

FOR RENT

Southwest corner King and Dorset, 28,000 square feet floor space, with railway siding, would be available to suit tenant.

H. H. WILLIAMS & CO. 38 King Street East, M. 5450

PROBS—Fair, with moderate temperature at first, followed by snow toward night.

The Toronto World BRITISH CAPTURE STRONG POINT NEAR GRANDCOURT ITALIANS ENGAGE GERMANS IN HEAVY FIGHTING TO NORTH OF SALONICA

DESTROYING OF SCHOONER MAY BE "OVERT ACT" Austrian or German Submarine Sinks U. S. Craft in Mediterranean.

HAD NO CONTRABAND Washington Regards News as of Decidedly Grave Character.

Special to The Toronto World. Washington, Feb. 14.—The long-dreaded "overt act" apparently was committed by an Austrian or German submarine in the Mediterranean yesterday, when the American schooner, Lyman M. Law was set on fire and sunk by a bomb from a submarine.

From Sardinia came the following more complete cable: "The four-masted sailing vessel Lyman M. Law, New York, registered New York, 1900 tons, at nine o'clock on the twelfth, set on fire by a bomb seventy miles west, by submarine without a flag. Coming from Stockholm, Maine, directed Palermo. Cargo, lumber, crew ten persons saved, two lost. Submarine destroyed leaving submarine vessel. Crew all Americans except two English. A description of the submarine was also received at the state department. She was long with one periscope and a stern turret. Officials believe that with the data they have on hand it may be possible to discover whether she was an Austrian or German submarine, although the fact that she carried no flag makes the task difficult.

NO CONTRABAND. Senator, Me. Feb. 14.—The schooner Lyman M. Law, reported sunk on Monday by a submarine, sailed from Penobscot Bay on Jan. 6 with 60,000 pounds of lumber box shooks taken on at Stockton a week earlier. There was no contraband aboard, according to the T. J. Stewart Company of this city, the shippers of the cargo. The schooner was to go direct to Palermo without touching at any other port. The cargo was valued at \$31,200 and was insured.

WAR SUMMARY THE DAY'S EVENTS REVIEWED

IN the lines north of Salonica the presence of large forces of Germans became known when they attacked Hill 1050, east of Paralovo. The Italians who hold this section of the front became heavily engaged and they recovered almost at once the major portion of the first line trenches lost at several points. They returned to the assault yesterday, the day following the German onset and the fighting is still proceeding. The fact that large forces of Germans appear in one place on one day and in another on another day has, probably, a simple explanation. The Russians have discovered that the Germans have been shifting large forces of men from one front to another and then back again, in order to conceal their shortage of men. This constant transference makes its existence known by the outbreak of German attacks. The Balkan front, with the prospects of increased Italian intervention, has also created uneasiness in the mind of the German high command. That command wishes to ascertain where the allies plan to launch their sharpest attack, but they, on the contrary, are striving to keep this knowledge from the foe until their bolt falls too late for him to adopt more than the usual measures of defence.

British local operations aiming at the seizure of the Hill of Serre, still proceed on the Ancre front and they captured a strong point southeast of Grandcourt yesterday. This success clears the enemy from another section of the south bank of the Ancre, between Grandcourt and Pys, and it makes the Miraumont salient a little sharper. Before reducing the hill of Serre the British may proceed to reduce the Miraumont Salient, so as to facilitate the capture of higher ground towards Achiet le Grand junction, in order to secure vantage points for their artillery observers. This method of proceeding would also place Serre in a more precarious position and possibly

Why the Government Should Take Over the Grand Trunk

If a case was ever presented for the government of a country taking over a railway, it is presented today by the car famine in Ontario, the shortage in motive power and rolling stock, and the complete breakdown of the Grand Trunk Railway System. If the government took over the system tomorrow, it would mobilize locomotives and cars from the Intercolonial and National Transcontinental on the Niagara frontier, and would soon reestablish and adequately equip the Grand Trunk.

The government a year ago expropriated by way of lease that portion of the Grand Trunk which connects the National Transcontinental with the head of the lakes, and, incidentally, took over the elevators and terminal facilities of the Grand Trunk Pacific at Fort William. It was asked to take over the Grand Trunk Pacific between Winnipeg and Prince Rupert a year ago, and only postponed action by advancing several million dollars to the Grand Trunk Pacific for the benefit of the Grand Trunk Railway Co. in order to keep the lines west of Winnipeg in operation.

