Other effective numbers were the "Siege of Kazan," by T. Bernard Kennedy, and readings by Ellwood Genoa-Maestro Carboni was accompanist. The proceeds were in aid of Queen Mary's Needle Work Guild.

SCANDINAVIAN VIRTUOSO **GIVES VIOLIN RECITAL**

Rudolf Larsen Heard in Brilliant and Difficult Program.

The hall of the Toronto Conserva tory of Music was crowded to capacity last evening when the Standinavian virtuoso, Rudolf Larsen, gave a violin recital, accompanied at the pieno by Miss Ada J. F. Twohy. The recital was a fine exhibition of technique, and one that ranks the musician as a finished and accomplished master of his instrument. The pro-gram included the difficult concerto in D major of Tschaikowsky, in which the allegro vivacissimo movement with its brilliant yet difficult passages brought out the flexibility and marvelous execution of the play-er, his harmonics and double stopping being particularly free from blem-ishes and rich in tone. The othe pieces were Vieuxtemps Ballade et Polonaise, Saint-Saens' Havonaise, the Serenade Napolitana, by Symbati, Zephyr, by Hubay, and two selec-tions by Percy Grainger.

Maltsters' Union Continues, And Reports Fine Pro

At a meeting of the National Malt-sters' Union in the S.O.E. Hall last evening, President R, Johnston called the attention of the members to a notice that had appeared in the press statin ghat the Maltsters' Union had decided to disband. He wished to contradict this statement, as the organization was very much alive. "The a view to co-ordinating the work of fact that the maltsters have severed the Canadian and American societies. their allegiance with the German-American Brewery Workers' Union. with headquarters in Cincinnati, is perhaps the foundation for this report," he said. Several of the members spoke to the question and expressed their satisfaction with the progress of the union since taking out a charter from the Canadian Federa-tion of Labor, notably their success in negotiating an agreement with the Brewers' Association, a reduction of hours and a substantial increase in wages.

ALGONQUIN PARK SLEEPING CAR.

Commencing Thursday, May 10th, 1917, a sleeping car will be operated between Toronto and Algonquin Park, eaving Toronto Thursdays only at 10.45 p.m., and arriving Algonquin Park 11.08 a.m. next day. Returning, commencing May 15th, 1917, this car will leave Algonquin Park at 8.40 a.m. l'uesdays only, arriving at Toronto at

8.00 p.m. same day. The Highland Inn, Algonquin Park, opens on May 7th for the reception of guests. Interesting descriptive publication free on application to C. E. Hornting, D.P.A., Toronto, Ont.

Red Cross Acknowledges Receipt of Many Kit Bags

In a letter just received by Mrs. H. P. Plumptre, honorary secretary of the Canadian Red Cross Society, from the parcel department in London, England, it stated that two parcels of Red Cross kit bags, each containing twen-ty-five bags, from the emergency dety-five bags, from the emergency department have just been received. As the casualties from the Vimy Ridge fighting are just beginning to come in, the gift has been extremely welcome. The letter also states that a large consignment of 1625 bags from the Cobalt Needle Battalion and 100 bags from the Red Cross workers of the Technical College Halifar have the Technical College, Halifax, have also been received. Special mention is made of a gift of razors and extra blades.

IN SEARCH OF BARGAINS. Hundreds Attend Sale of Unclaimed Articles by G. T. R.

Between four and five hundred bidders gathered yesterday in the Grand Trunk freight sheds in quest of bar-gains at the auction sale of unclaimed articles, which varied from chairs to cream separators.

The bidding was brisk, and one lucky man secured eight new cream separa-tors for only \$60, another a melodeon for \$3.80, and another a large quan-

tity of lumber for \$50. THOMAS WOODS FOUND DEAD.

Thomas Woods, 162 Gillard ave. was found dead at 6 o'clock last night in the engine room of the Standard Woolen Mills, 237 East Front street by a workman named Frank Dellow, 42 Teraulay street. Woods was employed as fireman and death is be-lieved to have resulted from natural causes. The body was taken to the morgue, but the chief coroner decided an inquest was not necessary,

YORK COUNTY CLAIMS DAMAGES FROM CITY

Hambourg Faculty Perform Ex- Says Expropriation of Metropolitan Will Work Injury, for Which Toronto Must Pay.

Under the personal direction of Boris fambourg an artistic musical protection with the city for at Massey Hall last compensation of the injury which they ight by members of the Faculty of the Hambourg Russian Conservatory. Considering the many counter-atuactions the audience might be called the Metropolitan Railway within the city limits. No amount of compensation of the reports presented at a same and the city limits. No amount of compensation is named.

The claim states that under certain the vesterday afternoon and the country of York yesterday filed a claim with the city for compensation of the injury which they stated would be sustained by their municipality thru the expropriation of the Most encouraging progress was the consensus of the reports presented at a same and the consensus of the Toronto Baptist Sunday School Association is named.

large, a good number of soldiers being amongst those who enjoyed the purformance.

The program opened by the singing of the national anthems of England and France, with the addition of "Ganada." This was followed by the tire "Elegie and Finale," by Arensai, played by Georges Vigneti, Geraid Moore and Boris Hambourg. Itanic Moore and Boris Hambourg. The yolin numbers by Georges Moore Moor

he money asked for, A CHANCE FOR THOSE GOING

Homeseekers' Excursions via C.P.R. Homeseekers' excursion to western Canada at attractive fares, each Tues-day until October 81, via Canadian Pacific, the pioneer route to the west. Particulars from any Canadian Pacific agent, or W. B. Howard, district pas-senger agent, Toronto, Ont.

