The Toronto World

morning newspaper published every day in the year by The World Newspaper Company of Toronto, Limited, H. J. Maciean, Managing Director.

WORLD BUILDING, TORONTO. NO. 40 WEST RICHMOND STREET

5308—Private Exchange connecting all departments.

fice—40 South McNab Street, Hamilton. Telephone 1946.

per copy, \$5.00 per year, \$2.60 for 6 months, \$1.35 for 3 months,
delivered, or \$4.00 per year, 40c per month, by mail, in Canada
to), United Kingdom, United States and Mexico.

THURSDAY MORNING, JAN. 10.

Tearing Up Rails.

President Wilson's proclamation taking over the possession and operation of United States railroads and connecting steamship lines has had the effect of stirring into unwonted activity the Canadian Railways War Board. The board just now is bubbling over with suggestions of activity, and the Montreal despatches tell us that it desires to have from 1,500 to 2,000 miles of rails torn up in various parts of Canada and relayed as sidings. double trackage, and so forth in other parts of the country. Chinese coolie labor, it is suggested, should be utilized.

Activity is a great thing, but we are not ready to have a board of railway officials mainly representing the Canadian Pacific and the old Grand Trunk turned loose with coolies and crowbars to tear up 2,000 miles of railway. We have already had some 600 miles of rails removed from the National Transcontinental (including the Grand Trunk Pacific); This was done by the Dominion Government at the request of the imperial authorities to speed up railway construction on the western front. It was a war measure no doubt justified by an extreme military situation. but even then there were bitter complaints that the government railway was being discriminated against to the advantage of rival roads owned an by private corporations.

It is a far different proposition for a board of railway officials/even under government supervision to tear up three times 600 miles of tracks in one part of the country and transport them to another. It would be easy, we imagine, thus so to dismember the Canadian Northern system, promptly and unreservedly. now passing into the possession of the government, as to give the Cana-

now passing into the possession of the government, as to give the Canadian Pacific a complete monopoly in many parts of the west.

The National Transcontinental cost the people of this country at least 100 thousand dollars a mile. Indeed, the prime minister in some figures he gave the house a year or two ago figured that our investment in the N. T. R. (including the Quebec bridge) amounted with interest to 432 million dollars. That would mean 250 thousand dollars a mile. The Canadian Northern, we are now taking over, may increase the liabilities of the nationalization of all the railways of the Dominion Government by 636 million dollars. At any rate our The National Transcontinental cost the people of this country at least 100 thousand dollars a mile. Indeed, the prime minister in some figures he gave the house a year or two ago figured that our investment in the N. T. R. (including the Quebec bridge) amounted with interest tending the N. T. R. (including the Quebec bridge) amounted with interest tending the N. T. R. (including the Quebec bridge) amounted with interest tending the N. T. R. (including the Quebec bridge) amounted with interest tending the N. T. R. (including the Quebec bridge) amounted with interest tending the N. T. R. (including the Quebec bridge) amounted with interest tending the N. T. R. (including the Quebec bridge) amounted with interest tending the N. T. R. (including the Quebec bridge) amounted with interest tending the N. T. R. (including the Quebec bridge) amounted with interest tending the N. T. R. (including the Quebec bridge) amounted with interest tending the N. T. R. (including the Quebec bridge) amounted with interest tending the N. T. R. (including the Quebec bridge) amounted with interest tending the N. T. R. (including the Quebec bridge) amounted with interest tending the N. T. R. (including the Quebec bridge) amounted with interest tending the N. T. R. (including the Quebec bridge) amounted with interest tending the N. T. R. (including the Quebec bridge) amounted with interest tending to the N. T. R. (including the Quebec bridge) amounted with interest tending to the N. T. R. (including the Quebec bridge) amounted with interest tending to the N. T. R. (including the Quebec bridge) amounted with interest tending to the Arew Andrew Change and the N. T. R. (including the Quebec bridge) amounted with interest tending to the Arew Andrew Change and the N. T. R. (including the Quebec bridge) amounted with interest tending to the Arew Andrew Change and the N. T. R. (including the Quebec bridge) amounted with interest tending to the Arew Andrew Change and the Arew Andrew Change and the Arew Andrew Change and the Arew Andrew Change an

Union government is committed. If the outside civil service is to be efficient every soldier must carry a baton in his knapsack. A young man entering the service should have the same chance of rising to the highest position as would be given him by a big, well-managed private corporation. Promotion for efficiency should be the slogan in every big department of the government, and the big prizes in the postoffice and customs departments should not be reserved for defeated members of parliament or more distinguished statesmen for whom an asylum is desired.

