

## The Toronto World.

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### THE ABANDONED RAILWAY POLICY

The Globe seems to regard the failure  
of the government's railway policy as  
a vindication of the government. In  
its zeal for the people, it says the govern-  
ment ground the face of the Grand  
Trunk Pacific and drove so hard a  
bargain that the company is now cry-  
ing for mercy. This argument assumes  
that everything that is disadvantageous  
to the Grand Trunk Pacific or to the  
Grand Trunk is disadvantageous to the  
country. That is something that cannot  
be taken for granted. There might be  
a genuine conflict between the inter-  
ests of the promoters of the G. T. P.  
and those of the country. There might  
be a genuine conflict between the inter-  
ests of the country and those of the  
Grand Trunk shareholders. But there  
might also be a "hybrid scheme" so un-  
businesslike that it would not win the  
confidence either of the country or of  
the Grand Trunk shareholders; and  
this may be a more realistic view of  
the exact nature of the modifications is  
known.

Last summer the friends of the Grand  
Trunk Pacific scheme were delivering  
lectures on the virtue of optimism. At  
that time The World took occasion to  
say: "Our criticism of the new en-  
terprise is not that it is more rapidly in-  
terpreted, but that it is clumsy  
and unbusinesslike." The Globe said:  
"The Grand Trunk Pacific is no  
visionary project awaiting the as-  
gregation of private capital to be  
undertaken. It is a feasible  
rational line thru a well-known  
country, with no formidable ob-  
stacles to overcome. It is a  
capital in sight to build, equip,  
maintain and operate if the proposi-  
tion has behind it the financial  
strength of the Grand Trunk Rail-  
way Company, one of the strongest  
financial corporations in Great Brit-  
ain."

Now the Globe tells us that "the  
Grand Trunk Railway Company is not  
behind the government plan, and that  
the demand for modification comes  
from the country. In other words,  
the plan is not satisfactory to the pub-  
lic men, whose money and whose legiti-  
mate business interests are at stake.  
If the hitch had occurred with con-  
tractors, promoters, speculators and  
others who expected to make fortunes  
might say that the government might  
say that it was not soundly sound-  
ing out the interests of the country.  
But the Grand Trunk shareholders in  
England and elsewhere do not come  
under this description. They may be  
unduly cautious, but they are simply  
guarding a legitimate business interest.  
There is no reason to suppose that they  
do not regard the plan as a good one  
if they are right, then interests do not  
conflict with those of the people of  
Canada. The people of Canada do not  
want, any more than the Grand Trunk  
shareholders, to go into an enterprise  
that will not stand the test of examina-  
tion on business principles.

Suppose, for instance, that the ob-  
jections of the Grand Trunk sharehold-  
ers relate to the eastern portion of the  
line, which is to be built by the govern-  
ment and operated by the Grand  
Trunk Pacific. The country and the obli-  
gation contracted with this portion of  
the railway. If it is an unwise pro-  
ject, both stand to lose. An opportu-  
nity is now presented of reconsider-  
ing the whole question. We do not  
undervalue the resources of Northern  
Ontario and Quebec, but a transconti-  
nental railway is not the only, perhaps  
not the best, means of developing those  
resources. No one is suggesting that  
be up to the Grand Trunk obtaining  
access to the West; but there are more  
ways than one of reaching that end,  
and the government has not chosen the  
best. Its plan is now virtually aban-  
doned; and whatever may be the polit-  
ical consequences of that abandonment,  
there is now an opportunity of  
adopting a new plan more advantageous  
to the people of Canada.

### EXPLANATIONS IN ORDER

The World finds it necessary to recon-  
sider the commendation which it ex-  
tended to The Telegram on the strength  
of that journal's application for a scrutiny  
of the ballots cast for the Board  
of Control.  
Following The World's revelation of  
the suspicions that implicated ex-Ald.  
William Burns, The Telegram on Friday  
afternoon stated that "its solicitors  
had been instructed to take the steps  
necessary to secure a scrutiny of the  
ballots and thus determine whether a  
recount would be an adequate remedy  
for the evils which contributed to the  
result of the election."

