

## Public Ownership of Railways and Telegraphs in Canada.

The unanimous award of the arbitrators in the case of the Canadian Northern brings the government face to face with the duty of appointing a new board of directors and assuming control of a great railway system. We cannot doubt but that the directors are already chosen and the official transfer will soon be made.

The new board will not only have to administer the vast C.N.R. system, but it will be called upon to take over and administer as a part of that system the Intercolonial and the National Transcontinental railways. Before long it will also be in control of the Grand Trunk and the Grand Trunk Pacific and will have under one management two transcontinental railways.

In the operation of the roads the board of directors must be given a free hand, but the duty will still devolve upon the government of formulating and carrying into execution a forward national railway policy that will vindicate the principle of public ownership. Duplication of construction and service must be eliminated and the government system is to pay, and as far as possible wasteful competition between the national system and the Canadian Pacific must be avoided. The problem will call for statecraft of the highest order and we take it for granted it has already received careful study and thought from Sir Robert Borden, Sir Thomas White, Hon. J. D. Reid and other members of the government.

With the Canadian Northern, the government acquires not only a vast railway system but a great transcontinental telegraph system as well. We are nationalizing telegraphs as well as railways on a big scale. The Canadian Northern Railway Company controls the Great Northwestern Telegraph Company, and new directors will have to be appointed at once for both corporations.

The Great Northwestern Telegraph Company is an institution long familiar to the people of Canada. It gridsiron this province with a network of telegraph lines that are to be found wherever the old Grand Trunk Railway has penetrated and operates extensively in the Province of Quebec and in all the leading centres of western Canada. Having been recently amalgamated with the Canadian Northern Telegraph Company it is able to transmit messages from eastern to western Canada by an all-Canadian line via Port Arthur or through the United States via Chicago. It is in close connection with the Western Union Telegraph Company, and thus has access to all the important cities and towns in the United States. It also has valuable cable connections.

The Great Northwestern Telegraph Company serves every town and district east and west touched by the Grand Trunk Railway or the Canadian Northern Railway. It maintains fifteen hundred offices, and practically has no competitor in Canada except the Canadian Pacific Telegraphs. The Grand Trunk Pacific has a telegraph line of its own, and so has the Intercolonial and the Timiskaming & Northern Ontario, with more or less commercial business.

The Government of Canada will, therefore, now be the one competitor of the Canadian Pacific Telegraphs in the Provinces of Quebec, Ontario, Manitoba, Saskatchewan, Alberta and British Columbia. In Nova Scotia it has some hold, and there are also a number of telegraph and telephone lines operated by the Dominion Government through the public works department; there are also government telegraph lines in Quebec, that extend from the City of Quebec along the north shore of the St. Lawrence, to Labrador. There is also an extensive government system of telegraph lines in northern British Columbia, and even in Yukon. Apart from the recent acquisition of the Great Northwestern, the Dominion Government owns and operates nearly ten thousand miles of telegraph lines.

What is the government going to do with this continental mileage of telegraph lines? Will it be formed into one system, and will that system be attached to and become a part of the postoffice? Will the Great Northwestern Telegraph offices in many towns and villages be merged into and become a part of the local postoffice? In a word, will the government take over the telegraph lines in the country where the Canadian Northern is the only railway and the Great Northwestern the only telegraph, will the government put their railway office, telegraph office, the parcel post and the postoffice all into one bureau of communication? We cannot have a part of our government railways run by a board and another part run by a minister, and the same is true of our telegraphs. Sir Robert Borden some years ago declared himself in favor of nationalizing the telegraphs. His plan at that time was to make the telegraphs and telephones a part of the postoffice system. Now he has on his hands two-thirds of all the telegraph lines in Canada. They belong to the nation, and must be operated by the nation. Will they be taken over by the postoffice department, or will they be run by a private corporation, controlled by the government?

We may know in a few days who are to be the directors of the Canadian Northern. It will be the duty of the Canadian Northern directors to appoint new directors for the Great Northwestern Telegraph Company. We hope to see both the railway company and the telegraph company work in harmony for the success of public ownership. The people should feel and be made to know before long the difference between public and private ownership. Much will depend upon the government doing the critical year that is to come. We hope to see progressive friends of public ownership appointed to the directorate of the Canadian Northern, and to the scarcely less important board that will administer as public utility the Great Northwestern Telegraph Company. There ought to be no political appointments in connection therewith.

