

supplemented the statement made to the house on Friday last by the minister of the interior. He dealt with the negotiations with the Grand Trunk Railway Company and with the circumstances leading to the road being placed in the hands of a receiver.

Means Totaled \$70,000,000. Loans granted by the government and guarantees of bonds since 1909 had totaled \$70,000,000, which was a considerable sum over what had originally been intended. The government felt, however, that it would have been a national calamity to have created a financial crisis during the war. The G.T.P. system was placed in the hands of a receiver when it was found that the Grand Trunk Company could not possibly meet their obligations.

The acquisition of this system would give the government and the Canadian people the greatest system of railways on the continent owned by one corporation with a mileage of 21,780 miles.

Mr. Reid said the acquisition of the Grand Trunk lines was necessary for the economic operations of the lines the government had already taken over. In the Canadian Northern Railway the government had spent \$100,000,000 but it was without branch lines or terminals in the east and could not gather freight in the east for shipment west.

Means No Competitors. If the Grand Trunk was not taken over it would be necessary to spend from one hundred million dollars to two hundred millions for branch lines and terminals in the east within the next three or four years, and the government would find that it still had two competitors for railway business, the Grand Trunk and Canadian Pacific Railways. By acquiring the Grand Trunk the output for terminals and duplication would be averted.

Attitude of U. S. Government. Mr. Vico wanted to know what attitude the United States Government would take toward the Canadian government in the matter. Supposing it opposed the operation of a railway in the United States by the Canadian government. If the Canadian government became the owner of the Grand Trunk it would find that it had acquired a great mileage in the United States.

Mr. Meighen said that Canada was not taking over the road save in the sense that the Canadian government would hold the stock of the system. The arrangement was identical with that made with the C. N. R. system. This system had lines operating in the United States, and no objection had been offered by the United States government.

In answer to another question by Mr. Vico, as to what the government considered the value of the shares which would be arbitrated. Mr. Meighen reviewed the rental offer which was originally made by the government. The minister of the interior explained that the government proposed to acquire the first, second and third preference stock, and the common stock of the system, amounting in all to \$37,078,492. In addition, it assumed the four per cent. guaranteed stock, amounting to \$12,500,000, and the outstanding debentures valued at \$21,926,500.

Value of Common Stock. Mr. Devlin remarked that the Grand Trunk stock was being quoted higher owing to the anticipated government purchase.

Mr. Meighen: "It is quite likely that these people who think the value of the stocks will be increased by the arbitration award will be left over."

Mr. Fielding observed that a four per cent. stock guaranteed by the Dominion government under normal conditions was a par value stock in the English market.

Mr. McKenzie suggested that as a result of the government guaranteeing this stock certain speculators would reap a harvest.

Mr. Vico asked the amount which was to be paid by the government to put the road in good condition. He thought this information should be forthcoming.

Condition of G.T.R. Road. Dr. Reid said the Grand Trunk management had assured him that the road was in good condition at the present time. He could not quote any figures at the moment. The Grand Trunk road, however, was not in any serious need of rebuilding.

Robb Favours Delay. Mr. J. A. Robb, Huntingdon, said a few days ago the acting prime minister had made the statement that the house was about to prorogue. Now the minister of railways came along with a proposition to take over a huge system of railways. Mr. Robb thought the matter might well be left over until the next session when the members would be better informed as to actual conditions.

Mr. Meighen replying said there was no reason for hurry on this legislation. The government was prepared to spend all the time necessary and give the fullest consideration to the question. It was not a new matter brought to the notice of the house, for it had been considered more or less for the past two sessions. It was brought on now because the Grand Trunk had accepted the government's terms. The fullest information possible would be given to every member of the house.

Hold G.T.R. to Undertakings. Discussion of the Grand Trunk resolution was continued in committee at the evening sitting of the house.

Mr. Cahill asked if it was the intention of the government to hold the

Grand Trunk to its undertakings in regard to the G.T.P.

Dr. Reid: "Certainly, and the arbitrators must take that into consideration. We don't release the Grand Trunk in any way from the responsibility of the Grand Trunk Pacific."

Mr. Cahill: "But you transfer sixty million dollars' worth of guaranteed stock into bonds and give it preference over your claim. If there is anything left after that then you say, 'We will make them live up to their obligations.'"

Dr. Reid replied that with the exception of two years' dividends had always been paid on the guaranteed stock.

Question of Solvency. J. H. Sinclair asked whether the Grand Trunk Railway Company had ever admitted its liability in connection with the G.T.P.

Mr. Meighen replied that in his opinion this liability was absolutely intact. He could not say whether it had ever been admitted.

C.A. Fournier asked whether the minister would argue that the Grand Trunk was a solvent concern in view of its liability to the G.T.P. If it was not solvent, how could it be argued that the preferred or common stock had any value?

Mr. Meighen replied that the question of whether the Grand Trunk Railway was a solvent concern or not would have to be settled by the board of arbitrators. If they decided that the Grand Trunk was not a solvent concern then they would have to declare the stock valueless.