It now transpires that The Telegram's  
solicitors did not take action on Friday.  
They did not make a move all Satur-  
day, when the time for requesting ap-  
plications for a scrutiny had expired.  
It is but fair to give due weight to  
the probability that The Telegram acted  
in good faith, but the circumstances  
surrounding the failure of its virtuous  
purposes are peculiar if not suspicious.  
Either The Telegram gave the public  
a false assurance on Friday afternoon  
or its solicitors followed up their in-

structions with singular indifference.  
Why was the application for a scrutiny  
which The Telegram fathered not made  
on Friday, when it would have been  
received by the county judge?

### LET THE COMMISSION GET TO WORK

The Railway Commission is now  
complete. It is composed of Hon. A. G.  
Blair, chairman; Hon. M. E. Bernier,  
and Prof. James Mill. A proclamation  
is necessary to bring the act into  
operation, and that proclamation should  
be issued at once.  
Mr. Blair has been traveling in the  
United States looking up information  
as to the methods of railway commis-  
sions. His mission must be pretty  
nearly completed by this time, and  
Mr. Bernier and Mr. Mill are ready to  
take up their duties. There are many  
important questions which require the  
immediate attention of the commission.  
The public has heard considerable  
criticism passed on the gentlemen ap-  
pointed to the commission, favorable  
and unfavorable. There will be no dis-  
position, however, to condemn the new-  
ly constituted tribunal. The assump-  
tion is that the commission will im-  
partially discharge its duties, and it  
should be given a chance to get to  
work and prove its usefulness as an  
arbitrator between the railways and the  
public.

### LIVE STOCK TRADE PROGRESS

There were highly satisfactory in-  
creases in the live stock trade at the  
Toronto cattle markets during the past  
year. The number of cars have in-  
creased from 10,881 to 12,360 last year.  
Many new cars, much larger and bet-  
ter arranged, were put upon the rails.  
The cattle reaching our markets to-  
talled 187,708, an increase of 23,785  
over the previous year. This large in-  
crease is very gratifying, but The  
World will be surprised to record at  
the end of this year a much larger  
increase. This calculation is based  
upon the increased number of farmers  
in Ontario feeding cattle, and the very  
large number of cattle that will come  
eastward from Manitoba and Alberta  
during the present year.

Hog receipts are keeping up in the  
proportion. The total for the year was  
176,470, the increase amounting to 21,-  
262. These figures do not include many  
that go direct to Toronto packing  
houses.  
The greatest increase is in the num-  
ber of sheep received. In 1902 the num-  
ber that trotted over the weigh scales  
was 129,256; last year 171,745 passed  
the weighmaster. An increase of 42,489  
for one year is commendable to the  
forefront and care of the Ontario farm-  
er. The way of profit, the sheep  
and lambs have to be fairly returned to  
the feeder; the price of wool was nor-  
mal and the exporters did not suffer  
any loss at their end of the trade.  
From these statistics of the live stock  
trade, what are the deductions we  
should arrive at? It is plainly evident  
that the trade is steadily increasing,  
and will continue to more rapidly in-  
crease. The railway and market facili-  
ties of three years ago would not suf-  
fice for to-day, even the facilities of  
to-day will need much enlarging for  
the trade of next year.

### WHERE MIGHT NELSON FEEL

Sympathy will no doubt always be  
felt for the man who, revisiting the  
home of his forefathers and being moved  
to tears at the sight of the ancestral  
hall, and the memory of his father,  
had wept over the wrong done to  
him. He was especially grieved at the  
fact that so much good sentiment had  
been wasted. But reflection might have  
convinced him that after all, whether  
the heartstone belonged to his, or to  
another's, family, it is more rapidly in-  
small importance. If his sentiment was  
genuine, if it revived noble memories  
and inspired to noble resolutions, the  
discovery of the error need not have  
affected either, nor was his honest em-  
otion rendered insincere by the apocry-  
phal nature of the cause.

