

BEST WILL
AY NIGHT

ners Will Get Two
aw" at

MY THUMB
PRINT

Miss Dean's fill in
Editor of The
all but thumb-prints

Contest Editor, do it
prize offered for the
picture actress, who,
Theatre this week in

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prize. If your print
you may be among
his great melodrama.

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in the announcement
published, the prizes
me be among them?
picked, the answers
s will be kept.

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Dean's, in the accom-
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World, West Rich-

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TORIA ST.
HAYES REVUE
Dorothy Dandridge
COOK
JOE COLEMAN
and Yvonne DeLoe
and Brother and
and Jackie; She's

EXOME
ULEY ST.

WARNER IN
"DESTINY"
1.30, 4.15, 7.45 p.m.
Ledy Sen. Mel
and Dorothy DeLoe
and Brother and
and Jackie; She's

ADGES
DEVILLE

UCKLE
TER'S MILLIONS
Friday" Dorothy DeLoe
and Edna Angelis
and Dorothy DeLoe
and Brother and
and Jackie; She's

YETY
HUNTER
SHOW IN TOWN
IN BURLESQUE
ING CHORUS

THIS WEEK
OF MIRTH
EST LAUGHING
ON EARTH.

S Tonight 8.30
O'HARA
time in Mayo"
TOMORROW

NEWS WINTER
GARDEN

PTOV
Constance B
and 6 V
Douglas Fair
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The Toronto World

WEDNESDAY MORNING MARCH 16 1921

41ST YEAR—ISSUE NO. 14,735

TWO CENTS

Proposed Reduction in Wages Definitely Rejected by Railway Men Bitter Onslaughts in Legislature Directed Against Timber Probers

TO CONSIDER SYSTEM OF APPRENTICESHIP IN BUILDING TRADES

Matter Will Be Taken Up
With Wage Agreement
Negotiations.

FEAR DEARTH OF MEN

A big movement is now under way to inaugurate an adequate apprentice system among the building trades of this city. Although the part apprentices play in the building trades and their education has practically been ignored by both the unions and the building contractors up to the present time, as far as Toronto is concerned, the question of apprenticeship has now been brought to the fore and is to be taken up in the wage agreement negotiations between the Toronto Builders' Exchange and the various building trades unions.

The question was brought up before the negotiating committees of the Carpenters' Union and the Building Contractors held at the Toronto Builders' Exchange yesterday afternoon in connection with drawing up the 1921 agreement and will be embodied in the agreements to be drawn up this season between the different unions and contractors in the building industry.

Lack of Apprentices.

It now develops that for the past six years there have been no building mechanics in the making in this city. Due to the shortage of labor during the war years, men who had an inclination toward any particular trade, although with practically no knowledge or experience in that specific trade, were with little difficulty and without any trade test, admitted to full membership in the ranks of the trades and labor unions. An example of the lack of apprentices in the building trades here is shown by the bricklayers; there being only one instance among the contractors where an apprentice is being trained. As a consequence the (Continued on Page 6, Column 3.)

FEBRUARY TRADE SHOWS DECREASE

Canada's Exports for Month
Show Decline of Twenty-
One Million Dollars.

Ottawa, March 15.—A considerable decline in Canadian trade is shown for the month of February. In the corresponding month last year the value of goods imported was \$37,496,856 as against \$71,970,507 for February, 1921, a decrease of \$15,826,349. Domestic exports for February, 1921, totaled \$65,287,738, as compared with \$86,655,100 in February, 1920, thus showing a decrease of \$21,417,452.

For the period of eleven months ended with February last, Canada's total trade amounted to \$2,385,518,471, or \$178,059,867 more than the corresponding period ended in February, 1920. There was an increase in imports in this period of \$225,589,423 but a decrease in exports of \$25,237,966.

SOVIET TRADE PACT TO BE SIGNED TODAY

Agreement Amended in Man-
ner Acceptable to British
Government.

