

FRENCH SCHOLAR ON NATIONAL MIND

Distinguished Scholar Discusses Spirit of People Before Large Audience. CURIOUS ABOVE ALL. Ever Searching for Wherefore of Everything Thru Spirit of Truth.

"Nowhere have I better felt the heart-beat of Canada and understood how near its heart was to become French."

Mr. Lanson, showing first how alike are all men in most respects, sought forward the peculiar traits which characterize the French mind; its universal art of conception and of aptitude, and above all its intelligence.

He described how the French national character was not the result of a large France, but of a small France, a union of mind and of method, excluding no national element.

The Love of Truth. Mr. Lanson, who has been a student of the French mind, declared that it was the element of all the faculties of the French mind.

There is a vigor of this intelligence which is a vigor of the intellect, and a love of truth, which is a love of truth.

SHERBOURNE HOUSE CLUB READY FOR OCCUPANCY

Institution for Self-Supporting Girls Has Accommodation for Three Hundred People.

Sherbourne House Club, provided at a cost of approximately \$450,000 by H. H. Fudger, managing director of the Robertson department stores, for self-supporting young girls, has been informally opened and is now ready for occupancy.

The club is composed of new buildings erected on the late Senator Cox's property, extending from Sherbourne street on the west to Bloor street on the east.

Receptions are being held at the club every night this week.

HAMILTON CENTRE UNDER NEW PLAN

Medical Board Will Examine Recruits From Surrounding Districts. WORK UNSATISFACTORY. Rumors Circulated Regarding the Military Hospitals Commission.

Speaking about the military medical changes being made in Hamilton, Col. F. W. Marlow stated last night that Hamilton has been selected as a "mobilization centre" for the examination of recruits sent in from the surrounding district.

The work of the Military Hospitals Commission, it was stated yesterday, is causing dissatisfaction. One hundred cases of sick returned soldiers are to be cared for in the Toronto General Hospital, it is announced.

One hundred men and two officers of the 205th (Tiger) Machine Gun Battalion are to leave soon for overseas as an infantry unit.

The 198th Canadian-Buffs, Lieut. Col. John A. Cooper commander, Toronto's senior C.E.F. unit at Exhibition Camp, paraded downtown yesterday and were photographed in front of the city hall.

Seventy-two recruits offered to enlist yesterday in Toronto. Twenty-five were accepted. The 25th and 27th Railway Construction Battalions, each secured eight of the accepted recruits.

Recruits volunteered for service with the 25th Railway Construction Battalion at its West Toronto depot, 1631 E. Dundas street, yesterday.

The 20th Battalion, after starting a whirlwind campaign to get 100 recruits before the unit goes overseas, Capt. Joe Dawson will be in charge of the campaign.

Major A. N. Jackson of the 215th Brantford Battalion has reverted to the rank of captain, in order to join the 28th Railway Construction Battalion, and will take charge of recruiting in the London district, where Lieut. Hugh Hall of Toronto had enrolled 17 recruits.

Lieut. Col. B. H. Nelson, and officers of the 255th O.R. Overseas Battalion—the bugle band instruments presented to their battalion by Messrs. J. E. Edwards & Sons of Toronto.

The Women's Auxiliary of Cowan Avenue Presbyterian Church gave the members a series of weekly concerts for the soldiers last night. Seventy members of the 1st Battalion, under Sgt.-Major A. R. Turnbull, and 50 members of the Cyclist Depot, under Lieut. Robinson, McVain and Goodford, were present. The concert program was given by Miss Day, Mrs. McIntyre, Mrs. Spence and W. Howe.

The funeral of the late Pte. J. M. Spinks, A.M.C., of the Base Hospital staff, took place yesterday afternoon from his home, 292 Calder street, to Prospect Cemetery. The services were conducted by Britton Porter, pastor of the Christian Science Church. Pte. Spinks while attending erysipilis cases at the hospital succumbed to the disease himself.

Linotype Operator Wanted

Apply Foreman, Composing Room, World Office

IN COMPETITION ONLY PROTECTION

Canadian Manufacturers Present Views on Fire Insurance.

CHARGE MONOPOLY. Canadian Fire Underwriters Has Reached Such "Nature and Proportions."

The Canadian Manufacturers' Association yesterday presented their views on fire insurance in this province before Mr. Justice Macdonald, sitting at the parliament buildings as a commission to enquire into this matter.

