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No Rate Increase Now.

view of the rate question. That of public ownership should not get from the Public by the C. P. R. So long ernment policy until the government of the advocates of prohibition real-determines and carries into effect its ly got places in the cabinet because up \$291,000,000, but it is considered bad

application for an increase in rates put upon them by the big interests. | going concern. The Canadian Northern has a future and the government will concerns only the Grand Trunk For some reason or other Sir have an asset of great value even the lines. The Canadian Pacific does Adam Beck is evidently suspicious of it may cost a stupendous sum. But what not need the increase and is not to the fortunes of public ownership as can be said about that ghastly nightderive any benefit from it, as we applied to either railways or hydro- mare, the Grand Trunk Pacific?

The government and the owners of the Grand Trunk are supposed to No one will dispute the justice of on which the Grand Trunk crowd were of the road to the government. The Bailey, especially in these days of interests, instead of keeping down the road has a certain value based upon light and careless speaking, and cost of the road, did all they could to make money out of the construction and its net earnings. To increase pas- when the venom of asps is in some let the government hold the bag. senger and freight rates is to in- men's tongues. It is fitting and So with the Grand Trunk Pacific concrease not only the gross earnings right that an example should be struction. The government guaranteed of the road, but its net earnings as made and a lesson taught. well. To increase its net earnings At the same time there is a danis to increase its value, and to in- ger that the comparatively innocent built the road as cheaply as possible. crease its value is to increase the may be called upon to suffer while But we all know the Grand Trunk Pahave to pay for it.

sell out to the government it can | Capt. Bailey is not a pacifist nor the bag. The Grand Trunk is not payhave no more interest in raising pas- a disloyalist in any sense. His own ing its share of the fixed charges or any senger and freight rates than has, and the record of his family for two ernment must pay all the interest on allfor example, the Canadian Northern. generations are guarantee of his the bonds of the Grand Trunk Pacific. If, on the other hand, it is not go- good faith. In a moment of inad- If we charge only simple interest at ing to sell out, but wants the gov- vertence, however, he fell into the per cent upon actual outlay, we will find ernment to expropriate, then it na-turally wants to secure a higher place of manufacturally wants are secured as a secure and the secure and t turally wants to secure a higher piece of gossip which he had not Moncton and Prince Rupert. That line price by gaining additional value verified. The refutation has far today does not pay operating, expenses from the additional revenues that exceeded the circulation of the ori- The government's investment is practiwill flow from an increase in rates. ginal statement, and Capt. Bailey cally a dead loss, yet the people, who are sentimental over the losses of the Grand The government should therefore has been severely punished by the Trunk, have no sympathy for the people make the Grand Trunk say whether notoriety he has acquired as well as of Canada. They would practically have it is going to sell out, and at what by his police court experience. It us give the Grand Trunk \$70,000,000 more and take off their hands the valueless price, before it does anything with appears to us to be a case where Grand Trunk Pacific. the question of passenger and executive elemency might well be freight rates.

This, we think, is ordinary business sense; moreover, the people of Ontario and the west are protesting that railway rates are already too high. The Winnipeg Tribune ediagainst the enforcement of the order the first time. why, above all things, give further certifying that he was a member therefault on its whole contract with over the Canadian railways. But this aloud that he is so and so, has been Canada to take over and operate the wouldn't let him into the house. Canada to take over and operate the

National Transcontinental and the

National Transcontinental and the a copy of The Canada Gazette, containand claims the right to take his seat. of the venture.

Hon. N. W. Rowell, propose to help he finds elected for the various constituencies. But this will not let him the Grand Trunk without some prein.