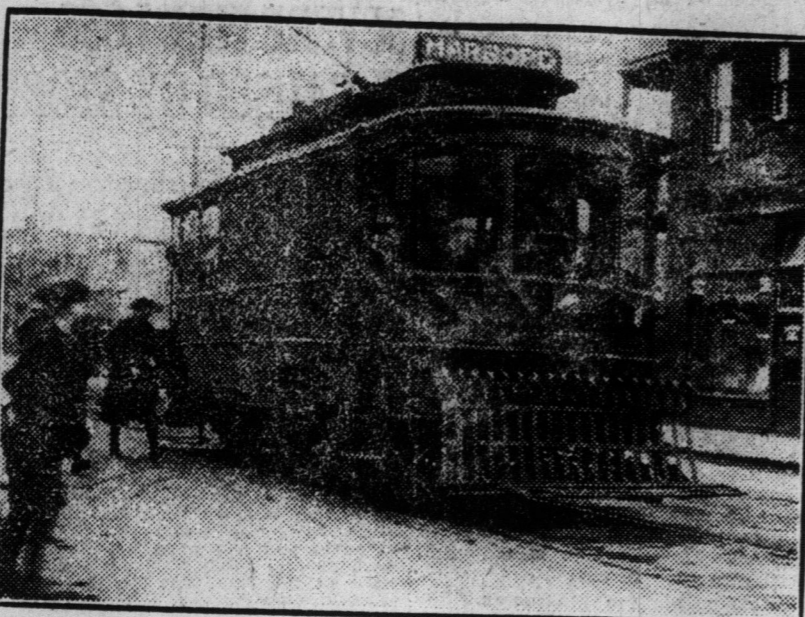
London, March 15.—The Anglo-Russian trade agreement will be signed tomorrow, according to present expectations. The negotiations between Leonid Krassin, the Russian representative, and the board of trade have resulted in the reforming of the clauses in a manner acceptable to the British government.

The main principle is said to be that Russia undertakes to cease all propaganda outside of Russia, while Britain undertakes to observe neutrality of the Russian internal affairs.

Arranging for Jailbirds To Cast Votes in Silesia

Breslau, Silesia, March 15.—More than 100,000 of Upper Silesia's native sons and daughters from all sections of Germany have already reached their respective voting precincts in the plebiscite zones. Their presence unbounded enthusiasm and has served to give German hopes a mighty impulse.

One of the novelties of voting day will be the balloting by inmates of jails and other penal institutions, who are eligible. These also will be given German and one Polish ballot. The valid ballot will be deposited in



A LINK WITH EARLIER DAYS IN TORONTO

The type of cars which the street railway employs on some of its routes is the subject of many jests by patrons, who look for the transportation commission to retire these antiquated vehicles promptly. Before many months such a car as is shown in the picture will doubtless be only a memory. The car is on the Harbour line and the number is 306.

WILL GREATLY REDUCE CIVIC WORKS OUTLAY

Committee Makes Cut of Over Six Million Dollars, But
Amount Is Still One Million Ahead of Last Year—De-
fer Building Two Glen Road Bridges and the Proposed
Island Reservoir—No Island Houses for Employees of
the City.

The committee on works made a merciless assault on the estimates of the works commissioner yesterday and chopped them from a total of \$12,055,824 to \$5,308,308.

Controller Hiltz, who is a member of the committee, was the most active in slaughter and no doubt created the impression in the mind of the commissioner that as a controller he would make a good butcher. The controller explained that the city was confronted with heavy necessary expenditure this year in connection with the purchase of the street railway and if the committee did not reduce the works estimates by about \$5,000,000 the board of control would do it.

The commissioner defended his items for maintenance vigorously. He asked for \$2,539,885 in maintenance account and got away with it all but \$269,385. He asked for capital expenditure of \$8,529,542 and this item was cut to \$2,546,367. But even after the pruning the works expenditure for 1921 was left over \$1,000,000 greater than last year's expenditure. The board of control may also do some pruning.

Some of the big items that fell by the wayside were the two Glen road bridges estimated to cost \$1,150,000; the proposed island reservoir to cost \$750,000; an additional pump for the high level fire system, \$100,000; improvements at the Riverdale pumping station, \$100,000; additional trunk mains, about \$2,000,000, and a water distribution system for fire protection on the island to cost \$225,000.

