

COMMISSIONERS ATTEND HEARING

Col. Denison and Judge Winchester Express Themselves Strongly.

CHIEF GRASETT SPEAKS

Mayor Church Acted on His Own Account, Says Denison.

Col. G. T. Denison and Judge Winchester, of the Toronto Board of Police Commissioners, were in attendance at the resumption of the royal commission into police board affairs, at the parliament buildings yesterday morning. They were accompanied by Chief Constable Grasett and Inspector Dickson.

Col. Denison explained the absence of the Toronto police commissioners from last week's sittings on the ground that he "had no intimation of any kind from the commission."

Sir Wm. Meredith, chairman of the royal commission, reminded Col. Denison that an official notice was published. Both Col. Denison and Judge Winchester said they did not see it. Sir William accepted the explanation and said, "It's all right, there's no harm done."

B. W. Essary applied for an enlargement of the Ellis case. Col. Denison appeared to think that the production of Ellis' evidence would be of great value in the case. He said that his dismissal was warranted. Col. Denison described Ellis' evidence as "shifty, hesitating and unreliable."

Mr. Essary replied, "In view of the statements made I wish to see how far misrepresentation and unreliability extend in the conduct of Mr. Ellis. I ask the commission to take into account the condition the man was in when he gave his evidence."

Sir William Meredith said it was reasonable to grant an enlargement and Friday morning was agreed upon for the Ellis case to be taken up.

Sir William Meredith asked if it was true that Toronto constables could not get a grievance heard unless it was sent in by an inspector. Chief Constable Grasett said, "It is the duty of the inspector to see that the complaint is of sufficient importance to be sent on to the police commissioners. It is not it is dealt with by myself."

"Does not a complaint of a private soldier in the army go to headquarters?"

"If it is of sufficient importance."

Before the Board.

Judge Winchester: "You have had several cases come before the board directly."

In answer to Commissioner Gunn, Chief Constable Grasett stated that in consequence of complaints respecting hours they had been reduced from ten to eight. This was since the formation of the police union.

Chief Constable Grasett contended that a man who wanted extra pay for overtime during the riots must not be a faithful constable.

"It is an actual case," replied Commissioner Gunn.

Chief Grasett said the munition workers were employed by men "making a profit," and the workers were "no more patriotic than anyone else."

He objected to the formation of a police union because, although a union is beneficial to the workers in order to strike a balance between employer and employee, the police force is a disciplined force, and it is just as undesirable to have unionism in the police force as to have unionism in the army. He considered "agitation" a "malign influence."

The police force is a semi-military body, because the men must obey commands. For that reason they should not affiliate with outside bodies.

Commissioner Gunn pointed out that the Seamen's Union was affiliated with outside bodies. Agitation for the removal of grievances was quite constitutional.

Chief Grasett said one agitation was by the general public, while the "police force" was an organized body which had no redress to proper body. "Outside interference produced this affiliated union."

Mr. Gunn pointed out that the London, England, police force was affiliated with 100 labor organizations and was an integral part of the Trades Congress of Great Britain.

Chief Grasett said that he had heard for the first time that the police wanted overtime pay for the riots. This was paid by the day or month and could hold his job as long as he liked if he behaved himself. The "police force" were not asked to refund the pay they received for that time. The men who stood by the force—the constables—were paid for 24 hours, got double pay. The men had always been treated in the most liberal and generous manner. When the city council or the mayor at that time attempted to reduce the police salaries, the commissioners stood by the men. After all that anxiety to promote the interests of the force, the strike was enough to disgust any one.

No Agreement.

Chief Grasett said that no agreement was made by the board with respect to strike pay. Any pledge made by Mayor Church was made in his own account.

Col. Denison: "He was acting for himself. The elections were coming on in a few days."

Deputy Chief Dickson said that personally he did not think it a wise thing for a police force to affiliate with an outside body. It was not necessary.

Commissioner Gunn said the men claimed that it was necessary to negotiate for the removal of grievances.

Chief Grasett said that he refused to receive members of the provincial fund as a grievance committee because it was contrary to his own account.

Deputy Chief Dickson argued that there was less danger of a sympathy strike if the police organized as an independent body, there was evidence of that last December.

