

foreign office, where the meeting was held, for only a few moments, and did not enter the council chamber, where the session today was an executive one.

The council, as it met today, comprised ten members—two from each of the five great powers. The three additional members from each power did not attend as full meetings of the membership of 25 are only assembled when subjects of especial importance are under consideration by the council.

The official communiqué is as follows:

"The president of the United States of America and the prime ministers and foreign ministers of allied governments, assisted by Baron Makino and the Japanese ambassador in Paris, met at the Quai d'Orsay this morning between 10.30 and 12 o'clock. M. Noullens, the French ambassador to Russia, who returned a few days ago from Archangel, addressed the meeting and gave particulars of the situation in Russia. The next meeting will take place on Tuesday at 10.30 o'clock in the morning to hear the remarks of M. Scavenius, the Danish minister in Petrograd, who left the Russian capital very recently."

Several members of the British delegation to the peace conference embraced the opportunity which the day afforded for trips of recreation or for exercise. Premier Lloyd George took a train for Rheims in company with George Nichol, Baroness of the British delegation and some of the minor British officials, and from the cathedral city moved to the town of Thierry, visiting the battlefield en route.

Arthur J. Balfour, the foreign secretary, said Andrew Bonar Law, the chancellor of the exchequer, played tennis in the morning and early afternoon in the Bois de Boulogne.

WILL ASK AUTONOMY FOR STATE OF HEDJAS

Paris, Jan. 20.—Prince Faisal, a son of the King of the Hedjass, has completed a memorandum for presentation to the peace conference asking complete independence and autonomy for the Arabian state of the Hedjass to consist of Syria, Upper Mesopotamia, Lower Mesopotamia, Yemen and Nejd. The territory of Nejd is a tribal state. The prince invites the peace conference to send a commission to these districts to ascertain the real desires of the people.

AIR FREIGHT LINE, GOVERNMENT PLAN

Hamilton Deputation to Ottawa Today Will Ask Inclusion in Route.

Hamilton, Ont., Jan. 20.—No more important event in Canadian aviation history than that which will take place tomorrow evening to confer with the minister of public works on the proposed air freight line, which will be one of the things they will ask for are a start on harbor development, estimated to cost \$1,000,000, the construction of a new postoffice, at a cost of \$500,000, and the inclusion of Hamilton in the proposed aerial service.

The attitude has been adopted by the city council is that Hamilton has waited long enough for these big public works, and that now is the time to strike before the budget is submitted.

Since before the war the local board of harbor commissioners has been planning the development of Hamilton's waterfront. The government will not be asked to undertake all of this colossal improvement scheme, but it will be asked to make a start on a turning basin in one of the east end inlets. This is to make it possible for the tug boats to come around and steam out to the lake again, without the necessity of backing out and interfering with the regular traffic.

The erection of a postoffice building at the corner of John and Main streets is something that has been long desired until the conclusion of hostilities. The site was purchased three years ago and the city fathers cannot see why a start cannot be made this year. The deputation candidly admit that it holds the claim of convincing the government that the provincial grain elevator should be established here, but Hamilton's claims will be presented, anyway, under the policy that "What one wants, one asks for."

G. W. Kirkpatrick, commissioner of industries, has been invited to operate the proposed aerial service for small purposes only, to utilize it for rapid commercial freight.

Those who will comprise the deputation are: Controllers J. A. and Harold, Alderman Robert Stamp, C. W. Kirkpatrick, commissioner of industries, and a representative of the harbor board, not yet selected.

In Ottawa the deputation will be met by T. J. Stewart, M.P., and Hon. S. P. T. The same deputation will support the bumper delegation which will press Hamilton's railway claims before the privy council on Wednesday morning. P. R. Waddell, K.C., city solicitor, will be in Ottawa to advise on the railway appropriation order is quashed the Red Hill cut-off scheme suggested by Engineers T. and C. Cannon, will never be brought about.

GAVE NO HINT OF SON'S ILLNESS
King and Queen Labored Indefatigably, Despite Their Domestic Anxieties.

London, Jan. 20.—The last moments of Prince John came so quickly and unexpectedly that there was no time for the nurses who were with him to summon their majesties to his bedside before he had passed away. The newspapers point out sympathetically how their majesties have labored unceasingly during the war time to bury the tragedy of their youngest child's delicate health in the duties of their hearts, never hinting to the nation the nature of the personal anxieties weighing upon them. Every father and mother through the empire, the papers state, will understand what it means to lose the baby of the family. All the papers emphasize that the empire's sympathy will be heightened by the knowledge of their majesties' splendid and untiring example of public service during the past four years.

As recent years the delicate health of Prince John necessitated that he always have an attendant. Consequently he was never seen on public occasions with the other members of the royal family, but lived in comparative privacy at Frogmore or Sandringham.

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NEWEST RADIAL'S FINE EQUIPMENT
(Continued From Page 1.)
241 against, or a majority of 137 against. The amount of money in the bylaw in Hamilton was \$5,869,286. It is believed that there will be no trouble in carrying these bylaws when they are re-submitted, as it is proposed to have done within the next month.

OTTAWA IS CONCERNED IN PROPOSED NEW LINE

Special to The Toronto World.
Ottawa, Jan. 20.—The government is watching with keen interest the developments at Hamilton, Burlington and vicinity and the plan of Sir Adam Beck and the Hydro Radial Commission to build an up-to-date electrified railway from Toronto via Hamilton to the Niagara frontier. The subject is also engaging the attention of the Canadian National Railway System, which it has not yet come formally before the board of directors. There is every desire on the part of the government to co-operate with Sir Adam Beck and to prevent any unnecessary duplication of the lines. The government has not yet acquired the Grand Trunk.