An estimate of \$2,163,750 for the construction of relief sewers was reduced to \$1,000,000.

Big Items Approved.

Some of the largest items approved by the committee under capital expenditure were: Asphalt plant, site, building and equipment, \$140,000; Gerard street bridge over the Don and temporary structure to carry car traffic during construction of the permanent bridge, \$352,000; work on the street railway line from Sherbourne street to the viaduct, \$185,000, and 12-inch duplicate feed main to 12th street, \$75,000.

Ald. Winnett moved to cut off the \$70,000 for a temporary bridge at Gerard street, but the commissioner vigorously defended it.

(Continued on Page 6, Column 4.)

HURRY ABSORPTION OF GRAND TRUNK

Government Not Inclined to
Grant Time Extension
Desired by Officials.

Ottawa, March 15.—(Special).—It was learned at the railway department today that the government had resolved to lose no time in proceeding with the co-ordination of the government railways and the absorption of the old Grand Trunk into the Canadian National Railway System. The government is authorized by the statute of 1919 to take possession of the Grand Trunk lines on the coming in of the arbitrators' report, which is due on April 8. No extension of time has been asked by the arbitrators and none is likely to be granted.

Informal representations have been made by the Grand Trunk officials to the effect that the company cannot present its case to the arbitrators within the prescribed time, but a remarkably strong case will have to be made if any extension be desired.

STATE OF WAR ENDED.

Rome, March 15.—A decree published today announces the cessation of the state of war in the annexed territories of Venetia and Giulia. General mobilization of the army is declared ended from today.

ARMY TRANSPORT HIT BY FREIGHTER

Seriously Damaged and Boats
Are Ready to Transfer
Passengers at Daylight.

New York, March 15.—In a dense fog off Little Egg Inlet, N.J., tonight, the United States shipping boat steamship Inevitable, bound for Norfolk, collided with the army transport Madawaska, inward bound from Manila, damaging the transport severely and necessitating radio calls for immediate assistance. The Madawaska, carrying passengers, was struck amidships. The wireless said she had all boats swung out and would await daylight, when the passengers would be transferred to the Inevitable, which apparently was not seriously damaged.

The latitude of the Madawaska was given as 39.30 north and the longitude 73.59 west.

The Madawaska, formerly the Hamburg-American liner Koenig Wilhelm II., has a displacement of 9,410 gross tons. She was intended in the port of New York when relations were broken off with Germany. On July 12, 1917, she was turned over to the navy department for use as a transport.

The Inevitable left New York this morning for Norfolk in ballast. She has a gross tonnage of 4,960 and was built at Alameda, Cal., in 1918, for the United States shipping board.

ANOTHER TEXAS LYNNING.

Texarkana, Texas, March 15.—Brownie Tuttle, a negro, charged with assault on an aged white woman near Hope, Ark., early today was taken from the Hope city jail tonight by a mob of about 300 persons and hanged near the jail.

SWELL HATS FOR EASTER SHOWING AT DINEEN'S.

This cut represents the new soft hat, "The Prince," just received from Christy & Co., London. Extra fine quality. Price \$10.00. Other makes at \$4.95. See the grand Easter display of men's hats at Dineen's, 110 Yonge Street, today.



RAILROAD WORKERS REFUSE TO ACCEPT WAGE REDUCTIONS

Eastern Men Decide to Carry
Fight to U. S. Railway
Labor Board.

NO STOPPAGE OF WORK

New York, March 15.—Railroad workers in the east have decided to reject all proposals of wage reductions and carry their fight to the railroad labor board if the cuts are put into effect.

Representatives of the workers, who have been holding conferences here, it was definitely learned tonight, have decided upon this course, taking the position that the present wage standard must be maintained and economic conditions will not permit any reduction.

There is little danger of any cessation of work should the railroads put the reductions in force, union officials said, as the employees will appeal to the railroad labor board at Chicago and abide by its decisions. The railroad managements, it is understood, will also obey the board's edict.