These somewhat cynical reflections  
have been suggested by a recollection of  
the oceans of sympathy and patriotic  
ardor which must have been expended  
over the spot where the great hero of  
Trafalgar and a hundred other fights  
had fallen. During the celebration of  
the centenary of the victory, his name  
was in that last and greatest of his  
combats, a curious state of affairs has  
been revealed. A reference to the his-  
torical documents preserved on board  
the vessel shows that the place in the  
cockpit hitherto marked as the spot  
where Nelson fell was in fact the place  
of that God he had so solemnly invoked  
but a few hours before, is wronged  
one.

It has now been found that when  
Nelson was carried to the cockpit he  
was placed on a bed a little forward of  
the position that has up to the present  
time been called out as the place where  
he fell with the inscription, "Here Nelson  
fell." The mistake will now be rectified  
and the new spot will be painted and  
railed round in the way the hitherto  
accepted place has been.

This discovery need not distress any  
pious pilgrim who has stood in reverence  
within that historic cockpit. After all,  
it matters little where the hero fell, or  
where he died. These are but the acci-  
dents and valuable only if they serve  
to recall his life, his devotion to duty,  
his invincible courage and his unequalled  
determination. More than "Glorious",  
other Englishman has Nelson become the  
incarnation of the ideal British  
spirit. During that colossal struggle to  
thwart the boundless ambition of Na-  
poleon, in which Trafalgar was the  
naval and thus the decisive battle, the  
battle cry of the one was "Glorious",  
watchword of the other, "Duty." There  
is no need to recall the words of that  
last signal made as the British fleet  
moved into action—it is engraved on  
the memory of every Briton. Would  
that it were always, and at all times,  
the moving impulse of his life. Can-  
adians will not willingly see themselves  
from the grand traditions which are  
theirs equally with every branch  
of the British race. While their mem-  
ory remains nothing can deprive Brit-  
ish of the honor and prestige which are  
hers, and which make her shores the

shrine of all loyal hearts beyond the  
seas.

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### VINDICATION FOR BLAIR

Events of the past few weeks have  
borne out with convincing emphasis  
Hon. A. G. Blair's criticism of the  
Grand Trunk Pacific Railway bargain.  
Mr. Blair characterized the project as  
an ill-considered proposal, a grave mis-  
take, a disaster, a defective and un-  
justifiable measure, a grave and erro-  
neous error, a senseless suggestion, a  
sheer unjustifiable appropriation of  
public money.  
This damaging criticism is justified  
by the Grand Trunk Railway Com-  
pany's demand for important modifi-  
cations. What the promoters of the  
scheme were ready to attempt the  
Grand Trunk Railway Company de-  
clined to consider as a sane railway  
proposition. The Grand Trunk share-  
holders evidently regarded the scheme  
in the light that Mr. Blair viewed it,  
ill-considered and senseless.

Yet for attacking the bargain on  
the very grounds that steady, sober-  
headed business men make the basis  
for rejecting it, Mr. Blair was abused  
and compelled to retire from the cabi-  
net. The Toronto News, whose chief  
mission in life appears to be the ad-  
vocacy of the Grand Trunk Pacific Rail-  
way scheme, was foremost among the  
results of Mr. Blair's ill-considered  
proposal. Mr. Blair was a vigorous and  
Blair with a vigor not exceeded by the  
most rabid of the government organs.  
It idolized Sir Wilfrid Laurier, describ-  
ing him as a strong man, and rejoiced  
in the exclusion from the cabinet of a  
minister who had set himself against the  
Premier's best railway scheme. Per-  
haps The News was more anxious to  
promote the Grand Trunk Pacific Rail-  
way scheme than to pass fair judg-  
ment on the conduct of Mr. Blair. But  
to-day Mr. Blair is more than even  
with his critics. He is more than even  
with the Laurier government. If he  
had not been a public trust, and if he  
had not weakened in his defence of the  
public interests, if he had not by ac-  
cepting an office of emolument from  
the government betrayed the public  
which he pretended to serve, Mr. Blair's  
vindication would to-day be complete.  
He would not have been a Canadian  
politician, a force which no party  
animosity could estrange from him. At  
the coming session he would have been  
the people's champion and a powerful  
influence in the reconsideration of a  
transcontinental railway policy.