# YORK COUNTY AND SUBURBS

## RIVERDALE BLEAKLEY EXPOSES O. T. A. WEAKNESS

### Liquor Dealer Hints Hard at 'Probity of Alliance Officials.

The fallacy of the Ontario temperance act was graphically explained by James A. Bleakley at a public meeting which filled Oddfellows' Hall, 125 Broadview avenue, last evening. In his opening remarks the speaker said it is a remarkable fact that many voters are yet in ignorance as to the correct way to mark the referendum ballot, and proceeded by means of a chart to instruct his audience (many of whom were women) how to mark the ballot paper with four crosses in the "Yes" column.

There are 1,600,000 voters in this election in comparison with 750,000 in the election of 1914. The increase is due mainly to the enfranchisement of the women," said Mr. Bleakley, who pointed out a peculiar feature of the referendum ballot, with regard to the second and third questions. If the liquor carries and not the second, beer can be had in the province and not in the city of Toronto, in other words," said the speaker, "Torontonians will have to go to Hamilton for their glass of beer." (Laughter).

Back in Private Life. "Again," said Mr. Bleakley, "in question one carries the old open bar returns. Hearst says yes, but Hearst may be back in private life and won't have anything to say in the matter." (Loud applause and laughter). The speaker at this stage warned his audience that a hard fight must be fought to preserve the liberty of the citizens, for our tobacco is the luxury or necessity of the workingman to be attacked by the minority of fanatics. Who the prominent officials in the advocacy of temperance were was next outlined by Mr. Bleakley. "We find that The Pioneer devoted five columns to a scathing denunciation of the liquor traffic by John H. Roberts, one of the leading officials connected with the Dominion Alliance in Montreal some years ago. It was subsequently found that Roberts, alias John Henry, was brought before the court for immoral conduct and found to be a scoundrel and a degenerate and is now in New Zealand. During his career in Canada his sea for prohibition was instrumental in framing many temperance laws.

Defendant, Parasite. The next night official is Mr. Raney, who is now trying to stop horse racing and betting. This reformer deflected his own expense and "The Parasite." Other officials are Mr. Warburton of the Y.M.C.A., Miles Yorkes, Newton Wesley Rowell and Bryan, the silver-tongued orator and pro-German. "The reformers are a pest and the Y.M.C.A., whose charter forbids them to enter into politics, are preaching prohibition in co-operation with the pulpits of the Methodist churches.

Regarding the expenses of the Dominion Alliance, \$76,000 was spent in 1914 with salaries paid, \$16,721, and wages, \$11,174.70.

Mr. Bleakley told some pathetic stories in his own business of liquor dealer where he risked a \$200 fine and three months in prison for giving whiskey to save life during the flu epidemic. Hospitals had even phoned him for liquor. Why not have concern?

Grand Trunk to its undertakings in regard to the G.T.P.

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## BAPTIST BANQUET.

A banquet and reception to 200 returned soldiers was held in Pape Avenue Baptist Church, Rev. A. R. Park, pastor, presided. The Sunday school building, in which the proceedings took place, was tastefully decorated. Rev. Dr. John MacNeill, Walmer Road Baptist Church, returned, chaplain, delivered a stirring address, of welcome. The various committees of the church attended to the guests, and an excellent musical program was contributed.

## YORK

The political campaign in East York is now in full swing and the candidates are lining up their forces for the fray. Throughout the Woodbine, Danforth Park and Todmorden districts a healthy optimism prevails among the working people, business men and in particular the returned soldiers, in favor of Capt. G. B. Little, or "Gardie" Little, as he is popularly termed.

Considerable activity is displayed at the captain's committee rooms, on Danforth avenue, at the corner of Kingston road and Walters avenue. A meeting on behalf of the candidate will be held this evening at the Y.M.C.A. building, corner of Main and East Gerrard streets, when several prominent labor and other speakers will address the gathering.

Very favorable reports from the North Toronto district have been received, where a committee room will shortly be opened.

## APPROVE VICTORY LOAN.

The various township, town and village councils of East York have passed resolutions, heartily endorsing the Victory Loan of 1919.

## PREMIER ASKS FOR STRONG MAJORITY

Speaking at Guelph, He Emphasizes Need of Stable Government in View of Unrest.

Guelph, Oct. 15.—The biggest rally of the provincial campaign was that held tonight in the opera house, in the interests of Capt. Rev. C. H. Buckland, the Conservative candidate, the place being packed to the doors. It was graced by the presence of Sir William Hearst, prime minister of Ontario, who arrived by the evening train from Toronto. The immense crowd was representative of all parties of the constituency and represented all classes and shades of political opinion in the community, who listened attentively to the two speakers of the evening.

In his remarks the candidate congratulated the Hearst government on its war work and its policy of preparing and promised to support the premier in all matters for the advancement of the province. Capt. Buckland stands firmly by prohibition as a firm enactment. He urged the location of a normal school in affiliation with the O.A.C. at Guelph, and spoke in favor of extending the hydro, and declared that he would, if elected, as he expected to be, do everything possible to further the interests of the returned men, so far as the province was concerned.