So the question is not what the railways and the telegraphs that we own have cost us or what they are worth, but what

we are going to do with them. We think that under wise and non-political management they constitute a splendid asset and the main foundation of the great work of the reconstruction of Canada, not only after the war, but today, when we are in the midst of it. Let us get them consolidated. Let us eliminate all unnecessary expense and duplication; let us make the rates fair, something over the running expenses and fixed charges. And let us all turn in and support them with our patronage. Let us show our determination and let us watch the progress of events in the railway world of the United States. Public ownership is coming there; has, as a matter of fact, arrived. Neither the Grand Trunk nor the Canadian Pacific will ever get back sole lines in the United States that have been taken over by the government at Washington. Nor will Wall Street or the banking interests ever hereafter have any chance to manipulate the securities. Speculation and gambling in American rails is over; so it is in Canada for the roads that we are taking up. There will be a chance to deal in bonds already unsold, but only as investment and not for manipulation or excessive profit. The telegraphs and telephones and cables of the United States will be a matter of speculation a little longer in that country, but not for long. Communications of all kinds will be a public service, like the postoffice in both countries, beyond the reach of Wall Street.

Nor will the Canadian Pacific be able to very much boost the price of its stock. Shareholders will come to see that directors often think more of manipulating the stock market than of running the road to make profits for shareholders or to serve its patrons. The manipulators, the bankers, Wall Street, have no concern for shareholders other than to make money out of them for those on the inside. Owners of railway stocks held as investment will steadily convert them into bonds or government stock. There is a move on now to get from under by having a fresh crowd of investors come in and take up the burden. Trust companies and banks will try to unload for the last time. The World predicts that it will soon be a race between Grand Trunk and Canadian Pacific as to which will get in the government wagon first. Half the agony will be over the day Canada gets down to national management of our national railways, regardless of other roads, of Wall Street, of the railway manipulators. So let us drive in that direction without further postponement. Let us start to digest what we have; the rest will come all the sooner.

The press of the country outside of Montreal commends the steady and rapid progress of the Union government toward complete railway nationalization. The Winnipeg Free Press, commenting upon Sir Robert Borden's recent announcement respecting the nationalization of the Grand Trunk and the Grand Trunk Pacific and their combination with the Canadian Northern, the Intercolonial and the National Transcontinental to form a great government railway system, rejoices that the railway lobby has been disappointed and defeated. The Hamilton Spectator, not always in the past a staunch defender of public ownership, commends the policy of railway nationalization recently announced by the prime minister and says:

"The country is acquiring these lines at a time when they are in somewhat low water, but when the anticipated development of the Dominion's resources is seriously taken in hand, what is now in some cases a doubtful asset may well prove a rich source of national revenue. In any case, the courageous act of the government will be widely approved, or, as the best solution of the difficulty, and as being in keeping with the democratic spirit of the age."

The Brantford Expositor says the prime minister's announcement will be hailed with delight throughout the country and believes that in the rapid development of Canada that is bound to follow the war state ownership of railways will play a prominent part.

The Hamilton Herald approves the policy of the government as so far outlined. It deprecates the immediate taking over of the Canadian Pacific, but ventures a prediction that ultimately all the railways of Canada will be nationalized.

The Ottawa Journal is more outspoken, and declares that the people of Canada are prepared at once to nationalize all the railways, and are merely looking to the government for guidance as to the best way to bring this about. The Brantford Courier says that the prime minister's announcement constitutes a long step toward the public ownership idea, and under efficient management there should be a large saving in the matter of overlapping.

Indeed, a chorus of approval greets the government's railway policy from practically all the papers between the Ottawa River and the Pacific Ocean. Strong commendatory articles from which we may quote hereafter appear in such widely-separated newspapers as The Calgary Herald, Windsor Record, Ottawa Citizen, Peterboro Review and The Guelph Herald.