The position of the workers was officially made clear today, when representatives of the unskilled notified the management of the New York Central Railroad that they flatly refused to consider proposed wage cuts of 17 1/2 to 21 per cent, "as we find that the employees today are not receiving sufficient income to maintain their families properly."

Representatives of the skilled workers of the New York Central, with the (Continued on Page 6, Column 3.)

DUNVILLE CITIZENS FLATLY DENY STORY OF RING DOMINATION

F. Lalor, M.P., and Other
Witnesses Emphatically
Refute Charges.

CONTRADICT RANEY

Cayuga, Ont., March 15.—(By Canadian Press).—The judicial inquiry into law and order conditions in Dunville is rapidly drawing to a close. Today seven witnesses were called to date. Six of the witnesses, prominent citizens and officials of the town, spoke highly of David Hastings both as a man and a magistrate, and denied the allegations in the statement of a dominating ring in the town. Frank Lalor, M.P., and W. A. Fry, proprietor of the Dunville Chronicle, were the principal witnesses this afternoon.

A Denial by Lalor.

The former gave a most emphatic denial to the general charges in the statement and also to the charges read out by Hon. W. E. Raney, when the deputations waited on the attorney-general asking for the reinstatement of Hastings or an investigation. He also gave denials to a specific charge in the statement, that he was a member of a ring which exercised an improper influence in the town. He also denied the statement made by Rev. Thos. Green that he (Lalor) had suggested he (Green) be one of the boys or sports, and also said that Mr. Green's dramatic spurning of the witness with the words that "I would (Continued on Page 4, Column 4.)

TWO MOTORCYCLISTS SHOT IN DUBLIN

Presbyterian Minister Sent-
enced to Year in Jail Is
Released.

Dublin, March 15.—There was an attack today on two military motorcyclists in Dublin. One of the men was shot dead, and the other was shot in the lung, receiving injuries which, it is believed, will prove fatal.

In an attack on military detachments crossing Rialto bridge, Dublin, a soldier was wounded.

The Rev. J. A. Irwin, a Presbyterian minister, who had been sentenced to one year in prison after conviction by a court martial of having a revolver and ammunition in his possession, was liberated from Belfast jail today. General Sir Nevill Macready, military commander in Ireland, remitted the remainder of Irwin's sentence on account of ill-health.

CREW WITH GAS MASKS FINALLY SUBDUED FLAMES

Boston, March 15.—Fire aboard the Bucknell Line freighter Kasemba, which arrived today from Alexandria and Messina, gave her crew a lively time for a week. Fumes overcame the crew and it was found necessary to use gas masks and other necessary precautions. The flames were finally extinguished by the crew.

Chief Officer Baker and Second Officer Kline, who had been lowered into the burning hold, were lifted out unconscious, and Chief Officer Baker may lose an eye from spark injury. It was only when the crew obtained gas masks at the Azores that the flames could be extinguished.

EARTHQUAKE IN ARGENTINA.

Buenos Aires, March 15.—A severe earthquake occurred shortly before midnight last night at the village of Chillico, a mining place in the province of La Rioja. The extent of the damage has not been reported thus far.

CAPT J. McKEEVER DIES.

Vancouver, B. C., March 15.—Captain J. C. McKeever, R. F. C., well known in eastern Canada, died in the General Hospital last night after a prolonged illness. The body will be taken to Listowel, Ont., for burial.

Recreate British Army As It Was Before War

London, March 15.—Sir Laming Worthington-Evans, secretary for war, in introducing the army estimates in the house of commons today, said the ultimate aim of the government was to recreate the expeditionary force of six divisions. At present, however, the army was very far from being as complete as before the war, he declared.

Regarding the Territorials, the war secretary said, it had been decided to provide fourteen divisions as a second line, provision had been made for development of a light tank to co-operate with the infantry, he continued, and a fast, powerful tank which would be more useful with the cavalry. The general view, the secretary said, was that mechanical fighting must be developed because it was more economical in peace times and saved manpower in a war.