There seems little doubt but that the late minister of customs. Hon. Dr. Reid, intended to promote Collector Bertram of Toronto to the collectorship at Montreal, but his hand was stayed by local prejudice and political clamor. Mr. Bertram comes back to Toronto, where his great SIR ROBERT BACKS services are needed and will always be appreciated. The Montreal collectorship, however, does not go to some politician who never saw inside a custom house, but goes to an official of the customs department of the local port who is well qualified to advance from second to first place.

Hon. Arthur Sifton, the present minister, has an open pathway before him. He is not a party appointee like his precedessor, nor is he bound by party loyalty to ladle out patronage. On the contrary, he is a minister of a Union government, pledged to abolish patronage. He can instal and insist upon the rule of promotion in the customs department so that a messenger boy or tide waiter may work himself up to the col-

In justice to Dr. Reid it must be said that he knew the customs de- a busy day in New York today in conpartment and administered it in a masterly manner. While he could not, in his position, altogether disregard the politicians, he certainly never disregarded the needs of the service. Mr. Sifton, with a freer hand, should length, but said the result of the elecdo better yet.

Sir Eric Geddes.

Current Opinion publishes an interesting sketch of Sir Eric Geddes, the first lord of the admiralty. Sir Eric follows tradition in never having gone to sea, but he is said to be smashing all other traditions in the way he is handling "the King's navee." Indeed, one may wonder how long he will hold out, opposed at the same time by the "ginger group" and the bureaucrats.

Current Opinion claims Sir Eric Geddes as something of an American, attho he spent only a few years in the United States. During those few years, however, he lived in the south and acquired a broad accent which is conversation with Hon. Frank Cochrane, former minister of railways in the late

mingles in contrast strangely with his Scottish burr. Now and then, it is said, in the house of commons he suggests a Kentucky colonel rather than a Scottish knight. However, it was in the south, principally with the Baltimore & Ohio, that he gained his first railway experience, and his remarkable power for handling men and settling labor disputes. This remarkable power for handling men and settling labor disputes. This was supplemented by railway work in India and England, and brought forth splendid results when it became his duty to build and operate a be able to return to Ottawa this week, but owing to the rigorous weather conditions it was felt advisable for him to defer his departure for a few days.

Sir Robert and Lady Borden left New York tonight for Ottawa. network of railways for the allied armies on the western front.

The "ginger group" and Sir Eric, according to Current Opinion, differ about the necessity or propriety of a big naval battle. He is said to be Special to The Toronto World. satisfied that the subjugation of Germany must be thru an efficient blockade. In the United States civil war, he says, the south was simply mothered to death by the blockade. In the same way, he argues, Germany must be thru an efficient blockade. In the same way, he argues, Germany must be thru an efficient blockade. In the same way, he argues, Germany must be thru an efficient blockade in the same way wounded in the spring of 1915 and that one of his sons, Pte. Alex. Peters, who was reported as dangerously wounded some time ago is now dead leaving his men after helps.

tries have apparently served as conduit pipes to Germany. So long as still at the front. the United States was not actually in the war the problem of the British navy was even more difficult. The average American exporter could not see how there could be contraband of war in goods shipped on neutral bottoms from one neutral port to another neutral port.

Mow, however, the situation is simpler. A real blockade against 260.08. Among the subscriptions received yesterday were \$2778 from the Saskatchewan Red Cross Society and last night by the constable of the const Germany should be operative not only on the sea, but at American ports. Food and oil the Germans may get from Russia, but there are many commodities essential to their carrying on which can only be obtained from chipments oversea.

The Press and the Railways

the readers of the survey that "it is folly to send out an S. O. S. call for

The Globe has never editorially taken issue with the deliverance to

which it gave such prominence in whort, we have apparently been bearing false witness against our neighbor, and we must endeavor as far as

the Shaughnessy deliverance might have been paid for as advertising matter, we added that the Canadian Pacific Railway Company had a perfect right to state the railway side of the railway question, and to purchase advertising space for that purpose, Such advertising, we said, should not be run as quasi-editorials or clothesline specials. We never charged The Globe with printing the Shaughnessy article with intent to deceive. The article was printed in a fair, frank manner, and was accompanied by an expression of editorial dissent. The Globe complains that we inaccurately asserted that no editorial dissent accompanied the publication of Lord Shaughnessy's article. That complaint was well founded, and to for corporation management of railways.

nates and suggesting that the Dominon of Canada should follow the example of the United States and Britain in taking over the railways and running them during the war, at least.