Last March the Grand Trunk, as well as the Grand Trunk Pacific, would have been forced into liquidation except for a parliamentary grant of eight million dollars at the session of 1914. That grant, by the way, was not solicited. It was simply given by the government to postpone action, for then, as now, the government dwelt in the Temple of Indecision. On Dec. 19, 1914, Chairman Smithers, writing to Sir Robert Borden, practically declined a proffered loan of nearly fifteen million dollars, because, as he pointed out, the Grand Trunk could not maintain itself any longer if it were to be weighed down with the seventy-million-dollar debt it owed on account of the Grand Trunk Pacific, and he went on to say:

Now, the Dominion Government must take over the Grand Trunk Pacific, but it must also take over the old Grand Trunk, unless the latter is to go into liquidation, or unless the solution is prepared to give that corporation the sum of seventy million dollars. For we must remember always that the Grand Trunk Railway Co. of Canada owes seventy million dollars on account of the Grand Trunk Pacific, and has no security therefor except a second mortgage on the Grand Trunk Pacific enterprise, and the whole of that enterprise will not sell for enough to pay off

the first mortgage, which is held by the government! Why should the government take the lion's share of the Grand Trunk Pacific, which failed by a million dollars to pay operating expenses in 1915, and permit the Grand Trunk to retain its entire system in eastern Canada, and on top of all this pay the Grand Trunk seventy million dollars to boot? No government could justify such a deal, and no government would attempt it unless aided and abetted by the opposition. And may we not enquire where the opposition stands on this question of nationalizing the railways which we are sure he will discharge with marked ability, the public will watch with interest the course of The Globe, and see whether here and now it favors nationalizing the Grand Trunk.

DR. A. S. VOGT



who has announced his resignation from the leadership of the Mendelssohn Choir, which magnificent organization he founded and built up to its present commanding position among the great choral societies of the world.

DR. VOGT RESIGNS HIS LEADERSHIP

Creator of Mendelssohn Choir Finds It Necessary to Sever Connection.

SUCCESSOR APPOINTED

His Work Will Be Taken Up by Great English Chorus-master.

The music-loving citizens of Toronto and of the country generally will regret to learn that owing to pressures of other professional duties Dr. A. S. Vogt has decided to discontinue his work as conductor of the Toronto Mendelssohn Choir, and has accordingly tendered his resignation to the executive committee. The recent brilliant concert in Massey Music Hall, which revealed a chorus unsurpassed and in some respects unequalled by any in the twenty years' history of the society, will therefore mark Dr. Vogt's last appearance as conductor of the choir. During its twenty years of active existence the choir appeared in seventy-eight concerts, sixty-two of which were given in Massey Music Hall, four in Carnegie Hall, New York, one in Symphony Hall, Boston, six in Elmwood Music Hall, Buffalo, two in Gray's Armory, Cleveland, and three in Orchestra Hall, Chicago. When Dr. Vogt was accorded one year's leave of absence in 1912-13 in order to visit the great music centres of Europe preparatory to the proposed visit of the Mendelssohn Choir to Great Britain and the Continent he entered upon a three years' contract with the Mendelssohn Choir, which expired after the concert of 1916, and which Dr. Vogt had intended to mark the portending withdrawal from choral work. It was, however, felt that the interests of music in Toronto would be best served thru his continuance with the

BRITISH SHIPPING GIVEN STIMULUS

Tuesday's Arrivals and Departures Greatest in Past Six Months.

RISK OF LOSS SMALL

German Subs' Failure in English Channel is Most Marked.

FLIGHT OF AMERICANS IN ASIA MINOR GRAVE

Washington is Unable to Get Into Touch With Consuls.

Special to The Toronto World. Washington, Feb. 14.—Despite all efforts of the state department, the British at Constantinople by cable, no word has been received tonight either from Mr. Elkus or from any of the consuls of the United States stationed at points in Asia Minor, or in other sections of the east where Turkey is being overrun by the flight of one thousand Americans known to be detained in Asia Minor is causing much agitation here tonight. Food supplies are known to be almost negligible in that part of the orient, and the sections is known to be overriden with disease.

SHARP FIGHTING OPENS ON FRONT OF SALONICA

Germans Attack Italians at Hill East of Paralovo, Making Initial Gains, Starting Considerable Battle.

Special Cable to The Toronto World. Paris, Feb. 14.—East of Paralovo, on the front north of Salonica, a heavy battle has broken out as the result of an attack on the Italians by large German forces. The Germans chose Hill 1050, east of Paralovo, for the assault, and its momentum was so heavy that it broke into the Italian front lines at several points. Italian counter-attacks for two days succeeded in ejecting the enemy from the bulk of the positions lost. The French official communication on the Balkan operations, issued tonight, says: "Eastern theatre: On Feb. 12, after a very violent bombardment, large German forces attacked Hill 1050, east of Paralovo. They were able to gain a footing at several points in the trenches of the first line after fierce fighting. An Italian counter-attack, launched at night, resulted in the capture of the greater part of the occupied trenches. "On Feb. 13, after a preparation by heavy and mountain artillery, the Italian counter-attack was resumed under good conditions. Fighting continues. "On the rest of the front there was only moderate artillery activity. "The English fleet bombarded Neochari (Macedonia). French airplanes bombed the railway station at Krivolak. A British air squadron exploded a depot of munitions north of Demir Hissar."