Lettor World: We note in your is
sue of the 11th inst. a prominent arsue of the 11th inst. a prominent article on the sermon of Rev. Dr. Milarr. You had better change
ticle on the sermon of Rev. Dr. Milarr. Well now the Grand Trunk without some pre- in,

of railways has ever yet had a re- makes way for him. But if he isn't in We did not go to scoff. We went Church streets, at 2 o'clock.

pledged to such a policy, tho transportation is as vital to the Canadian people as prohibition. At all events. there were several ministers in the cabinet on guard for prohibition and the goods.

may move a little faster.

freight rates. They should do this ever they got the opportunity they Canadian Northern. without prejudice to a future reinsisted that outstanding advocates

Many people are inclined to let go and forget all about the \$340,000,000 received question cannot be dealt with intel- into the ministry. In fact there is as a railway company is not clamoring ligently or fairly as a matter of gov- every, reason to suspect that some for "more" it is locked upon as a public policy upon the greater question of they had not only the support of form to recall the much larger amount the prohibition element, but they contributed by the Dominion Government. Reduced to its last analysis, the had the stamp of "not dangerous" To authorize the Grand Trunk to the advocates of public ownership, ernment. increase its rates would be to in- Sir Adam and his friends in the It is idle to say that the road cost crease the annual revenue of that Hydro municipal organizations who company. To materially increase are asking for the appointment of Trunk had an absolute veto upon any its revenue is to make the road one of their number to the senate extravagant expenditure. The country more valuable as a going concern. ought to shoot for bigger game and relied upon the Grand Trunk to keep Why, then, should the government ask for cabinet representation. The down the expenditure, because the more

A Case for Clemency.

An M.P. Makes His Way In.

A member-elect of the Canadian House of Commons, especially in this so long ago that the deputies in France thirteenth parliament (held under the in strenuous times put on ac threetorially declares that "the people of War Times Election Act) has no direct colored sash to go among the mobs to the west stand practically united credential to get him into the house for invoke peace and order or to be allowed

Grand Trunk Pacific, involving, as it ing the summons of the governor-gendid, this country in a debt exceed- eral, addressed to the faithful members ing half a billion of dollars; and on the expectation of such a service of the house of commons, but naming no one in particular, to attend parliament on the day fixed (next Monday); many people settled in the territory and he may yet get this week another copy of the same Canada Gazette, con-Does The Globe, for instance, or taining the names of the members that

and as to its views on public owner- circular, without containing anyone's name, saying that certain "commissioners appointed to administer the oath to the members of the house of commons er of the United States of America, same light as we do, and the next Prohibition and Public Ownership

The Difference.

The Difference.

The Difference.

The Difference.

The Difference of the nouse of commons of the nouse of the united States of America, will be in attendance, according to their we, the soldiers who have done our time you come to Toronto we will enter the nouse of the united States of America, will be in attendance, according to their we, the soldiers who have done our bit, send you our apology for having leave to give you a more rousing bit, send you our apology for having leave to give you a more rousing preceding. a,m. on Monday." But that won't let told you to your teeth the truth when reception.

ing credit to the Union government house (the there will be policemen all etc. We know you said to the Ausat Ottawa for carrying out its pledge about on duty) at 9 a.m. and can ask attention to what the president (Wilon prohibition. The World went on prohibition. The World went of the clerk and his assistants). But attention to what the president did not really mean what he said." We further and said it had no reason to some old member (and there will be some love you for that! We know the Gerdoubt but that the pledge of the around) ought to introduce him to the mans of the United States (not of same government for a policy of public ownership of railways would public ownership of railways would each parliament), and when that is done can public ownership of railways would each parliament), and when that is done that the mode good clerk, who is custodian of the roll of gratulatory telegrams on the occasion of your break with Wilson over American rights (world rights), of fax. During his absence the royal lia. But there is a difference between the doorkeepers when the house ting by the doorkeepers when th these two questions inasmuch as Mr. meets at 11 o'clock. But he has yet no Elbert Hubbard, died on the Lusitania Rowell and probably the three west-but once, however, he has taken the We know the Germans toasted you. erst ministers—Messrs. Crerar, Sifoath and signed the roll a great light
fon, Calder—may have made profitbition one of the terms upon which
bition one of the terms upon which

members—and he can go in and out of

The Toronto World presentative in any cabinet who was who's Looking After the Half Billion Dollars Canada Put in the Grand Trunk?

they were known as prohibitionists invested in their enterprise by the share- that railway. They have a soft spot in to the country. And they delivered holders of the Canadian Pacific Railway their hearts for the C.P.R., tenderness for the goods the Grand Trunk, a liking for the C.N.R., about the much larger amount invested and boundless sympathy for them all. But Public ownership of railways has in that same enterprise by the Dominion who is speaking for the people of Canada? not yet the same solidarity of organi- of Canada. Much sympathy is expressed Many newspapers, as we have said, are zation, altho it has for supporters the great bulk of the people of Ontario and the western provinces.

for the lors sustained by British investors frankly the champions of the railway companies. Especially is this true in Grand Trunk Railway Company, but no The Montreal Gazette, which loses no States and mexico.