The voice of the executive of the U.F.A. is the voice of the U.F.A. and the voice of the vast majority of the people in western Canada.

The Saturday Press Prairie Farm, Saskatoon, thinks the railways made a good case for an increase in rates. Those who object to the increase, it says, should go in for railway nationalization:

There has been very strong opposition to the increase just granted by the board of railway commissioners, but there seems to be only one other solution, the taking over of all railways by the government during the duration of the war in this country, as well as in the United States. Unless the country is prepared to have this step taken, opposing the increased rate will not help matters any, or give a square deal to the railways.

WILSON WAR AIMS

Election in Canada Clears Up Political Atmosphere, Borden Says.

en route from Virginia to Ottawa, spent sultation with British and American officials. Sir Robert excused himself for rot discussing Canadian politics at tion of Dec. 17 had cleared the political atmosphere and he was confident that Canada would continue to do her full duty in the war, no matter how long its duration.

award itself and then battles for weeks or months to collect from the Canadian Northern Railway Company. The government has taken up the challenge and has retained

IS DEAD OF WOUNDS.

HALIFAX RELIEF FUND.

Finance Commissioner Bradshaw reports that the total of subscriptions Macville is a small community

C.N.R. CHALLENGES Manitoba Measure Encounters Opposition of Railway

Winnipeg, Jan. 9.—The Canadian Northern Railway and subsidiary companies, such as the C. N. R. Express and the Great North Western Telegraphs, have challenged the Man-itoba Workmen's Compensation Act as unconstitutional and have refused the essential in doing it was to ascer-New York, Jan. 9.—Sir Robert Borden, its inception, have paid no funds into the protective fund of the compensaboard, and have paid no pretion miums to the insurance companies When a man is injured they abide by the award of the compensation commission, the commission pays the award itself and then battles for

System.

Isaac Pitblado to fight its case. These points were brought out at yesterday's sitting of the Fallis Royal Commission which is investigating

GLENGARRIANS GET D.S.O.

Commission which is investigating the operation of the Workmen's Com-

One Colonel in Construction Corps and Other in Strathcona Horse.

Special to The Toronto World.

Cornwall, Jan. 9.—Two more soldiers from this section have received re-cognition at the hands of King George, receiving the D.S.O. Lieut.-Col. Chil-ton Hervey, C.E., of Lancaster, who went overseas with the railway con-struction corps, has received the honor for splendid service in railway con-struction work at the front, and Major Donald J. McDonald, son of D. R. Mc-Donald, ex-M.L.A. for Glengarry, has been similarly honored. Major Mc-Donald enlisted in the west with the mothered to death by the blockade. In the same way, he argues, Gerhany will be overthrown not by spectacular battles, but by the slow wounded some time ago, is now dead of wounds. The young man's home is on Cornwall Island. He enlisted with the original 154th Highland Battalion was killed in action early battalion was killed in action early in this town. Three other brothers in this town. Three other brothers, frank, Mitchell and John Peters, are who had been promoted to the rank of major in the meantime, was left in mand of the Strathcona Horse McDonald is now acting lieutenant-

Macville Sunday school sent embezzeiment. He was arrested in Toronto last week at the request of the Timmins police.

SUSPICIOUS OF IT



WILL PROBE COST

Auditor to Ascertain Outlay of Manufacturers.

U. S. PRICE PLUS DUTY

the scope of the investigation-whether it should embrace the business of the consumers as well as the manufacturers-Commissioner Pringle tonight indefinitely adjourned the in- he said, COMPENSATION ACT quiry into the cost of paper used in

quiry into the cost of paper used in magazines and trade periodicals.