Col. Denison said that he did not know any one who had more to do with the objection to an affiliated union than himself. He wanted to give evidence and will insist on doing that. There must be no mistake about that.

Police Constable Gordon said that he had heard that instructions had been sent to inspectors to send in

lists of men who did overtime during the August riots.

Police Constable Evans said: "When we entered into this charter strike we were the further thing from my mind. The strike in December was because of the dismissal of the twelve men. The sole reason for affiliation with an outside body was that in case of a deadlock weight would be brought to bear for a settlement. It was the intention to go along with the union and not ask for recognition. Then the twelve men were dismissed after we had withdrawn our demand. The chief said the men of today were not of the same class as 25 years ago. I consider that they are really of a better calibre."

Former Constable Ellis said that a visit was received from labor leaders who showed the value of organization. It was a matter of obtaining legislation.

Sir Wm. Meredith said they must be more than human if they were not influenced by their affiliation with the Trades Congress.

More Respect.

Mr. Ellis: "If we belonged to a union I think we could command more respect from workers."

Sir Wm. Meredith: "If you have a sound cause you can go to the government to get legislation."

Mr. Ellis said the union was not bound to go out on a sympathetic strike.

Col. Denison described the disagreement between the police and the commissioners as "an absolute case of insubordination and a desire to do just as they liked." He did not believe the police would have been as zealous in the case of the street railway strike if they had had an affiliated union at that time. He had administered the policeman's oath hundreds of times since he was appointed a police commissioner forty-four years ago.

Col. Denison produced Bolshevik literature which said that the police would not be hard to win over. All had gone well with the police until they got mixed up with strangers. He considered "affiliation" unwise, unnecessary and foolish. There was not the same objection to a national organization of police unions.

Col. Denison said former Constable Ellis had not sufficient intelligence to be a constable.

Judge Winchester: "He was not dismissed. I think he retired and got his allowances and everything." He had not read the constitution of the Trades Congress. He had never heard of it calling a sympathetic strike.

The commission then adjourned until Friday morning.

S. J. McLEAN AT CANADIAN CLUB

Member of Railway Board Traces Development of Railroads.

CLOSER INTEGRATION

War Has Created a Tendency to Co-ordination of Control.

S. J. McLean, a member for a dozen years of the Board of Railway Commissioners of the Dominion, spoke at luncheon yesterday on "The Function of Railway Regulation," to the Canadian Club, which assembled for the first time in the big banquet hall of the King Edward.

Mr. McLean went back to 1853, when the Grand Trunk and the Great Western railways contended for privileges the G. W. having prior rights, and asserting that the G. T. R. should not build into their territory. Robert Stephenson, son of the great engineer, was called in and he recommended instead of free trade in railway policy, the division of the country into districts, no duplication or paralleling of lines to be allowed. Sir Francis Head declared directly against this, and that free trade in charters was necessary. Had the Stephenson policy been adopted it is impossible to say what progress would have been made under the districting plan, and what development of the districts.

There are at present 18,000 miles of railway in Canada, a very rapid increase since 1867, when there were 2200 miles. Assistance had been given by the government to the extent of \$407,000,000, and 46 per cent. of this was an obligation on the Dominion. Canada had double the railway mileage per capita of the United States.

Linking Up.

The problem was how traffic could be developed to carry this enormous mileage. A very essential thing was the linking up of the highways, cutting down the cost of hauling to the railways, thus giving the railways some of the additional work they were capable of doing. Passenger business amounted to 61-2 trips per capita or 365 miles per year, and the freight to 141-2 tons of freight per capita. There were 150 trains a day, or one train per division. The 130 Millions bushels of export grain could have been handled by the N. T., the C. P. R., and the G. T. R. with an average of 41-2 trains per day. There was a very large margin between the freight handled and the maximum capacity of the lines.

It was established pretty early that competition did not have as free application in railways as in other businesses, and it had been said that when combination was possible competition was impossible. "Their enemies were brief, their friendship eternal," he quoted.

Mr. McLean traced the development of legislation for railways from the first down to the present. The railway commission in February, 1904. Since then till the end of 1918 53,000 applications had been launched. Eighty per cent. of these were handled in form. Decisions were final in questions of fact. On questions of law appeal to the supreme court was allowed. Of 7,000 appeals only ten were overruled in whole or part.