Mr. Blair cannot but regret the judg-  
ment which led him to accept an office  
under the government only a few weeks  
previous to the vindication of his po-  
sition on the Grand Trunk Pacific Rail-  
way scheme. Mr. Blair boldly put  
his armor, but he took it off at a criti-  
cal moment in the battle for the public  
interests. Mr. Blair's arguments as  
to the Grand Trunk Pacific Railway  
scheme, a weakness which has made  
him the herring of a government which  
he should now be in a position to domi-  
nate.

### THE DUTY OF THE CITY COUNCIL

It is the duty of the City Council  
to order an investigation into the  
charges of illegal voting in the recent  
municipal elections independent of the  
actions of the Crown Attorney. There  
is sufficient evidence to proceed with-  
out Mr. Burns, Mr. Thompson and Mr.  
Burns rest under very serious  
charges. If they have been unjustly  
accused an investigation will vindicate  
them. If the charges are true they  
should be made to suffer the full  
penalty that the law allows.

The City Council can find no excuse  
for inactivity in the fact that the  
Crown Attorney has taken action. Con-  
siderable proceedings are preferable to  
single-handed action on behalf of either  
the Council or Crown Attorney Curry.  
It is not desirable in the public inter-  
est that Mr. Burns, Mr. Maguire or  
Mr. Thompson should be tried by the  
newspapers. Some of the newspaper  
which hastened to construe suspicion  
into proof in the case of Mr. Maguire  
and Mr. Thompson have already re-  
gretted Mr. Burns. The public will  
not be satisfied with these judgments  
delivered off hand from editors' chairs.

We have heard time and again that  
party politics should be excluded from  
municipal affairs. Yet The Globe  
which has been a leading figure in the  
enunciation of this principle, now in-  
terprets suspicion according to the po-  
litics of the accused. The World trusts  
that Mr. Burns will be exonerated  
by the courts, but he will have to sub-  
mit to trial just as other individuals who  
conduct is open to suspicion.

Mayor Stewart should call a spe-  
cial meeting of the City Council to take  
measures to exonerate the innocent and  
convict the guilty. Let Crown At-  
torney Curry pursue his investigation,  
and let the City Council institute an  
enquiry on its own account.

**BURWASH'S LIFE OF RYERSON.**  
The second of the Morning series,  
"Makers of Canada," is the life of Dr.  
Ryerson, by Chancellor Burwash, as-  
sisted by Dr. A. H. Reynar. Dr.  
Ryerson is known to this generation as  
the founder of the Ontario educational  
system and as its first chief. But  
this does not by any means represent  
the beginning of his public career. He

Standard Books,  
Regular 35c to 75c  
Wednesday 19c

**THE T. EATON CO. LIMITED**  
\$1.15 and \$1.25  
Brussels Carpet  
Wednesday 75c

Early Closing Reform—Store Closes Daily at 5 p.m.

Wednesday to Be a Record Breaker.

This is Only a Partial List. Visit the Store and See for Yourself.

Men's and Boys' Clothing Needs

Men's Overcoats, heavy Oxford chev-  
ots and genuine imported Scotch  
Tweeds; "Traveler" and "Newmar-  
ket" styles; sizes 34 to 39 only;  
lines that have been selling all season  
at \$12.50 and \$15.50;  
Wednesday ..... 5.00  
Men's Fur-Lined Overcoats; natural  
dark Muskrat lining; fine English  
cheviot shell; regular  
\$60.00; Wednesday ..... 39.00  
Men's Fine Suspender; non-elastic  
web; roll elastic ends; drop fasten-  
ers; non-rustable slide buckles; kid  
trimmings; regular 25c pair;  
Wednesday ..... 12c  
Men's House Slippers  
Mm's Fancy Leather House Slippers; tan or wine  
color; fancy American style; McKay sewn  
soles; sizes 6 to 10; regular 85c and  
\$1.00; Wednesday ..... 50  
Boys' Hockey Boots  
Boys' Black Hockey and Bicycle Boots; up-to-date  
and reliable; broken sizes, 11, 12, 1 and 3;  
sold regular, when sizes were complete,  
for \$1.25 and \$1.50; Wednesday ..... 50  
Society Note Paper,  
Regular 35c per Pound  
Package, Wednesday 15c

