

## WOULD HAVE STATE RULE THE RAILWAYS

Editor of Railway Gazette Says  
Nationalization Not Feasible  
in Canada.

### AT THE CANADIAN CLUB

Presents Many Reasons Why  
Lines Should Be Kept Free  
of Politics.

There was a large attendance at the Canadian Club luncheon yesterday to hear S. O. Dunn, editor of The Railway Age Gazette, upon "Public Versus Private Management of Railways." Mr. Dunn is frankly an opponent of public ownership, and presented his side of the case with marked ability. He said that the railway companies should be under state regulation, but, subject to such regulation, should own and operate the railways. Government ownership, in his opinion, would result in the railways corrupting politics and in politics corrupting railway management. Nationalization of railways he thought might be feasible in a country like Prussia, where an autocratic government prevails, but not in a country like Canada or the United States, where the government is democratic.

Mr. Dunn in opening said that governmental management and control of industrial activities had been quite general in Europe at the time of the French revolution, then with the opening of the new century business had been emancipated, and the opinion became general that the government was best which governed least. With the beginning of the present century, the pendulum had swung the other way, and now governments were taking over the direction of many great industries heretofore entrusted to private enterprise. There had undoubtedly been a marked trend toward government ownership and operation of railways, but it was misleading to say that the majority of enlightened countries had adopted the principle of railway nationalization. Of 690,000 miles of railway in the world, 470,000 were owned by private corporations. On the North American continent 85 per cent of the mileage is privately owned, and outside of North America 45 per cent.

In this connection Mr. Dunn pointed out that conditions in Canada and the United States differed radically from conditions in continental Europe, where railways were primarily built for military purposes. It was delusive, in his opinion, to say that because the government of the country should provide highways, it should therefore own and operate railways. The railway, it is true, was a highway, but the railway companies not only built the roads, but provided the equipment and carried passengers and freight. No one contended that the government in respect to vehicular traffic should not only establish a highway but also operate all the wagons, carriages, motor buses and taxicabs.

"Transportation," he said, "was production. The price of everything depended not alone upon the cost of production, but upon the cost of transportation. If the cost of transportation was excessive the community suffered. No matter what slight-of-hand bookkeeping was resorted to, if it cost a government railway \$10 to move a thousand pounds a certain number of miles, the cost was \$10, even though the government might only charge the shipper \$5 and collected the other \$5 from the community at large by taxation.

It is argued that the government could borrow money cheaper than a private company, and thereby construct railways more cheaply, but if the government paid out a greater amount for the same construction than a private company the burden would be greater, even though the larger sum was obtained at a lower rate of interest. The average cost of construction in the United States had been \$51,000 per mile, while the Intercolonial cost \$75,000 per mile, and the National Transcontinental even more.

Service is better. It was argued in behalf of government ownership and operation that the construction might cost more, yet the people got better service and lower rates. Mr. Dunn contended that as a matter of fact the privately-owned roads gave better service. The state-owned roads, taking them by and large, probably charge lower passenger rates and higher freight rates. The rates on the Intercolonial were undoubtedly lower than on privately-owned roads, but was this an argument in favor of government ownership? The road between 1887 and 1890 had piled up deficits aggregating \$6,000,000. Every road, whether state-owned or privately-owned, should be run so as to pay operating expenses, fixed charges and earn a four per cent dividend upon the capital invested. Measured by this standard, the Intercolonial showed a loss of \$245,000,000. That this was due in part to inefficient management was shown by the fact that during the past two or three years under better management the road had increased its earnings \$1,600,000 and reduced its operating expenses for the same period by \$600,000. In any event, low rates were a great injustice if they had to be recouped by grants from the public treasury. The people who used the roads should pay a fair price for the service rendered. The balance of the address was devoted to what Mr. Dunn called the political side of the question. Government ownership might be practicable in a country like Prussia, where an autocratic government prevailed, but it could never succeed under democratic government. Politics would corrupt the railway and the railway would corrupt politics.

### Reduce Assessment On Herman Simmers' Acres

The court of revision yesterday afternoon granted Herman Simmers' appeal for a reduction of \$500 on an acre six acres in the north of the city, fronting on Yonge street. The assessment was \$48,675, or \$7500 an acre.

Mr. Simmers in his appeal asked for \$1000 an acre reduction. Asked if he would sell for \$1000 an acre less all around, he declared he would have to consult his brother.

"What do you think of the value of the land?" asked a real estate proposition, "We have never considered that," answered Mr. Simmers.

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## BIG CONTINGENT OF SOLDIERS RETURN

Over Forty of Men Back From  
Overseas Belong to  
Toronto.

SIXTY-THREE IN ALL

The Party Included Many Who  
Had Been Wounded  
in Action.

Sixty-three soldiers returned to Toronto yesterday after being on active service overseas. Over 40 of them have their homes in this city, while 20 enlisted in other parts of this military district. The party included many men who had been wounded in action. Among them were Pte. Harry Vincent, who was awarded the Distinguished Conduct Medal. When a machine gun went out of action he supported the weapon upon his back while it did good service in an attack against the Hun. Pte. A. E. Pellow, Victoria, B.C., had his left arm shattered by a shell at Ypres, and it was necessary to amputate it. Pte. G. T. Sparks, 144 Cowan avenue, has his right leg badly crushed by a bursting shell.