REPRESENT CANADIAN RED

secretary of the Canadian Red Cross Society, and K. J. Dunstan, president of the Toronto branch, have left for Washington to represent the Canadian Red Cross in a conference with the Canadian and American societies. They will also represent the Canadian Red Cross at the dedication of the new headquarters of the American Red Cross on Saturday after-

SUIT OVER MOTOR ACCIDENT.

Justice Kelly, in the non-jury court, reserved judgment in the case of D. A. McDonald, live stock dealer, against Robert R. Hall, of Peterboro, for \$3,000 damages for alleged injuries sustained when he was struck by Hall's motor car at Bay and Welling-ton streets Aug. 5. The defendant maintains that McDonald was in part to blame for the accident.

NEGOTIATIONS SATISFACTORY.

The national pressmen and assistants' union is negotiating for a new agreement with the employers, and the scale committee at a meeting in the Labor Temple expressed their satthe Labor Temple expressed their sating of the National Association for isfaction with the negotiations so far the Study and Prevention of Tuberas they have proceeded.

BAPTIST SCHOOLS ANNUAL MEETING

Reports Show Satisfactory

Roberts; president home department, Mrs. W. A. Gunton; secretary home department, Mrs. M. A. Foster.

JOHN J. McDONAGH DEAD; POET OF TORONTO LIFE

Was Familiarly Known Thru His Verses Upon the City's Jail.

John J. McDonagh, one of Toronto's poets and for years a familiar figure in the city, was yesterday buried at Mount Pleasant cemetery. He died on Tuesday in his 57th year.

He had much literary ability. His poetry, which touched a great deal on Toronto life, created much interest and provided him with a living. The Toronto jail, the McIntosh fire in 1902, the sinking of the Titanic, the loss of the Empress of Ireland and loss of the Empress of Ireland and temperance formed some of his many themes. His best verses were en-titled "The Balm of Glicad That Grew at the Gate," which tells of his old home in Everett, Simcoe County, where he was born. He lived solely by his pen and was known as the "Jail Poet," because of his verses on that institution.

RETURNS FROM CHINA.

F. Murray Davis of the Methodist Mission Printing Press of Chentu, West China, passed thru Toronto yesterday on his way to his home in Barrie. He has been on duty in China for the past five years, and is now home on a twelve months' furlough. DR. MINNS IN CINCINNATI.

Dr. F. S. Minns, medical officer the board of education, has gone to Cincinnati to attend the annual meet-

Two Washboards

eekar

Milli

.' Tri

it Sport

LODG

RUNSWI

COURT

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o Be Atte

FOR

For the Price of One

Both sides of EDDY'S Twin Beaver Washboards can be used—giving double service for the price of one. Made of

INDURATED **FIBREWARE**

(which is really pulp hardened and baked by a special pro-cess). It cannot splinter or fall apart. Won't hurt your fingers or tear your clothes.

Double value for your money
—almost life lasting. Don't do
another washing until you get

ASK YOUR DEALER. E. B. EDDY COMPANY **HULL, CANADA**

LAWYERS FALL OUT AND AIR GRIEVANCES

Bring Charges Against Each Other and Both Fail to Sub-

stantiate Their Claims. Both plaintiffs fail and both defendants win, according to a verdict hand-ed down by a jury in the case of Carl M. Herzlick against Richard H. Holmes for \$2000 damages for slander, and the counter-claim of Holmes against Herzlick for the same amount of dam-

Herzlick for the same amount of damages. Judge Denton conducted the case in county court yesterday.

When the jury first reported, its foreman stated that it had found for neither plaintiff. The judge instructed the jury to retire and bring in a more understandable judgment. The second verdict stated that the jury found for the plaintiff in both the first case and

the plaintiff in both the first case and the counter-claim.

The litigants are attorneys who at one time occupied the same suite of offices. Herzlick accused Holmes of referring to him as a dirty Jew, a liar and a dead-beat. The defendant maintained that he had also been slandered by the plaintiff, who was allered to have accused him (Holmes) leged to have accused him (Holmes) of stealing a typewriter ribbon and two electric lamps.

TRUE BILLS RETURNED.

True bills were returned yesterday by the grand jury as follows:

John Fordyce, Thomas Calladine and Ernest Kemp, accused of theft and receiving of milk tickets valued at \$6,000 from S. Caulfield & Son. inal negligence in omitting reasonable precaution with a quantity of wines prevent death of Harry Harazme

Margaret Bartlett and Albert May bee, accused of theft and receiving of a pearl sunburst belonging to Annie Clarke.

sault, and Dr. J. M. Johnston, accused

TWO-YEAR SENTENCE.

Pleading guilty to four charges of housebreaking, Harold Marcelius was sentenced to two years in the penitentiary by Magistrate Denison yesterday in the police court, Marcelius was released from the benttentiary, some time ago on condition that he would join the army. After enlisting he deserted and went to the States

SUES STREET RAILWAY.

Justice Britton and a jury will resume hearing this morning in the as-size court of the case of Alice R. Montsize court of the case of Alice R. Mont-gomery against the Toronto Street Railway Company for \$10,000 damages for the death of her husband, William Montgomery. The latter died of in-juries alleged to have been sustained when a street car and his motor car, collided at Yonge and College streets, January \$ January 8.



ELECTRIC