Average Costs.

In the matter of rates the question had been struggled with for many years. Only average costs were got at, and the difference between operating and terminal costs was a perplexity. An American expert's view involved 112 rearrangements in cost accounts. Three experts representing shippers, three representing railways, and two from the commission, all had different views. What reasonable rates were depended, like Aunt Mary's baking, on "jest the judgment."

The war had made many changes and Mr. McLean hesitated to speak at length of what had been done in the United States. An endeavor had been made to eliminate the running of trains over roundabout routes. There was a difference of 1,200 miles in two routes from New York to New Orleans. The common use of terminals was another economy. The route map has to be determined by the minister. The war had taught the closer integration, and the nucleation of rolling stock and fuel was desirable.

In conclusion Mr. McLean said: "The results arrived at by legislation will not stop short of much closer integration in the public interest."

The world man understood this to mean co-ordination of the railways under government control.

Major Wright presided.

NEW SCHEME FOR BANQUET REGISTER

In connection with the banquets which are to be given in the armories, it was first proposed that all officers, non-commissioned officers and men would register at an office in the city hall. But as the first banquet is to take place on Feb. 20, it is now decided that officers shall register at headquarters, 149 College street, Toronto, where Capt. P. Campbell, M.C., and Lieut. R. G. Dibble will be in charge of the registration, and the non-commissioned officers and men will register at the head of the Great War Veterans, the Grand Army of Canada and the Army and Navy Veterans.

There will be about 1800 men at down at the first banquet on the 20th instant, and it is proposed that officers should sit at the head of the tables with their men with whom they have served and fought overseas. Each man will be given the privilege of inviting a friend to witness the banquet from the gallery.

HONORED RETURNED TROOPER.

A welcome-home party was held at 223 Borden street on Friday night in honor of Trooper Geo. Smith, Royal Canadian Dragoons, who had recently returned from overseas after three and a half years' service. The evening was spent in singing and dancing and a few tables of euchre. The thanks was accorded to the following, who made the party a success: Mrs. Jack Baile, Miss V. Barniecutt, Miss G. Findlay, Elmer Carrier, H. Faulkner. Amongst those present were: Mr. and Mrs. Geo. Smith, Mr. and Mrs. Geo. Ballantyne, Mr. and Mrs. Marks, Mr. and Mrs. W. Thomas, Mr. and Mrs. H. Falkner, Mr. and Mrs. G. Dray, Mrs. Wm. Smith, Mrs. Mundy, Mrs. R. E. Vov, Mrs. H. Smith and Mrs. Barniecutt. Misses V. Cox, G. Cox, V. Ballantyne, L. Cox, I. Thompson, V. Mundy, Q. Ballantyne, H. Mundy, L. Ballantyne, Vera Mundy, P. Carey, L. Flanagan, L. Smith, L. Bassilcock, Messrs. J. Delany, H. Casey, Jack Baile (3rd Batt.), R. Thomas, S. Jackson, H. Ballantyne, W. Cox, R. Ballantyne. The house was gallily decorated with the flags of the allies, and after spending a pleasant evening "Auld Lang Syne" was sung.

QUICK WORK.

In a little more than eight hours from the time the troop ship Carleton left Montreal Saturday, her entire list of 5191 soldier passengers had been sent forward by Canadian National Railways on the last stage of their homeward journey, according to wired advices received from shipside, at the head office of the company here Monday morning. The Carmanlia had not been expected to reach port until late in the evening, and it had been thought would not dock before Sunday morning. Every preparation, however, had been made, and eight trains were in readiness to rush the troops to destination. A complete staff of railway men were on hand, and disembarkation was commenced as soon as the steamer docked. The ticketing staff and other railway men employed, broke all records in handling, and six of the special trains had been dispatched in two hours and 15 minutes. Col. Crum, the officer commanding the clearing depot in Halifax, expressed himself as especially well pleased with the prompt work done.

ROSEDALE HOSPITAL HEAD.

Lieut.-Col. E. B. Hardy, D.S.O., is posted for duty as officer in command of the St. Andrew's Military Hospital in place of Major T. D. Archibald. Major Benjamin L. Guyatt, C.A.M.C., succeeded him in command of the Base Hospital.