GOVERNMENT CONTROLS BRITAIN'S COAL MINES

Board of Trade Assumes Possession of All the Collieries for the Duration of the War.

London, Feb. 14.—The board of trade will take possession of the coal mines throughout the kingdom for the duration of the war, according to an announcement made today. It will create a new department for the administration of the mines, headed by Guy Calthrop, now general manager of the London and Northwestern Railway, as controller.

BERNSTORFF MAY FACE LONG WAIT

Steamer May Be Detained at Halifax for Two Weeks.

TO HUNT FOR RUBBER

British Officials Fear Supply Has Been Smuggled Aboard.

New York, Feb. 14.—A despatch to The Associated Press from Washington says: The Frederick VIII, carrying Count von Bernstorff and other German officials back to Germany, will be held in Halifax for examination at least a week, and perhaps two, in the opinion of British officials here. The task of examining a ship of her size with nearly 700 passengers, a large crew and big cargo space, in a harbor unprovided with facilities for the work, is expected to present a hard problem, but it is declared that no possibility will be left that the steamer can carry to Germany any kind of contraband.

DEUTSCHLAND LIES IN SCOTTISH PORT

Col. Herbert Bruce Positively States Whereabouts of Famous Submarine.

TENDERED BANQUET

Toronto Physician Very Optimistic When Addressing Medical Men.

DINEEN'S FUR COATS AT BIG REDUCTIONS

Great reductions in Men's Fur Coats are the outstanding feature of the Dineen February stock-taking sale of furs. Musk at lined coats, with excellent tailoring and finish, choice of collars, regular \$60, for \$45. Black Russian Rat Coat, extra quality English beaver cloth shell, fur shawl collar, regular \$135, for \$110. One three-quarter lined coat, set off Canadian muskrat skins, outer collar, regular \$100, reduced to \$75. One coat, Russian sable gills lining, outer collar, size 42 inches, regular \$300, for \$250. Two only coats lined with Japan sea mink, sizes 38 and 40 inches, regular \$175, for \$125. W. & D. Dineen Company, Limited, corner Yonge and Temperance streets.

BRITISH STORM STRONG POINT BELOW ANCRE

Take More German Prisoners in Another Successful Attack.

CARRY OUT BIG RAID

Germans Suffer Severely Near Arras, Third Line Being Penetrated.

Special Cable to The Toronto World. London, Feb. 14.—Continuing their local attack on the Ancre, the British today captured a strong point near Grandcourt, south of the Ancre and towards Pys, making a few German prisoners. A big feature of the operations was the carrying out of a spectacular raid northeast of Arras. The British raiders penetrated into the German lines to a depth of 250 yards to the third German line of defence. The French aerial service has become active in the Somme sector, and last night it dropped many bombs on railway stations and junctions to inconvenience the Germans. Between Champagne and the Voges heavy artillery actions are proceeding at several points. The official report from British headquarters in France tonight reads: "During the day we captured an enemy strong point southeast of Grandcourt and took a few prisoners. Do Damage in Raid. "Another very successful raid was carried out this morning northeast of Arras. We penetrated 250 yards into the enemy's defences and reached his third line of defences. Two machine gun emplacements and a number of dugouts were completely destroyed. Many of the enemy were killed in the dugouts, which they refused to leave. We captured 40 prisoners and a machine gun. Our casualties were very light. "We also entered the German lines last night on the Somme and east of Ypres and inflicted considerable casualties. "A hostile raid attempted east of Arras during the night was repulsed; a second enemy party reached our trenches south of Messines, but was quickly ejected. "The capture of a communication dumps were exploded today by our artillery fire. North of Ypres we caused a fire in the enemy's lines. Destroyed German Airplane. "One German aeroplane was destroyed in the air fighting yesterday on our side of the line and one of our machines was brought down. "The official communication issued by the French war office at Paris tonight reads: "East of Arras we carried out a surprise attack in the sector of the Proenes. The two artillery were active during the day in the regions of Les Malines, the region of Dun-kirk. Several of the civilian population were killed and others were wounded. Nancy likewise was bombarded by aeroplanes this morning, there being no casualties. "Last night our aeroplanes dropped projectiles on aviation grounds at Fretteries (Aisne) and on the railway stations at Athies, Hombleux, Voyenne, Ourchy, St. Quentin and Ham and also on manufacturing works of Tergnier, where several explosions occurred. "The Belgians' communication says: "Last night an enemy attack on our posts east of Pervyse failed. Today there was an artillery duel along the whole front."

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