The returned soldiers were taken in private street cars to the Spadina Military Hospital, where addresses of welcome were delivered by W. D. McPherson, M.L.A.; G. I. Ridell, Controller R. H. Cameron, A. W. Hewitt and Ald. Sam Ryding.

### Names of Men.

The returned men included: Pte. James Ayres, 24 Connaught avenue; Pte. David Black, 1923 Dundas street; Lance-Corp. Henry Clinton, 709 Manning avenue; Pte. Frederick Coath, 91 Barton avenue; Pte. A. E. Cotton, 12 Gloucester street; Pte. P. W. Cowling, P.O. A. M. Cowper, 81 Shaw street; Pte. Albert Cowper, P.O. Pte. Robt. Dawson, 37 Poucher street; Corp. W. E. Dibbin, 285 Symington avenue; Pte. Henry Edmonds, 10 Applegrove avenue; Pte. Fred G. Elliott, 90 Beck avenue; Pte. Garnet Ellis, 81 Ashburnham avenue; Sapper J. English, 1880 Bathurst street; Pte. Fred Fenwick, 277 Arthur street; Pte. Ed. Forster, 365 College street; Corp. James Gibbons, 817 Eastern avenue; Pte. John T. Golsboro, 72 Silverthorne avenue; Pte. El. Goldworthy, 105 Connolly street; Sgt. Halse, 150 Hastings avenue; Pte. Charles Hale, 10 Draper street; Pte. John Hand, 324 Richmond street; Pte. John H. Jones, 110 Logan avenue; Pte. D. A. Lowe, 2209 Dufferin street; Pte. Edward Lyons, 674 Cleburn avenue; Pte. McGraw, 206 Bally avenue; Pte. John Marshall, 21 Armstrong avenue; Pte. George R. Mathers, 5 Chesley street; Pte. Fred Monkman, 6 Marjorie street; Pte. George A. Perth, 144 Cowan avenue; Pte. A. J. Robinson, 286 Balmston avenue; Pte. Charles Rydes, 62A Vaughan avenue; Pte. H. E. Taylor, 239 Oak street; Pte. Brice Thompson, 146 Hope street; Pte. Fred Woodhouse, 415 Runnymede; Pte. George Wright, 26 Randolph street.

### GRAND TRUNK RAILWAY SYSTEM

Annual Plowing Match, Whitby, Nov. 1, 2 and 3.

Grand Trunk service in connection with the above event, as follows: Leave Toronto 7:15 a.m., 9:15 a.m. (International Limited) and 1:50 p.m.; returning leave Whitby 7:30 p.m.; arrive Toronto 8:40 p.m. Comfortable high-back coaches and parlor car service on all trains.

## CANADIAN CASUALTIES

### INFANTRY.

Died of wounds—H. S. Juller, Greece; E. McMillan, Scotland; C. T. W. Rogers, England.  
Missing—T. M. Birkill, J. Franklin, L. M. Hardy, H. Hawker, P. Hogarth, England; J. James, S. E. Johnston, Scotland; A. N. Light, W. J. Marsh, England; W. G. Reid, Scotland.

### MOUNTED RIFLES.

Missing—H. Seckin, Russia.  
Wounded—Lieut. G. Cruickshank, New Zealand.

### INFANTRY.

Killed in action—G. Borishin, Russia; B. E. Smith, kin unknown.  
Died of wounds—Lieut. J. R. Ponton, Scotland.  
Missing—G. S. Sharpe, England; J. Utley, England.  
Wounded and missing—J. W. McIlree, Ireland.  
Previously reported wounded, now killed in action—G. Large, England.  
Previously reported missing, now returned to duty—J. Patrick, England.  
Wounded—Sergeant, W. Beach, G. Black, B. M. Dickenson, J. W. Miller, Lieut. W. Skawyer, England.  
Killed in action—Capt. R. W. Nichols, England.  
Died of wounds—H. E. Brook, A. E. Chambers, W. Elmer, England.  
Previously reported killed in action, now wounded—S. Miller, England.  
Previously reported wounded, now killed in action—G. Fraser, Scotland; W. Gamble, England; A. S. Grey, H. Griffin, H. Hayes, England; R. Johnston, Scotland; P. Lake, England; R. McMillan, Scotland; W. E. Millership, England; Corp. J. M. Cates, England; Corp. G. H. Hightfield, England; Pte. A. Thomson, Scotland; Pte. H. E. White, Ireland; R. Williams, France; G. S. Wilson, England.

### ARTILLERY.

Previously reported missing now wounded—Driver G. A. Jacobs, England.  
Killed in action—Gunner W. F. Wakeham, South Wales.  
Wounded—Gunner G. H. Hightfield, England; Gunner W. D. Stephenson, England.