CUNARD STEAMSHIP AQUITANIA.

Messrs. A. F. Webster & Son, general agents for the Cunard Steamship Company, are making a fine display of photographic views of the "Aquitania" in their window, 53 Yonge street.

S. J. McLEAN AT CANADIAN CLUB

Member of Railway Board Traces Development of Railroads.

CLOSER INTEGRATION

War Has Created a Tendency to Co-ordination of Control.

S. J. McLean, a member for a dozen years of the Board of Railway Commissioners of the Dominion, spoke at luncheon yesterday on "The Function of Railway Regulation," to the Canadian Club, which assembled for the first time in the big banquet hall of the King Edward.

Mr. McLean went back to 1853, when the Grand Trunk and the Great Western railways contended for privileges the G. W. having prior rights, and asserting that the G. T. R. should not build into their territory. Robert Stephenson, son of the great engineer, was called in and he recommended instead of free trade in railway policy, the division of the country into districts, no duplication or paralleling of lines to be allowed. Sir Francis Head declared directly against this, and that free trade in charters was necessary. Had the Stephenson policy been adopted it is impossible to say what progress would have been made under the districting plan, and what development of the districts.

There are at present 18,000 miles of railway in Canada, a very rapid increase since 1867, when there were 2200 miles. Assistance had been given by the government to the extent of \$407,000,000, and 46 per cent. of this was an obligation on the Dominion. Canada had double the railway mileage per capita of the United States.

Linking Up.

The problem was how traffic could be developed to carry this enormous mileage. A very essential thing was the linking up of the highways, cutting down the cost of hauling to the railways, thus giving the railways some of the additional work they were capable of doing. Passenger business amounted to 61-2 trips per capita or 365 miles per year, and the freight to 141-2 tons of freight per capita. There were 150 trains a day, or one train per division. The 130 Millions bushels of export grain could have been handled by the N. T., the C. P. R., and the G. T. R. with an average of 41-2 trains per day. There was a very large margin between the freight handled and the maximum capacity of the lines.

It was established pretty early that competition did not have as free application in railways as in other businesses, and it had been said that when combination was possible competition was impossible. "Their enemies were brief, their friendship eternal," he quoted.

Mr. McLean traced the development of legislation for railways from the first down to the present. The railway commission in February, 1904. Since then till the end of 1918 53,000 applications had been launched. Eighty per cent. of these were handled in form. Decisions were final in questions of fact. On questions of law appeal to the supreme court was allowed. Of 7,000 appeals only ten were overruled in whole or part.

Average Costs.

In the matter of rates the question had been struggled with for many years. Only average costs were got at, and the difference between operating and terminal costs was a perplexity. An American expert's view involved 112 rearrangements in cost accounts. Three experts representing shippers, three representing railways, and two from the commission, all had different views. What reasonable rates were depended, like Aunt Mary's baking, on "jest the judgment."

The war had made many changes and Mr. McLean hesitated to speak at length of what had been done in the United States. An endeavor had been made to eliminate the running of trains over roundabout routes. There was a difference of 1,200 miles in two routes from New York to New Orleans. The common use of terminals was another economy. The route map has to be determined by the minister. The war had taught the closer integration, and the nucleation of rolling stock and fuel was desirable.

In conclusion Mr. McLean said: "The results arrived at by legislation will not stop short of much closer integration in the public interest."

The world man understood this to mean co-ordination of the railways under government control.

Major Wright presided.

WILLS AND BEQUESTS.

Homer Mark P. Eckardt, journalist and author, who died Jan. 8, left an estate valued at \$22,244. His wife, two brothers, who live in the United States, and several other relatives will inherit.

AWAITING PARTICULARS.

Hon. I. B. Lucas, attorney-general for Ontario, is still awaiting further particulars from the Toronto city council respecting an enquiry into the administration of the Toronto juvenile court. Until that is received, the attorney-general will express no opinion upon the question of complying or not with the request.

HIGHWAY DEPUTATION.

Hon. G. H. Ferguson, minister of crown lands, on behalf of Hon. F. G. Macdonald, yesterday received a deputation of municipal representatives from the Brockville-Cornwall districts. The deputation asked for the earliest possible construction of the interprovincial highway between Brockville and Cornwall.

HOUSEWORK UNPOPULAR.