**THE T. EATON CO. LIMITED**  
190 YONGE ST., TORONTO

Cashmere Hosiery  
Men's and Women's Plain, Ribbed and Fancy Silk  
Embroidered Cashmere; also Plain Lace and  
Fancy Embroidered Lisle Thread Hose; finest  
yarns; odds and ends and broken sizes;  
regular 25c to \$1.00; Wednesday ..... 19  
Men's Mufflers  
Men's Pure Silk Mufflers; large squares; dark colors;  
fancy stripes; regular 75c and \$1.00;  
each; Wednesday ..... 35

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PAINTINGS SHOWN

AT WOMAN'S ART GALLERY

Exhibition of Foreign Pictures for-  
mally Opened to Private View  
Last Evening.

Toronto is indebted to the Woman's  
Art Association of Canada for the time  
for a most attractive and educational  
special exhibition of modern Dutch  
water colors. The exhibition was form-  
ally opened last evening in the gallery,  
and will continue until Feb. 13. Last  
night's opening was in the nature of a  
private view.

The drawings are sixty-three in num-  
ber, and no one interested in fine art  
should miss this opportunity of becoming  
acquainted with the work of the  
aquarellists of Holland. Unfortunately  
the exhibits are unframed; they are  
not shown to the best possible ad-  
vantage. It says all the more, there-  
fore, for the intrinsic quality of the  
artwork. The exhibition is a most in-  
teresting one, and the drawings are fas-  
cinating on a first impression, and will  
well repay the careful survey.

There is little in the gallery to recall  
the traditional associations of the type  
of Dutch school, but the look in vain for  
the patient and minute handling char-  
acteristic of Van Osd, Teniers, and  
Rembrandt can be found in No. 10, "The  
Pancakes," which the catalog ex-  
plains is the most important water color  
painting of the well-known artist, Jacob  
Israel. It is strongly reminiscent of  
"The Legend" now in the Scottish Na-  
tional Gallery at Edinburgh, and one  
of the finest specimens of the work of  
that brilliant member of the modern  
Scottish school, Paul Chalmers, and  
not surprising, as Chalmers owed not a  
little to his study of the Dutch master-  
pieces, including the art of Israel himself.

The influence of French masters, such  
as Corot and Millet, is very noticeable  
in the landscapes, and the delicate color  
schemes and dreamy poetry of these  
works of genius are pleasingly reproduced  
in such exhibits as No. 36, "Digging  
Potatoes," by Cornelius Westerbeek,  
who is also represented by a strongly  
toned and modelled study of Beethoven,  
No. 55, "Sheep on the Heath," No. 44,  
by Louis Van-Bosch, is another in-  
triguing drawing. In another line  
the only made of No. 10, "At the  
Well," by Marius Bauer, which catches  
the eye by its simplicity, and the  
greenness, loneliness and sadness of the  
scenery. There are also some  
excellent studies, as, indeed, one  
would expect from the countrymen of  
Potter and Curry.

The pictures exhibited are for sale,  
and it is to be hoped Toronto patrons  
of art will take advantage of this op-  
portunity to acquire examples of the  
modern Dutch art. Many of them would  
adorn any private gallery. A word in  
closing may be said of the catalog,  
which is quite a work of art in itself  
and reflects much credit on the respon-  
sible committee.

**FATAL FLOOD IN THIS SCHOOL FIRE**

Out of 400, One Little Girl Was  
Trampled on and Will Die.

Dayton, Ohio, Jan. 18.—The Allen  
School Building in North Dayton was  
guilted to-day by flames, which origi-  
nated in the basement. The 400 pupils  
were gotten out in safety with the ex-  
ception of Edna Baum, a little girl  
the first to be trampled on, who was  
down, trampled on and fatally injured  
in the panic. A man at work in the  
basement was shooting, and is believed  
to have been burned to death.

The Ministerial Association,