It is recognized on all sides that the National Railway System must serve Western Ontario and interchange traffic with the American railways at the Detroit and Niagara frontiers. This can best be accomplished by nationalizing the Grand Trunk, which fairly gridiron Western Ontario.

The World learns that some heavy commitments of the Grand Trunk Pacific for which the old Grand Trunk is liable, mature within the next sixty days, and there seems to be no way in which they can be paid off unless the money is furnished by the government. The government has granted that the Grand Trunk will soon be ready to sell and the government is anxious to buy at a fair price. No more money will be loaned and without help from the government the directors of the Grand Trunk face almost immediate liquidation or nationalization.

It is thought by many that a new line is needed between Toronto and the Niagara frontier in any event. If the Grand Trunk is taken over by the Canadian National Railway System, additional tracks will be laid on its right of way between Toronto and Hamilton. A new line may be constructed from some point on the Grand Trunk near Hamilton to connect with the Toronto, Niagara and St. Catharines Railway and serve a desirable section of the St. Catharines and Niagara districts not served by any other road.

In short, the government is satisfied that the Grand Trunk must be added as soon as possible to the Canadian National Railway System. It is also well known that the officials of the Canadian National Railway believe there will soon be traffic between Toronto and the Niagara frontier. It would therefore be greatly to the advantage of all concerned to have the Dominion and provincial governments work in harmony. At the same time the directors of the Canadian National Railway will be handicapped until there is a definite announcement from Ottawa that the government has acquired the old Grand Trunk.

An effort is being made to induce the government to first take over the Edmonton, Dunrobin and British Columbia Railway, the former of 1,000 miles and the latter 2,000 miles. The Alberta Government is more or less saddled with the Edmonton and Dunrobin Railway, and is asking the Dominion to relieve them. So also is the Grand Trunk anxious to get rid of its Grand Trunk Pacific road, but it is believed that the Dominion will resist anything of this kind until the Grand Trunk proper is incorporated in the national system.

New Burlington Election To Turn on Radial Issue

Special to The Toronto World.
Burlington, Jan. 20.—The resignation of the six pro-radial councillors, including Mayor Peart and Reeve Graham, will necessitate a municipal by-election. Nominations will be held on Feb. 3, and if a poll is demanded the election will occur on Feb. 10. The election, of course, will turn upon the radial issue, and if the friends of Hydro are returned to the council they will be taken to vigorously prosecute the defaulting radial company and its officials, who have already been summoned by the supreme court of Ontario to show cause why they should not comply with the order of the Dominion Railway Commission, and restore the train service between Hamilton and Burlington, or, in default thereof, be punished for contempt of court.

It is rumored that the radial company will make a final offer to doze Burlington by applying tomorrow for a writ of injunction against the present bus service. The town has been supplying a bus service between here and Hamilton to take the place of the radial car service. It is claimed that this is an illegal expenditure and injunction may be applied for. The people of Burlington, however, will not be intimidated and will keep up the brave fight they have been making against the tyranny and injustice of the defaulting radial railway.

HAMILTON LABOR MEN GIVE STRONG BACKING
Hamilton, Jan. 20.—Firm believers in striking when the iron is hot, and particularly when the Gibsons are on the run, the laborers of Hamilton have completed plans for the re-submission of the Hydro bylaw that will lead to their raising their "millionaires' insolvent line," the labor men are confident that they will be able to brush aside any opposition, even if it is backed by capital that helped make the Hamilton Electric Radial Railway a poor money-earner on paper. The labor men have been encouraged by public sentiment they are firmly determined to deal the death blow to the power monopoly. They went in on a platform for "public utilities" for the public, and they will stand by it, and not fall.

That the labor party will be supported by other members of the council was made evident tonight when The World interviewed a number of the city fathers. They gave the complete endorsement to the project and referred to the fact that owing to the "club-swinging tactics" of the Dominion Power and its allies, public opinion has undergone such a marvelous change that there was not the slightest doubt that the Hydro bylaw was submitted it would win out with a substantial majority.

I took the stump in the last Hydro campaign," declared Charles Peebles, "and I certainly will fight for it again. Hydro enterprises have always been so successful that I have never yet had a competitor. My views on the subject, I do think, however, that Hamilton should have representation on the board of directors of the Hydro, and a new line may be built."

The declaration of T. J. Stewart, M.P., that Sir Adam Beck carries a heavy burden around for Hamilton, adding considerable merit to his agitation for the re-submission of the bylaw. In the opinion of many of the city fathers, the Hydro bylaw is going to be a considerable merit to his agitation for the re-submission of the bylaw.

"Labor men went on a platform that stood for public ownership, and you can rest assured that it will stand behind the scheme of Sir Adam's," said Gordon Nelson, Hydro commissioner.

"I am out for it, but I think that it would be a wise move to have Hamilton represented on the board of directors of the new line when it is running. However, the bylaw will be submitted and, I believe, carried," he said.

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With the cry of battle in the air and the Hydro forces buckling on their armor for a titanic struggle, the city fathers, they gave the complete endorsement to the project and referred to the fact that owing to the "club-swinging tactics" of the Dominion Power and its allies, public opinion has undergone such a marvelous change that there was not the slightest doubt that the Hydro bylaw was submitted it would win out with a substantial majority.

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