At the Government Employment Bureau yesterday it was reported that out of thirty applications for help in the home, only one woman was found to accept this class of work. Many women, who never worked before since their marriage, are now signing up for day work in order to assist with the house expenses as their husbands cannot obtain employment.

In the domestic department, re-registrations were 288, applications 47; help wanted 283, referred to positions 256, and 231 placed. Out of this number, 207 were casual workers.

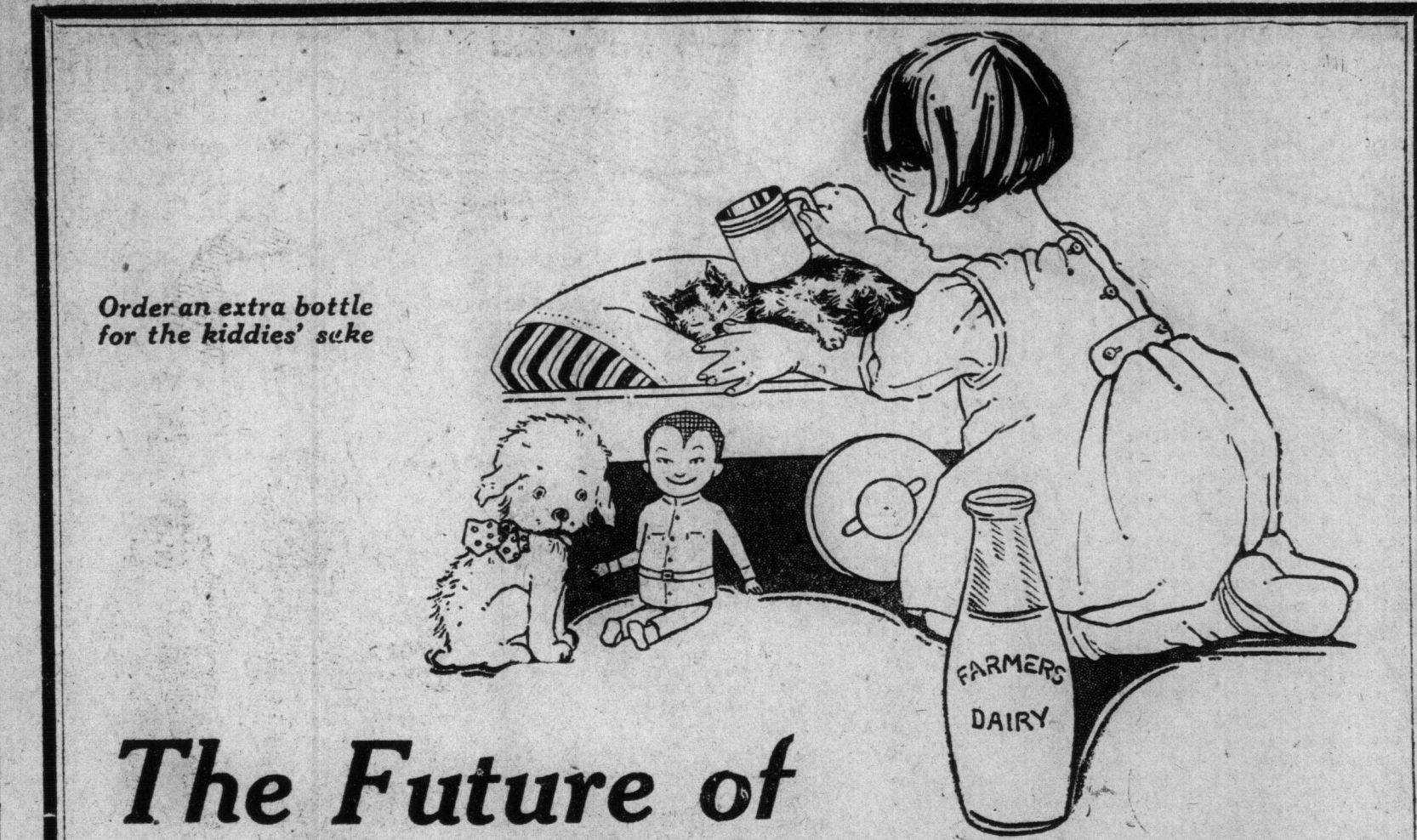
During the week in the factory department, 166 re-registrations were filed, 88 applications for work, 85 help wanted, 92 referred to positions and 62 positions secured.