Discordant voices of dissent come from the Province of Quebec, and especially the City of Montreal. The Montreal Star utters a Cassandra warning against the government plunging the country into the vortex of railway nationalization, and says:

"Today the railway situation is extremely dangerous, more dangerous than it was in 1903 when the Liberals plunged the country into the great folly. Its solution requires the exercise of wisdom and patience. As the Star warned the Liberal Government in 1903, so it cautions the Union government in 1918. It is a matter of life and death to the country. The shoals and rocks are so clearly ahead, so easily discernible, that any man who takes the trouble to look can see them."

The government should not plunge the country into any further schemes of public ownership involving unknown expenditure and certain deficits without a supreme effort to solve the railway problem in a less dangerous way."

The Montreal Gazette, always a bitter and outspoken foe of public ownership, says the prime minister's announcement



## During Warm Weather Days—Make Milk Your Chief Diet

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Warm weather demands a change in diet. Health and happiness depend largely on food. Overtaxing the stomach in warm weather robs you of energy. It brings languor, slows you down. Nature urges you to use concentrated foods. Chief of these is milk. It is nourishing. It contains all the food elements the active body craves. It is delicious either as a beverage or as a food. It does away with the need for many other foods. It is easily digested and helps to digest other food more readily.

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or brain. Children who drink lots of milk in warm weather keep fit for both school and play. Their growth is encouraged. They are happier—less likely to get peevish.

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of one quart of milk, says a well-known professor of Harvard University, is equal to three-quarters pound of beef, two pounds of chicken, eight eggs, two pounds of codfish. Yet it costs less than any of these items. And it saves food needed "over there."

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## THE FARMERS' DAIRY

### GASOLINE STATIONS CAUSE OF DEBATE

Ratepayers in Residential Sections Oppose Granting Permits for Them.

will be hailed with joy by the ignorant and selfish as a panacea for the ills that are attributed to private ownership. It believes the government approached the railway problem from the standpoint of politics instead of from the standpoint of prudence, and says:

"This a great burden of liability is to be assumed, a new field full of pitfalls is to be occupied, and the precarious adventure of government ownership of railways undertaken."

These quotations from the Montreal papers are significant. In that city are organized all the strong forces fighting today against public ownership. The new national system should not be administered in an atmosphere so hostile and malignant. The head offices of the Canadian Northern are in Toronto, and here they should remain. The national system, we believe, will ultimately be controlled by the government directors of the Canadian Northern Railway Company. These directors should be enthusiastic for the principle of public ownership and anxious to make it succeed. They will find in the City of Toronto and in the Province of Ontario a congenial atmosphere of enthusiasm and goodwill.

### NEW MINISTERS BUSY FIRST DAY AT OFFICE

The new cabinet ministers, Hon. Dr. Cuddy and Hon. George S. Henry, were at their offices early yesterday and each had a pretty busy day. There were many callers, many letters and telegrams of congratulation. Uppermost in the minds of each was the anxiety to get down to business.

Hon. Dr. Cuddy would not divulge his plans in detail, but said it was his intention to visit many of the schools in the district who should not be in the present, except that everything was running along smoothly. He believed the farmers of the province were making every effort to live up to the demands made upon them for greater production, even though the working conditions were not of the best owing to the shortage of labor.

Hon. Mr. Henry was in conference with departmental heads in the department of agriculture and said there was nothing to announce for the present, except that everything was running along smoothly. He believed the farmers of the province were making every effort to live up to the demands made upon them for greater production, even though the working conditions were not of the best owing to the shortage of labor.

### BRIDGE TOURNEY POSTPONED.

Owing to business reasons, Milton C. Work, who had planned to be in Toronto this week in connection with his bridge tournament, thru which he has raised some \$65,000 for the Red Cross, has been obliged to return to Philadelphia, and has asked the committee to release him from his Toronto engagement until the fall. The lessons and tournament, therefore, to have been held this week, commencing tomorrow, are postponed until further notice.