The next step will be to send auditors into the various mills to find out the cost. Mr. Pringle in the course of the discussion said that he might of the discussion said that he might that apart from Maclean's Magazine of the discussion said that apart from Maclean's Magazine of the discussion said that apart from Maclean's Magazine of the discussion said that apart from Maclean's Magazine of the discussion said that apart from Maclean's Magazine of the discussion said that apart from Maclean's Magazine of the discussion said that apart from Maclean's Magazine of the discussion said that apart from Maclean's Magazine of the discussion said that the discussion said that apart from Maclean's Magazine of the discussion said that the discussion said the discussion said that the discussion said that the discussion said down in Canada. Mr. Tyreli also said that apart from Maclean's Magazine, the subscription of The Canadian Grocer, Hardware and Metal, and Canadian Machines had been advanced or might not throw the doors wide open and ascertain the profits all round-of the papers as well as the paper makers. His duty, however, was to fix a price, and he considered tain the cost to the manufacturer.

Negotiations looking to an amicable settlement of the difficulty as between While there the two parties were in progress, but at the afternoon sitting it was an-nounced that they were barren of result. The commissioner commented on the fact that the time in which the price is specifically fixed expires on the 20th. He assumed, however, that

Raised Price and Rates.

Fair Rate to Be Charged, if a New Order is

Not Made.

"At that time you said you could not reduce the quality of the paper nor increase the rates for fear of American competition. Now I understand you have raised your subscriptions to an amount of \$27,500 per year and your advertising by 25 to 35 cents a line. We you could not see why he should be, in this age of severe interference and regulation.

J. M. Godfrey demanded a full investigation of the newspapers' pro-

Ottawa, Jan. 9.—After discussing saying that you have done it?"

from \$2 to \$3 per year. Commissioner Pringle calculated the increased subscription at \$37,-

While there was keen competition between trade papers because nical information is international," he conceded the claim of counsel that so far as Canadian news was cerned the American papers did not compete.

price, plus the duty, seemed to be a fair rate to be charged in Canada.

The evidence of H. V. Tyrell, of the facLean Company, was continued at he afternoon sitting. In the course of his examination by the commission of the comm in PAPER MILLS

The afternoon sitting. In the course of his examination by the commissioner Mr. Tyrell admitted that both the subscription and advertising rates of his company's publication had been increased.

Commissioner Will Send Out

The afternoon sitting. In the course made public, but I was companies made public, but I was companies to do it with regard to the manufacturers. I may have to take similar action regarding the consumers, and I may not."

Mr. Hellmuth disclaimed any desire to strip the skeleton of the manu-The commissioner at this stage read a statement made by Mr. Tyrell before the minister of justice last April, when would insist that those of the manufacturers are the statement made by Mr. Tyrell before the minister of justice last April, when a delegation was before him asking facturers should also be investigated remarked that

Sir Thomas White had been "very

vestigation of the newspapers' proa line. Were you correct in saying that this could not be done or in how that this could not be done or in how the say well as those of the manufacturers. The commissioner remarked that

The witness' answer was that at that time the price of the American magazines had not gone up. He had to compete with them. "When they raised their prices we followed suit."

The commissioner remarked that the price had been increased from \$4.50 to \$11 a hundred. He had failed to see anything on the record to show the cost had been so increased.

Tomorrow the regular newsprint inquiry will be resumed, the manufacturers having some further evidence to offer as to the cost of manu-

CANADIAN PRISONERS.

London, Jan. 9.-The following Canadians are reported prisoners: 754-553, A. Lavolette; 228511, A. Lea; 427077, J. Ballantyne; 775516, Corp. R. 427077, J. Ballantyne; 775516, Corp. R. A. Lockwood. At Dulmen—637482, C. A. Mole. At Limburg—551249, Cecil Wells. At Munster—798704, E. T. Masterson; 797203, F. Williams; 775571, W.

MACKENSEN FOR WEST.

Rome, Jan. 9. The newspaper Epoca printed today a Zurich report that Field Marshal Mackensen had if a new order was not made the price would not be raised, and remarked as regards the subject then missioner had remarked that he supunder investigation that the American posed the MacLean Company would around Verdun. gone to the French front, where it was believed he is to replace the Ger-



Substa

Milline

Dressn

evening. germann, of the an the local to 1,300 i eighteen cessfully for an istein, an tive of timeeting.

Consur probably rates if reports Bradsha council. against departm

> Carvell harbor coming eonstructure altho it ed. Net there is that th Stewar work sl

> > Charg from Harry dress, tective leged th a sew house. DIE Wolfe. Militar

street, Artiller CUB