NEW TRADE JOURNAL.

Among the many trade journals must now be numbered "The Canadian Optometrist and Optician," devoted to the Dominion-wide interests of all interested in the eye and its appliances. This profession was formerly catered to in a section of The Trader and Canadian Jeweler but the rapid development of optometry has justified the publication of an exclusive organ. The first issue of the journal, published by H. Gasnier, Ltd., is a 34-page copy printed attractively on good paper, and full of interest to the profession in general.

ARMING ONTARIO FARMERS.

Kingsford, Feb. 10.—As a result of the many daring hold-ups in the surrounding district, the county magistrates have been besieged with requests from farmers for permission to carry firearms. A number of permits have been issued.



The Future of Your Children is being moulded now. It is in your hands. You can make them strong, sturdy, healthy. You can make them keen, ambitious, happy.

Good food---the right kind of nourishment---is the sure foundation for success in life.

Give your children lots of milk now---while their bodies and minds are developing---and their future is assured.

Milk is Nature's finest food. It builds both body and bone. It is a balanced food---giving just the ideal proportion of protein, carbohydrates and fats.

Being light on the stomach and easily digested, it does not "sog" the brain. It is better than meat and other "heavy" foods---keeps a child bright, smiling, happy.

It is also the cheapest food value in the world. Give your children more of the rich, creamy, satisfying milk that comes from The Farmers' Dairy. Doctors, health experts and educationists say that every child should have at least a quart a day.

Fresh from the countryside---from the finest farms in Ontario---from healthy, well-fed and well-tended cows; pasteurized by scientific equipment in the most modern dairy in America---that is the milk---the daily food---that will help ensure your child's future.

THE FARMERS' DAIRY

Walmer Road and Bridgman Street

Phone Hillcrest 4400. Our Salesman will call next trip. Buying Tickets is a Double Economy. 14 for \$1.00.

BROCKVILLE WANTS TECHNICAL SCHOOL

Hon. W. D. McPherson, provincial secretary, was visited yesterday by a deputation from Brockville, which asked that the government should provide for the training of technical men in the city.

The delegation afterwards visited the Brockville Technical School, which is being established by the city council. The school will be a technical school at Brockville, Dr. Cody said he would visit Brockville in his connection next week and promised careful consideration of the deputation's request.

Agitation for Wage Increases From All Brantford Workers

Brantford, Feb. 10.—The resolution of the city council calling for a minimum of 45 cents per hour and an eight-hour day has already affected every branch of the trade service more or less, and the demand is being made from all quarters for wage advances in accord with the city council resolution. The tradesmen of the street railway are circulating petitions, and it is stated that the motormen and conductors will take similar action. The employees of the parks board, who have been receiving \$3 per day, are after an increase, while the janitors of the schools have also made an application for an increase.

Receive Orders to Reorganize Militia Units in Kingston

Kingsford, Feb. 10.—On order has been issued for the reorganization of the militia units in Kingston. It is stated that any present commanding officers of the different units not overseas men will automatically be superseded by returned officers. The units at Kingston are the Fifth Field Battery, commanded by Major Barrett; the 47th Regiment, under Major Knight; the 14th Regiment, under Lieut.-Col. W. V. Mills; 4th Hussars, under Lieut. Col. Van Luven.

WORK ON HIGHWAY

Woodstock, Feb. 10.—The first work in connection with the new provincial highway from Toronto to Windsor was commenced here today, when H. S. Code of Toronto, with his staff, commenced the survey work. The highway is being used on the work as far as possible.

DICKENS FELLOWSHIP

That the name of Charles Dickens will never die or his memory ever be forgotten so long as the Toronto branch of the Dickens Fellowship is in existence, was amply demonstrated at their February meeting in the Conservatory of Music Hall, on Friday evening, when they met to celebrate the 107th anniversary of the birth of the great author. Nearly 100 of the assembly impersonated Dickens' characters and six prizes were given for the best character studies. They were won by Miss Grace Webster as Miss Havisham, Mrs. E. W. Stafford as Mrs. Gensyn, Miss McPherson as Betsy Trotwood, H. Tasker as Barnaby Rudge, F. Burnstead as Fagin and Master Ralph Milling, who was a most attractive miniature of David Copperfield. Special music was contributed by Miss Hazel Campbell, a talented pupil of Mr. Furlong, accompanied by Miss Pearl Chelev on the piano and A. Sample on the flute. Miss Marjorie Harper gave an excellent piano solo. The hall was filled, and dancing was indulged in after the program. J. W. Bengough was in the chair, and the six prizes were sketched from the brush of the president, E. M. Bell-Smith.