Premier Hearst put in a strong appeal for Capt. Buckland's election, declaring, "It is men of his type that I want at my side, to advise in the carrying out of the best legislation it is possible to obtain, to secure the full results of the victory that we have won."

Referring to the political situation he questioned whether either political leader stood in so unsatisfactory a position as did Mr. Dewar, he said he was carrying the Liberal standard in over two score constituencies.

After dealing with the woman suffrage question, and asking the ladies not to forget who had given them the vote, Sir William dealt with some of Mr. Carter's statements, declaring that if as he alleged, the government had adopted so many of his suggestions, the premier, Mr. Carter was supporting, not opposing the administration. He answered the argument that Mr. Carter had been laughed at in the house concerning the authorization of the hydro, by saying that the whole question had even then been discussed by appointing a commission with powers to regulate the house or cut off the bars altogether.

The nickel question was also dealt with at some length, and the premier showed the steps taken to ascertain the facts, the taxation placed on the nickel companies by the province, and the vastly increased revenue that was accruing to the province. The province had no power to deal with the export, but as the British government was satisfied none of it was reaching Germany, he thought Mr. Carter and Mr. Dewar ought to be.

## HOSPITAL CENSURED

Inquest Into Death of Deranged Patient's Leap From Balcony Fixes Blame.

The jury at the morgue last night inquiring into the death of Mrs. Mand Starr, killed when she jumped from the balcony of the General Hospital on October 11, expressed the opinion that had proper facilities and sufficient hospital help been employed the accident might not have happened. Mrs. Starr was a patient in the private pavilion, and while suffering from a temporary fit of insanity ran from her room and jumped from the third floor to the yard below. The verdict pointed out the necessity for all hospitals being fully equipped with special wards for the caring of patients suffering from mental derangement while their cases were being diagnosed.

Coroner Gardner will forward a copy of the verdict and recommendations to the hospital boards and the city hall authorities.

# We Told You So!

## Further Proof that 2.51% Beer is Non-Intoxicating

### Conclusive Findings of Interest to Ontario Voters

IN a news despatch to the Toronto World last Saturday, announcement was made for the first time of the result of exhaustive tests made by Professors H. L. Hollingworth and R. S. Woodworth of Columbia University, New York, into the effects of 2.75% Beer on the human system.

The tests were made upon six students of the law school over a period of twelve days. A corps of assistants, men and women, collaborated with the two professors of psychology in conducting the elaborate experiments that had been devised.

*"The effect of the beer on the students was said to have been almost negligible," says the despatch.*

### DRINK 2.75 BEER AND REMAIN SOBER

Tests to Determine Intoxicating Qualities Made on Columbia Students.

New York, Oct. 15.—The story of how two Columbia professors, using the laboratories of the university, tested the effect of 2.75 per cent. beer in studying the result to be used as evidence in a suit to force the government to legislate the manufacture and sale of such beer, came to light yesterday after having been kept secret for more than three months. The effect of the beer on the students was said to have been almost negligible.

The tests, in which all students of the law school were used, were held in the early part of June under the supervision of Professor H. L. Hollingworth and R. S. Woodworth, both of the department of psychology. A corps of assistants, men and women, collaborated with the two professors in conducting the elaborate tests that had been devised. The results were said to have been almost negligible. The students were given a certain amount of beer to drink, and the amount of such beer, drunk to the limit of a man's capacity, would make him intoxicated or would affect in any degree his steadiness, his ability to coordinate, or his power to think rapidly and clearly.

The experiments lasted for 12 days. The same procedure was followed each day. In the morning the students drank as much water as they could hold, and then were told to abstain from normal eating and drinking of any kind.

The experiments were in nine parts, each designed to determine some particular effect of the beer. During each day's test the students were not allowed to eat or smoke.

How absurd it is then for the Referendum Committee to continue to declare that this mild and light beverage is intoxicating.

This is the non-intoxicating beer that Labor in particular is demanding. Is there any fair or just reason why you should stand in the way of the working men obtaining their favorite beverage? Just because the beverage is labelled "Beer", is no reason for you voting against it. This is not a time for prejudice but a give-and-take spirit that sees the "other fellow's" viewpoint. Give the working men the more palatable and nourishing, yet non-intoxicating beer they are asking for.

# Vote "YES" to all Four Questions

Mark your ballot with an X. Any other marking will spoil it. Remember, also—every voter must vote on every question or his ballot will be spoiled.

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Unauthorized canvassers have been reported as soliciting subscriptions in rural districts for The Toronto Daily and Sunday World. World readers are warned that The World does not employ canvassers on rural routes. Subscription orders are received thru the Postmasters, Rural Route Carriers and local agents, who are well known to the residents of the locality.

NOTE.—An unauthorized solicitor is reported as operating in the vicinity of Milverton.

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