Sunday World—5c per copy, \$2.50 per year, tario and the western provinces. one seems to concern himself about the opportunity to snap and bark at the prin-When public ownership has as many enormous lardens that same Grand ciple of public ownership. In a recent outspoken representatives within Trunk has saddled upon the people of editorial it misrepresented the American THURSDAY MORNING, MARCH 14. the cabinet as prohibition had, things Canada. Admiration is expressed for the courage and address of the two railway builders who devoted their lives to the Canadian Northern and Grand Trunk Pa-There is also a more or less well- construction of the Canadian Northern, cific operated by private corporations, The governor-general in council grounded suspicion that the big in- It seems hard to some that they should should promptly reverse the ruling terests have had altogether too be cut off with a few million dollars.

But these same people never stop to of the railway commission authoriz- much to say in the past in regard think what an enormous investment the ing an increase in passenger and to cabinet timber; and that when- government has and will have in the

Still the Canadian Pacific is a solvent-

understand a suggestion said to electric power; and perhaps he is The Grand Trunk induced the governcome from the ministry to tax un- taking this view because of the fact ment to build a line of railway between due railway profits. The Canadian that public ownership does not have 000,000. The government built the road Moncton and Winnipeg at a cost of \$200,- as soon as possible. To quote: Northern is not interested because the solidarity within the Ottawa upon the promise of the Grand Trunk that system is now the property of cabinet and outside of it, at the pre- that it would operate the same, and afthe government. The only system, sent moment, prohibition has and ter a certain time take care of the the government. The only system, sent moment, promotion has and therefore, interested is the Grand has had. Prohibition is highly orfused to operate the same and left it a ganized; but you cannot say that of white clephant on the hands of the gov-

too much because of political misman agement and corruption. The Grand by order-in-council deliberately increase the value of a property it de- are often in jeopardy of their life. Trunk apparently never intended to operate the road. The most shameless over-classification and extravagance was be in negotiation now for the sale the sentence passed on Captain contractors. That is, the Grand Trunk

bends so as to finance the enterprise. rease its value is to increase the may be called upon to suffer while cific was built as extravagantly as the hardonal Transcontinental. The cost ran on the taxpayers of Canada, and in the limit of the flagrantly guilty escape, and the National Transcontinental. The cost ran on the taxpayers of Canada, and in the limit of the office was built as extravagantly as the burdens those railways have placed upon to suffer while cific was built as extravagantly as the burdens those railways have placed upon to suffer while cific was built as extravagantly as the burdens those railways have placed upon to suffer while cific was built as extravagantly as the burdens those railways have placed upon to the order of the cost ran on the taxpayers of Canada, and in the limit of the cost ran on the taxpayers of the cost ran of the cost r result of this is to dull the sense up to something like \$200,000,000, and If the Grand Trunk is going to of justice with the outrage of equity, again the government was left to hold

Certain newspapers, and even certain

that state it is one of the rardest places to pray, but alas! where was the preacher? He had a substitute. We quickest to be put out of. But the M.P.

benefits to a company that is in de- of, and therefore entitled to travel free house in session, one of whom declares elected a member for so and so, that

Other People's Opinions

Dr. Milarr and Bryan.

We hope for the Apology to Mr. Bryan via Dr. our apology. We have tried to show Milarr, ambassador:

A number of newspapers, follow-ing the lead of The World, are giv-But on Monday he can get in the sausage skin, an Hungarian fishworm, we said you were a sauerkraut, a Signe we said you were a sauerkraut, a top by

We hear a good deal about the money | public men, are well disposed to this or railway situation, and it would solve the Canadian railway situation by having the treasury. It argues that the Grand Trunk Pacific has not been able to finance on account of the war; but what financing could be done by a road that has never paid operating expenses and has fixed charges amounting to more than five million dollars a year?