### CAVALRY.

Seriously ill—J. Wilkinson, England.

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## BRINGS THE WAR CLOSE TO TORONTO

Exhibit Lent by French Government  
at Simpson's Under Red  
Cross Auspices.

### DIVIDED INTO SECTIONS

All Sorts of Machine Guns, Shells,  
Bombs, Swords, Aeroplanes  
and Rifles.

War and the many sanguinary things it stands for are brought very close to Toronto by the war exhibit lent by the French Government, and now on view under the auspices of the Canadian Red Cross at the Robert Simpson Co. Building.

"The articles in the exhibit are nearly all French war relics," said Lieut. Jean de la Greze of the French Cavalry Commission, who is at present in charge. "Some of them are right from the Somme front. We thought it best to make the display largely French. We have only two German guns."

"You have heard of the great New York Bazaar of the Allies," continued the courteous informant. "It was at that time in June last, that was asked the French Government to send us some exhibits, and these are what were sent." After the exhibit closes here it will go on to Boston and Montreal, and will always be shown in connection with some patriotic object.

The various exhibits are divided into sections, in one of which are displayed machine guns and munitions in use both before and during the war. Aeroplanes and their various parts are exhibited. The French bayonet offers some contrast to that known in Canada, being very narrow and without any pronounced handle, the end merely slipping into a groove at the end of the rifle.

"One of the famous 75 M.M. guns" is the announcement attached to a weather-beaten specimen which could easily be credited with having gone thru any number of battles if bruises and battering may be taken as testimony. The wreck of a German hydroplane is another interesting article. The boat part is almost entire, but the rest of the machine is lying in uneven lengths, just like the legs of a dismantled shanty, the whole telling very vividly of the destruction of which it is the ruin.

French Aeroplanes.

Still another sample is seen in the fast type of French aeroplane used by the noted aviator, Pegoud before he was killed. The French machines have a red, white and blue disc, while the German samples on hand have the sombre imitation of the black iron cross.

The uniforms are very interesting, illustrating those worn before and during the war. The red trousers and showy uniforms all have been discarded, and now the only colors worn are blue-gray and khaki, and not much of the latter.

"Our khaki is not the same as yours," the guide told us. "Yours is finer and nicer, and now nearly all wear the blue-gray. It is found to be best and it is almost invisible."

Officer's Coat.

A khaki coat for a sub-lieutenant is shown, having a very neat appearance and having a touch of embroidery in blue at the neck, with a small band of gold on the cuff, telling that the wearer is a sub-lieutenant. A part of the old uniform which is said not to have been discarded is the metal tunic of the cuirassier. The cuirassier helmet of silver and brass, with the long flowing mane of black hair, is also the force. The boots of the French cavalryman are of the old type, having low heels.

There are a few pictures which are truly graphic in the story they tell. One of these, by Tanqueray, is called "Dans la Tranche," and the soldier who stands with his hand on his gun looking thru the port-hole-like aperture of the trench, brings home the story of the watching thousands of troops overseas. Another picture, the "Telephone Post," has two Frenchmen seated at a table, one with a receiver and the other trying to snatch a meal, and the tired absorbed faces tell each its own tale.

The interest of these things of the exhibit grows with every visit, and all in Toronto should see them. The entrance and exits are in charge of ladies who are doing good duty. On opening day the North Toronto Red Cross, with Mrs. S. H. Allen, Mrs. Fenwick, Miss Osler and Mrs. Pears, took the tickets. Today the government will be represented by Mrs. Hearst, Mrs. Pyne and Mrs. Ferguson.

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THE WORLD

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Mrs. Stearn-Hicks has general charge of the women's committee. The Marquis de Polignac has entire charge of the exhibit.

Special Train Service Via Canadian Pacific Railway for the Annual Plowing Match, Whitby, Ont., Nov. 1st, 2nd and 3rd.

For this event, special train via Canadian Pacific Railway will be operated between Toronto and Whitby on Nov. 1st, 2nd and 3rd, leaving Toronto each day at 8:30 a.m., Don 8:40 a.m., Agincourt 9:05 a.m., arriving Whitby at 5:30 p.m., arriving Agincourt 6:05 p.m., Don 6:25 p.m., Toronto 6:55 p.m. This service permits patrons to spend the whole day in Whitby and be home in time for supper. For further particulars apply to Canadian Pacific ticket agents or W. B. Howard, district passenger agent, Toronto.

### FIRE GAZELLE

Oct. 30.—A recent fire destroyed the fire engine of the Alexander farm near the Mohawk church was fired tonight.

### INDIANS ENLISTING.

Brantford, Oct. 30.—A total of 228 Indians from the Six Nations Reserve have enlisted for overseas service in the present struggle. The majority of them are with the 14th, although some are to be found in 125th, 58th, 215th and 128th.

### RAILWAY BOARD APPROVES.

Brantford, Oct. 30.—The application of the Brantford and Hamilton Railway Company for permission to establish its Brantford passenger station at 1-1/2 mile Erie and Northern stations, near Lorne bridge has been approved by the Dominion Railway Board.