They represented that the control exercised by the Canadian Fire Underwriters' Association over fire insurance rates and terms "has approached the nature and proportions of a monopoly" which has manifested itself in arbitrary ratings and rulings.

The C.F.U.A. did not give sufficient attention to measures for fire protection, said the manufacturers. Competition to the insurer against "orbitant and arbitrary ratings," and therefore "to interfere with this competition would deprive the insurer of his protection." To tax outside companies, if such a thing were within the power of the provincial parliament, would impede the competition of such unlicensed companies as the new England Mutuals and Loyds.

To promote competition the present financial and ill-advantaged tax on fire losses should be abolished. The control of the C.F.U.A. over Godal's plan should be prevented. And finally "government control over rates would be very difficult to apply and would not afford adequate substitution for competition."

These suggestions were presented by F. W. Wegmann, counsel for the Canadian Manufacturers' Association. Many leading manufacturers from various parts of Ontario were present.

IDENTIFIED PHOTO FOUND AT THE FRONT. Family Group Reproduced Monday Proves to Be Relatives of Pte. George Bowring.

The group picture which was produced in The World Monday morning, and which was found at the front, where it was found, was identified last night by a brother of Pte. Geo. Bowring, who went with the 26th Battalion. The picture was taken at Niagara Camp in the fall of 1915, and besides Pte. Bowring, Miss Lett, and her daughter, Lois, a Miss Keach and a soldier friend.

HEINTZMAN & CO. PIANO FOR SALE. Ye Olde Firme of Heintzman and Co., Ltd., Heintzman Hall, 188, 193, 197 Yonge street, are offering a particularly good bargain in a used baby grand piano of their own make. It is in dark mahogany case, and is in splendid condition inside and outside. Has a magnificent tone. It sold for \$850 when new, and is now offered at \$495, on easy terms.

MAKE INVENTORY. Dr. A. B. Macallum, chairman of the advisory council of act night and industrial research, stated yesterday that the council is taking a complete inventory of the industries of the country. Committees have been appointed to deal with the various problems, and as soon as the inventory is completed they will be able to settle down to work.

A STOCK CORRECTION. In Tuesday's column of quotations on the Standard Stock Exchange this paper incorrectly printed 99 shares of Tommy Burns stock traded in. This should have read 3000 shares.

COAL FAMINE HERE FACTORIES CLOSING

(Continued from Page 1).

deals to use hard coal or Pocahontas, a smokeless soft coal. They would have to be supplied in some way, possibly by exchanging with institutions that could use a makeshift.

H. A. Harrington, secretary of the coal-section of the Retail Merchants' Association, when seen yesterday afternoon, said that his organization had followed the matter closely since last fall. When the Dominion Railway Board met in Toronto the coal men opposed the shortening of free time for unloading. At that time the railroads asked for a shortening of the free time and the increase of demurrage rates. The coal men realized that this would not overcome the congestion at the border, and they accepted the increased demurrage rates they opposed shortening of free time.

Since then they have followed the situation for the several purposes—first, to prevent a coal famine, secondly, to prevent the necessary part, thirdly, to satisfy the railway board that when they made a request to secure relief it was done on the basis of a tabulated report of the necessary coal tonnage that the operators were doing their best to send coal over to them.

So carefully has the situation been followed that the Dominion Railway Board has not turned down a single suggestion that they have made. It was they who suggested the reduction of the passenger traffic to overcome the congestion at the border, and they have shown him of cars that the railroads claimed to have placed before the cars had arrived. Mr. Clark, to give more power for the movement of freight, suggested the railroads that freight be eliminated, and the companies did as requested by the board.

Engines Sent to Shops. The coal men were surprised at the lack of results from this action, and upon investigation found that the companies had turned the former passenger engines into freight service and had retired the engines previously used for freight to the shops, which return light engines to the shops, which return light engines to the shops, which return light engines to the shops.

Agents of the coal men have found that there are a dozen engines, at least, available on the E. C. R. and T. & N. O. that could be used to relieve the congestion at the border. As outlined to Henry Drayton asking him to have these turned over for this purpose.

Plenty of Coal is Held. It is reported that cars are blocking every siding from the suspension bridge clear thru to Rochester. Inspector Gillette of the railway board was given a list of 661 cars consigned to Toronto merchants that are held at the border, and went to the border to investigate. It is stated that while he was in any one yard there would be intense activity there, but when he left for another that yard would be deserted and activity would commence in the yard to which he went.