TURK COMMITS SUICIDE TO AVOID CAPTURE

Washington, Feb. 10.—Dr. Reshid, implicated in the Turkish Government deportations, and who was about to be arrested by the allied forces in Constantinople, has committed suicide to avoid capture, according to advices reaching the state department today from Pera. These advices state that the special court-martial ordered to try officials implicated in the deportations began last Wednesday, and the hearings are being conducted in public. Leading political leaders who were arrested last week will be tried by another court-martial.

DETAINED IN HALIFAX.

The following Toronto other ranks who arrived by the S.S. Carmania have been detained in hospital at Halifax: Pte. C. J. Sherman, No. 135798; Pte. G. H. Sinclair, No. 127268; Pte. J. G. Smith, No. 239655.

K. OF C. HOSTEL OPENS TOMORROW

Gen. Gunn Inspects Largest Premises Yet Opened for Soldiers.

Brig.-Gen. Gunn and the officers of his staff were the guests yesterday of the executive of the Toronto branch of the Catholic Army Huts at an informal luncheon at the Knights of Columbus Hostel, corner of King and John streets. Gen. Gunn and his staff were shown over the premises, which have been entirely renovated and equipped with new furniture and bedding preparatory to opening the hostel tomorrow, when fifty soldiers will be taken care of. The capacity of the hostel is 100. The capacity of the hostel is 100. The capacity of the hostel is 100.

TO AVOID CAPTURE

Washington, Feb. 10.—Dr. Reshid, implicated in the Turkish Government deportations, and who was about to be arrested by the allied forces in Constantinople, has committed suicide to avoid capture, according to advices reaching the state department today from Pera. These advices state that the special court-martial ordered to try officials implicated in the deportations began last Wednesday, and the hearings are being conducted in public. Leading political leaders who were arrested last week will be tried by another court-martial.

DETAINED IN HALIFAX.

The following Toronto other ranks who arrived by the S.S. Carmania have been detained in hospital at Halifax: Pte. C. J. Sherman, No. 135798; Pte. G. H. Sinclair, No. 127268; Pte. J. G. Smith, No. 239655.

APHIC BRIEFS

Gunner Harry Stanton, of the 10th Battalion, died last night while at his home. He had been home last June, suffering from illness.

William, 20 years of age, was killed in a car accident on Saturday night on the corner of St. Lawrence and St. Patrick streets. He was still moving when he was struck.

Body was picked up at the island today, and it was one of the members of the steamer Minola, on Lake Ontario last night.

Practically all the school teachers in this strike today, as a result of the strike of the teachers' union, the salary question.

was stated tonight every possibility of an end to the strike of the of the Dominion Textile Co. was not possible.

The closing session of the convention of the Navy and Marine Forces of the Atlantic, which was held at the Hotel Victoria, was held at the Hotel Victoria, which was held at the Hotel Victoria.

An appeal to return to work in their deportations of alien Major J. W. Maddison, who was arrested for desertion from the Nova Scotia regiment in a manifesto issued by the Government.

who Gohr, of Golden City of deserting from the 10th Battalion, by a general order was sentenced to 15 months in the Penitentiary. Gohr, who was sentenced to 15 months in the Penitentiary, was sentenced to 15 months in the Penitentiary.

regiment, James Llewellyn, going through three years of service and receiving but a small pension, was reported dead in a manifesto issued by the Government.

Church, Belleville, was reported dead in a manifesto issued by the Government.

10.—The St. Michael's Hospital, which was reported dead in a manifesto issued by the Government.

Warships and Train

Feb. 10.—Two Portuguese warships bombarded the Vianna de Castelo, a boat, between Ancona and Trieste, and the train was destroyed. The train was destroyed by the warships.