Replying to a criticism that the army was too large, Sir Laming asserted it could not be reduced while the country's commitments were what they were. In Ireland, he said, there were 51 battalions of infantry, seven cavalry regiments, 32 batteries of artillery, four engineer field divisions and three signal units.

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TIMBER COMMISSION SEVERELY CRITICIZED IN THE LEGISLATURE

Legislature Will Not
Finish Up at Easter

Liberal Leader Dewart in the legislature last night suggested that the house should close at Easter and resume in the fall. The idea, however, did not appeal to the premier, who admitted that a lot of time had been wasted, but insisted that the present legislative program be proceeded with.

REPORT INCOMPLETE, KING MAKES THREAT TO HOLD UP SUPPLY

Meighen Points Out Only
One Volume Missing and
Protest Absurd.

AGRICULTURAL ITEMS

BY TOM KING.

Ottawa, March 15.—There was a tempest in a teapot in the house of commons this afternoon when a formal motion was made for the house to go into committee of supply. Mackenzie King strenuously objected upon the ground that the fourth and final volume of the auditor-general's report had not yet been laid upon the table. The Liberal leader declared that the opposition were asked to vote supply without having a chance to intelligently study the estimates. He threatened to hold up supply until the missing volume was forthcoming.

Premier Meighen said in reply that there was nothing in Mr. King's contention to justify his noisy protest and assumed indignation. Three volumes of the four were already before the house and the remaining volume would be laid on the table as soon as it came from the printers. This, however, did not prevent Mr. King from ever, did not prevent the party leaders in which Sir Henry Drayton and Hon. W. S. Fielding participated. It was the diplomatic Sir Geo. Foster who finally brought the tilt to a close and got the house into committee on the estimates of the department of agriculture.

Critique Animals Inspection.

Once in committee the Liberals seemed to be in the best of good. (Continued on Page 2, Column 1.)

COMMITTEE WILL INQUIRE INTO CATTLE EMBARGO

London, March 15.—The embargo against the exportation of Canadian cattle to Great Britain will be the subject of an enquiry by an impartial committee, Premier Lloyd George intimated to a deputation of agricultural members of parliament tonight.

GIVE OUR NATIONAL RAILWAY TO THE CANADIAN PACIFIC

AS THE day approaches when the Ottawa government must take its next important stand on our National Railways, the more pronounced is the opposition, because if the government decides on April 3, when it is free to decide, that the Grand Trunk is to be completely taken over and incorporated with the government roads, then something will be done in the way of great economies and much better service by consolidation of the various lines acquired by the government into one completed system from ocean to ocean, and the improvement in the way of greater economy, and still more from the point of view of a future, but certain day, of lower freight, passenger and express rates. But, of course, this is the very thing the Canadian Pacific Railway and its friends, and especially the enemies of public ownership, fear most.

Just to show what the enemies of public ownership are doing in the last few days that are left before the government announces its decision to consolidate, we propose to quote something from an editorial in The Montreal Gazette of Saturday last, March 12. Read with care the following extracts:

Editorial Montreal Gazette, March 12, 1921.

Obviously, the railways must be taken out of the hands of the government. The experiment of public ownership has run its fatal course. No one is now, nor ever has been, deceived by the pretense that the government railway is not a government railway, but solely the concern of a government-appointed board. Even if absolute good faith and earnest interest is attributed to the government, the fact remains that the virus of public ownership has perverted the whole organization and paralyzed its energies. Public ownership means inefficiency in service, and excessive cost. If example in proof is desired, it will be found in every democratic country where governments own and operate public utilities.

Sixty or seventy millions is too much to pay annually for the luxury of government ownership. And the deficit in operating service is only half the story. There is an immense annual expenditure on capital account. A lucid statement of the situation has yet to be made, and presumably that statement will come from the minister of railways.

But no words, no sunny, happy holding out of promise can alter the facts. Canada in respect of its railways sinks month by month deeper into the mire. To say that this unfortunate condition certainly is rather discouraging for the roads unless you are first cognizant of the fact that the whole case of The Montreal Gazette consists, first, that