> Some other papers serve the railways, but less courageously than The Gazette They make little or no comment editorially, but print whatever is fed out to them by the publicity department of some railway company. That New Year's deliverance of Lord Shaughnessy is still being printed as "news," and turned up only a day or two ago under a big, two-column headline in The Fort William Times

> We are glad to observe that The Grain-Growers' Guide stands firm for public ownership. The Guide wants the government to take possession of all the roads, including the C.P.R., and nationalize them

While there are plenty of rumors emanating from Ottawa these days in regard to the railways, the government has not yet asnounced any decision. The latest rumors still coincide with the earlier ones in the belief that the government will take over everything except the Corpetion Paging Pa cept the Canadian Pacific Railway, and leave that road to operate as a private institution. Anything short of govern-ment control and operation, with imme-diate or future and operation. ment control and operation, with immediate or future nationalization of all the railways, will fall short of a solution of the railway problem. The fact that the C.P.R. is a well-organized and well-operated railway is no argument against nationalization. Any railway would be well operated and well organized if it got all the money it wanted from the public treasury. Canada today remains the only important country in the world with private railways. The whole trend of modern civilization is towards the with private railways. The whole trend of modern civilization is towards the nationalization of these great public utilities, with their tremendous economic and political power. Public opinion in Canada, outside of financial circles, largely favors nationalization of railways. The new government is strong, with powerful backing from the people. It is time for the government to act and settle this momentous question in the proper manner.

The Ottawa Citizen, an independent paper, with Liberal leanings, but one that gave hearty and valuable support

was very well "turned out," as George once had expressed himself anent a how to order a well balanced lunched that gave hearty and valuable support

"I will today, but you must learn must meet some of his old friends."

"Thank you, I am sure I should like that gave hearty and valuable support to the car I you."

As I leaned back in the car I you." that gave hearty and valuable support to the Union government at the last election, is inclined to think that some ministers of the crown are more concerned about the rallways and their course of a long editorial on the railway drove directly to Mercedes.

It is ited that the cabinet is by no means united as to what should be done with regard to the Grand Trunk Railway System. Well, the country may shortly be given a lesson of the significance of Dr. Michael Clark's statement, that the government should own the railways to put an end to the railways owning the government. The business of cabinet ministers should not be to put forward difficulties in the interest of private railway clients or patrons. The givernment's duty is to see that contracts are lived up to. Some scoundrels in Europe started the present war with a breach of contract; and some are liable to be shot for it before it is settled. It is not the business of the Canadian Government to pile more burdens on the people for the benefit of private junkerdom. This war is being waged to set up democracy in the place of junkerdom. Some established things are liable to be democratized even in Canada.

love you for that! While we want has no card, or no badge. The it is not to apologize via your ambassador for all the wrong, we must demand that apologize to Lloyd you yourself George, to President Wilson, to the dead of Belgium, to the victims of the Lusitania, and lastly, but foremost, to excited I don't feel hungry at all." I of the railway commission." And his name written in signed by the clerk, above all things give further.

Some weeks ago he got a card with his name written in signed by the clerk, tion he must be formally introduced by favor of you. Tell your ambassador God Almighty. Now to conclude, our might have added, too, that his rethat we are gentlemen of the highest order. We are not booze-hitters, as George said to the pompous looking joined hands with apostates. There is no saloon gang in the Province of Ontario, they having passed away Sept. 16, 1916. We know of no people connected with a brewery who have slandered us. Would to God we could say the same of the ministry. Bodze is made in a distillery, not a brewery (note that, Mr. Bryan). Tell your ambassador, Dr. Milarr, that he got the brewery business mixed up with the sale business. It was a great Sunday school superintendent who said, "To hell with profits," not Editor World: We note in your is- a brewer. Also, Dr. Milarr says he is we hope you will be satisfied with you where we were wrong. We sin-Dear silver tongued orator, embalm- cerely hope you will see it in the Yours for a lasting peace. Signed on behalf of the men on the

> Mark Elly, Islington.

NEW CONSUL FOR ITALY.

Chevalier E. Armao, royal vice-con-

meeting at Massey Hall of the G.W they joined the government. We do not know that public ownership

The terms upon which the subject of the terms upon which is to be held on Saturday. The starting point. Again let us bow down ourselves and say we love you.

The terms upon which is to discuss the amen problem is the starting point. Again let us bow down ourselves and say we love you.