There are 7,000 cars at Toledo, according to report, and many of these are consigned to points in Canada. Between Detroit and Port Huron, it is estimated there are 8,000 cars, and about 2,000 at Black Rock.

Mr. Harrington pointed out that this was a time for drastic action. The only way to lift the embargo, he said, was to clear the border yards, and to do this it might be necessary to suspend all passenger traffic. This was no time for Mayor Church to talk about establishing municipal coal yards. The border needed clearing now, and action next summer, were it possible, would not avert the present situation. He believed if civic money could clear the frontier yards it would be money mightily well spent.

Are Willing to Ship. In spite of the fact that the Dominion has never been so great and the plants in Pittsburgh were using other grades than they desired, the American op-

THE MINISTER OF FINANCE REQUESTS THE PEOPLE OF CANADA TO BEGIN NOW TO SAVE MONEY FOR THE NEXT WAR LOAN

DEPARTMENT OF FINANCE OTTAWA

upon reliable information from our representatives at North Bay, I find that there are several engines of the T. & N. O. Railway which are not at present in service, and as I understand it, the same applies to the C. P. R. at your honorable board to make immediate investigation as to the reliability of these facts, and if found true, to immediately order not only these engines, but also any and all engines which these roads may be in a position to spare, to be handed over to the lines operating between the border and Toronto, with a view to cleaning up the situation at Suspension Bridge and Black Rock? It must be borne in mind that when the railways report the arrival of a large number of cars, these cars are not always made up of loads of coal, nor are they a part of the congested freight at the border.

Today, for instance, the C. P. R. reports 73 cars, and yet upon investigation, we find that there are but five cars of coal for Toronto dealers. I have not the slightest doubt but that the efforts of Inspector Gillette at the border are of the most efficient character, yet, whatever efficient character they may be, they are not sufficient to enable us to get the cars required by us, if the motor power is not at our command, we are no further advanced.

Urgent Call for Help. With famine for the city staring the coal dealers in the face, in the matter of soft coal, the following telegram was sent to Sir Henry Drayton, chairman of the Dominion Railway Board, last night: "Soft coal shipments ended. Only sufficient for waterworks and hospitals. All classes manufacturing in danger. Absolutely necessary you force railways to clear border. Further reduction in passenger service may help. Am writing." (Signed) H. A. Harrington, "Secretary Coal Section Retail Merchants' Association."

Jan. 30, 1917. This was supplemented by the following letter: "Dear Sir: During the past few days I have quietly, yet consistently, watched the progress being made by our railways in the removal of the congestion at the border. As outlined to you in our telephone conversation, I considered the difficulties, particularly those of a labor character, under which the railways were working. Yet, when we consider the large number of engines which your action in decreasing the passenger service, permitted the rail-manufacturing in danger. Absolutely necessary you force railways to clear border. Further reduction in passenger service may help. Am writing." (Signed) H. A. Harrington, "Secretary Coal Section Retail Merchants' Association."

Out of the many instances of delayed shipment Mr. Harrington mentioned one that was made up on Dec. 13 and did not arrive until Jan. 12. This was in the case of 704 D. & W. and while the reporter was present a merchant rang up to ask for an investigation in the case of two shipments of stone which left Birmingham, Ind., on Nov. 27 and should have arrived here not later than Dec. 12, but had not been received to date.

Expressing the hope that the next session would be the last, Coroner Arthur J. Johnson adjourned the inquest until next Tuesday night to present to the jury additional evidence. The principal witness last night was Superintendent Beck, who submitted to an examination by the coroner, who sought to learn what protection was offered the public. Mr. Beck said that he was not in the Union Station on the night of the accident, but declared that the best protection offered the public was that of the employees and watch the safety of passengers. He said that until about a year ago persons other than the passengers were not permitted in the lower part of the station, but that an order became effective then permitting relatives of the friends to see soldiers of our troops there. This order, he said, was the result of people by the hundreds gaining access to the troop trains by going in crowd down the tracks from Bay street and other openings.

Other testimony which Superintendent Beck offered up in question, asked by Coroner Johnson dealt with the dimensions of the Union Station platform and like matters.

Joseph Carroll, assistant depot master, gave evidence similar to that of Mr. Beck, and George Clarke told of the public to the tracks in the Union Station.

Mr. Palmer, 18 Monteth street, said he heard the bell of the backing engine sounding a warning. Percy Turner, a patrolman at the station, was 60 yards away from the place of the accident. His testimony concerned bloodstains on the platform. He said he did not hear the warning bell.