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Granulated Eyelids, Eyes inflamed by exposure to Sun, Dust and Wind quickly relieved by **Murine Eye Remedy**. No Smearing, Just Eye Comfort. At Druggists or by mail 50c per Bottle. **Murine Eye Salve in Tubes 25c.** For Book of the Eye FREE ask **Murine Eye Remedy Co., Chicago**

### BAINBRIDGE GIVEN THREE MONTHS' TERM

Isaac Bainbridge was sentenced to three months in jail for sedition yesterday by Justice Latchford in the assizes. Bainbridge was convicted at the spring assizes last year on a charge of sedition, and Justice Latchford then allowed him out on suspended sentence. In October he appeared before Justice Hodgins and a jury and was convicted and sentenced on November 28 last to nine months' imprisonment. On the appeal of his counsel, R. T. Harding, he was granted a stated case on the ground that the indictment had been amended after the grand jury returned it. The court of appeal quashed this and he was released. The sentence yesterday was on the conviction a year ago.

### Simcoe People Are Enthused

Over the Results Being Obtained in That Community by the Use of the Great Nerve and Blood Restorative.

Simcoe, Ont., May 27.—At this time, when the nervous strain is so intense there are a great number of people suffering from sleeplessness, nervous headache, neuralgia and sciatic pains and other indications of exhausted nerves.

The demand for restorative treatment has been very great and there seems to be no medicine available which can be compared to Dr. Chase's Nerve Food for this purpose. These letters will give you an idea of what Simcoe people think of this great food cure.

Mr. James A. Dell, corner Metcalf and Robertson Sts., Simcoe, Ont., writes: "After a summer of strenuous work I found myself very much run down and suffering from palpitation of the heart. A few boxes of Dr. Chase's Nerve Food soon built up my system and put me on the way to health again. My wife also used the Nerve Food with splendid results. She used to suffer from nervousness, and often could not get to sleep before two or three o'clock in the morning, but since using Dr. Chase's Nerve Food she finds she can rest quite well at night."

Mr. Alex. Young, 204 Talbot St., Simcoe, Ont., writes: "For some time I suffered from nervousness and sleeplessness, etc. But after a treatment of Dr. Chase's Nerve Food I felt entirely different, my appetite improved, I could sleep well at night, and was surprised to notice that my weight had increased. I have had such splendid results from the use of Dr. Chase's Nerve Food that I do not hesitate to recommend it to my friends."

"I am acquainted with Mrs. Alex. Young, and believe the above statement to be correct."—Geo. J. Ryerse, J.P.

Dr. Chase's Nerve Food, 50 cents a box, a full treatment of 6 boxes for \$2.75, at all dealers, or Edman-son, Bates & Co., Ltd., Toronto. Do not be talked into accepting a substitute. Imitations only disappoint.

## FOX CARTOONS EVERY MORNING

—IN— THE TORONTO WORLD

The World has secured the exclusive publishing rights for Toronto of the Fontaine Fox cartoons. Fox's work is distinctive in its genuine spontaneous humor. He pictures the honest, homely, human folk we all knew when we lived in the small country towns.

Chief among the Fox folks is the Skipper of the Toonerville Trolley that meets all trains, a quaint old character creation.

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## GARBAGE SUITABLE AS FOOD FOR HOGS

Commissioner Wilson States That Work Has Passed Experimental Stage.

"We can now be said to have passed the experimental stage and the plan is working out splendidly," said Commissioner Wilson yesterday in speaking of the appeal he made some time ago to the citizens to separate all their edible garbage so that it might be fed to the hogs on Toronto's industrial farm. "The people are responding in a very patriotic manner," added Mr. Wilson, "but it should be remembered that the amount of garbage suitable is not as large as it would be during normal times, which shows that people are more saving and careful in the matter of food-stuffs."

### CITY BUILDING PERMITS.

Yesterday's Record Shows Activity in Building of Houses.

The following building permits were issued by the city architect's department yesterday: C. R. Romper, detached two-story brick dwelling on the north side of Sherwood avenue, to cost \$2,400. F. W. Waley, detached two-story brick and frame dwelling on the north side of Weybourne avenue, to cost \$2,000. F. Bowden, pair semi-detached two-story dwellings on the west side of Wright avenue, to cost \$2,000.