The terms upon which is to discuss the amen problem is the starting point. Again let us bow down ourselves and say we love you. Club, at the gorner of Carlton and

"HE SHALL NOT PASS"



THE WOMAN WHO CHANGED

BY JANE PHELPS

An Habitue of the Place.

An Habitue of the Place.

An Habitue of the Place.

Will this please you?" the man asked looking at me.

"Very niceles," I replied. It was satisfactory to me, intoxicatingly so. I feared George would think me bold because I had answered the waiter, but he paid no attention.

"What would you like, Helen?" he saked passing me the menu card.

"Oh, you please order," I told him.

"Will this please you?" the man asked looking at me.

"Very nicely," I replied. It was satisfactory to me, intoxicatingly so. I feared George would think me bold because I had answered the waiter, but he paid no after he had acknowledged the introduction, "I am with some of the old bunch. You see, Mrs. Howard," he turned to me, "your husband is an old habitue of the place. I am glad he is bringing you with him. You must meet some of his old friends."

I went to the office for him and we was very hard to suit, and I was tired out when he finally ordered me an exquisite dress in a new shade of blue. A wonderful brocade in many colors, combined with the plain chiffon, and trimmed with seed pearls. He didn't Shoes, stockings, forget anything. everything I needed, even to an or-

nament for my hair. Then instead of giving the restaurant address, we drove to the principal jeweler of the town. To my surprise and delight he bought lovely string of pearls. I did not hear the amount he paid for them, but I know it was fabulous, as he refused several strings as not being perfectly matched or of the right color They Are Very Becoming.

He clasped them around my neck. "Keep them on. They are very becoming," he said as he slipped the case into his pocket. "Now we'll go and eat."

"Oh, thank you! They are perfectly lovely," I said, squeezing his hand.
"I am glad you like them. But remember it isn't good form to be demonstrative in public. Are you hunfeur to drive us to the restaurant. buke had helped to take away my ap-

"Right this way, Mr. Howard," and he led us to a table where I could see all over the room.

"Will this please you?" the man ard," George said with his most dig-

cerned about the railways and their vants, etc. Yet at the same time I ed attentively while George ordered a troubles than they are about the heavy suppressed a sigh as I wished George delightful luncheon, occasionally look- usual?" the

A Welcome Compliment. "You are looking very smart today," he said to me when the waiter left us. "I am quite proud of you." I flushed with pleasure. I had seen trons liked. "You must come here a him bow to this one and that one, great deal." people I never had seen before. Stylish smartly dressed women and well groomed men. I was glad he thought

"How do you do, Howard?" a plea-"Very well. Helen, may I present

"Will you have the same wine as

"Yes," George said shortly. "How well they know you!"I ex-claimed astonished. I knew so little of hotels and restaurants that I did not realize that it was part of a waiter's business to know what his pa-

"Here's the lunch; we will discuss well that, instead of talking of the waiters," he said coldly. smiled over at me, and I forgot to be hurt while I ate sweetbreads and sant voice said. "I see you have your mushrooms under glass and the other delicious things he had ordered.

Mr. Carpenter. My wife. Mrs. How- Tomorrow—Evelyn Hears a Complaint.

THE CHAMPIONS

In Memoriam Lieutenants Malone, Aggett, and Many Others.

Ennobled by the mightiness of Life That poured its valour in their eager souls, They turned from boyhood and the pleasant goals Of sport and home and love, to join the strife

Of God and Chaos, following the fife
And drum of sun-helmed Michael, who controls The cosmic war, and as the battle rolls, Leads the young Champions where death most is rife.

Some lost their bodies, garments of the flesh, Yet they will come anew, but now they rest, A glorious company, in realms of light; With joy they'll come, their spirits to enmesh Once more in dust, still plighted to the quest, To clear the world of all the brood of night. Albert E. S. Smythe.



lew

IG LABOR

Are Invited tives for Ottawa, Ma

rince of On e provincial on Trades be held in lay, March & C. Grant,

Local labor invention is to meeting, ating all the ass association arty on similarity making d

ut the pr

Ger With the Artarch 13.—T ich was one in Lorrally into one front from y fighting. Imerican a usands of nan positi

GERMANS

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