WARNING SOUNDED BY ENGINE BELL

Witness Makes Statement in Inquest on Body of Col. W. C. Macdonald.

AGAIN ADJOURNED

Coroner Johnson Hopes Next Sitting Will Be the Final One.

Further testimony concerning the circumstances surrounding the death of the late Col. W. C. Macdonald, who was killed instantly Sunday night, Jan. 21, while he was struck by backing engine in the Union Station, was submitted at the fourth sitting of the coroner's jury last night.

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Consumers Order Too Much. Regarding anthracite coal, Mr. Rogers said that the mayor would do a whole lot better to prohibit peddling more than they required at present than by preparing to do the impossible next summer. If a person could get along with five tons they should only order five tons instead of fifteen, and many were inclined to do. Five tons were a team load, whereas fifteen would require two teams that might be used to serve two other people. At one place the other day,

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WAR SUMMARY THE DAY'S EVENTS REVIEWED

(Continued From Page 1.)

many German dugouts, destroyed a machine gun, and took 17 prisoners. Butte de Warlecourt is a precious bit of high ground before Bapaume and overlooking the Acre Valley. The British once captured it in the early part of the rainy season, but the muddy ground forbade consolidation, and the Germans in a counter-attack recovered it. East of Souchez the British troops entered the lines of the enemy and did much damage to his workings. In the air British squadrons carried out several effective bombing operations, and in flights they destroyed three German machines and drove down three others damaged.

Three attacks of the enemy yesterday on French and Belgian lines encountered more and sharper opposition than he bargained for, and his troops had to fall back before the terrific fire rained on them. Two of these surprises turned out to be fizzes on the front between Soissons and Rheims, in the sectors of Soupir and of Beaulne on the Aisne. The third attempt, a night assault, ran into Belgian and British barrage fire from guns, trench artillery and infantry, causing the charging troops to halt and retire. Lorraine and the Vosges saw quite violent artillery actions, but no infantry attacks.

Finding after two weeks and more of fruitless effort that the allies hold impregnable lines along the Sereth and Trosas Rivers in Rumania, the Germans are withdrawing their divisions and replacing them with Austrian and Turkish formations. No information is forthcoming of where the German troops are proceeding, but their destination is probably Macedonia, where an effort will probably be made to oust the allies from Monastir in order to placate the Bulgarians.

The French had to beat off another German attack on Hill 304, west of the Meuse and northwest of Verdun, according to a Paris communication. The Germans made the attempt with their grenadiers, but these came under French barrier fire and gave up their endeavor.

Maximilian Harden in a speech at Munich practically told the Germans that they would have to give up their conquests to secure peace. This is significant, as Harden is a secret agent of the German Government, and he has generally been chosen to break bad news in advance to Germany.

MAYOR CHURCH SAYS FAREWELL TO THE CANADIAN BUFFS



Col. John A. Cooper, with his officers and men of the 198th Battalion, paraded thru the streets of Toronto yesterday, probably by Mayor Church, Ald. Ryding and Jas. Somers.

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Policemen Elect Officers For Local Benefit Fund

At the annual meeting of the police benefit fund, held in Court Street Police Station, recently, Sgt. Bond, No. 4 station, was elected to represent the sergeants in the organization, while Policeman Rowland (604), No. 1 station; Campbell (209), No. 4 station, and Bowie (92), No. 6 station, were new officers added on behalf of the men. Detective Guthrie was elected from the detective department.

The following officers went in by acclamation: No. 1 station, Bayson (220); No. 2 station, Martin (493); No. 3 station, Thompson (65); No. 4 station, Crosson (254); No. 5 station, McGregor (285); No. 7 station, 1348 (87); No. 8 station, Morris (507); No. 9 station, Ide (17); No. 10 station, Sanderson (23) and Burns (234); No. 11 station, 302 (10) and Chief Inspector McClelland.

TWELVE THOUSAND RETURN. WITHIN THE NEXT FIVE MONTHS 12,000 RETURNED SOLDIERS FOR THE PROVINCE OF ONTARIO ALONE WILL RETURN TO CANADA. THIS WILL MEAN THAT AT LEAST 100,000 SOLDIERS RETURNING TO ONTARIO WILL BE MULTIPLIED ABOUT FIVE TIMES.

SANITARY WASHED WIPING RAGS AND CHEESE CLOTH. E. PULLAN 20 Maud St. Ad. 760