

# The Toronto World

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FRIDAY MORNING, FEB. 20.

## Victory, and Afterwards.

The nineteenth of February was a notable day in the calendar of all who have fought for the public ownership of railways in Canada.

It can be said, of course, that the nationalization of the Grand Trunk, agreed to by the shareholders in London yesterday, is not so much a triumph for public ownership as a making the best of a bad job, in which national proprietorship and management are incidental to a widespread misfortune, and not a demonstration of the conquering advance of a new principle in the conduct of Canadian business.

But what would have been the situation if the Grand Trunk were in its present hole, and parliamentary opinion had been where it was fifteen, ten, even five years ago? The Grand Trunk would have fallen to private interests such as the C.P.R., or some financial groups that could see vast fortunes for themselves in the reconstruction of the wreckage. The latter end of Canadian transportation would have been worse than the beginning. A nation would have been sold anew into bondage to financial interests which regard their liberty to exploit an industrious population as the sum of human prosperity.

Why did that possibility become an impossibility? Because there were Canadians who believed in public ownership, and who dared to preach it in press, on platform and in parliament, and in parliament where to advocate what has now happened was to expose oneself to hostility, ridicule and isolation.

What we see today is a cause for gratitude to the responsiveness of public opinion to sound principles of progress, when those principles are presented in season and out of season, and with conviction and foresight. The public is not swift to receive and act upon new ideas, but when it has once grasped the fundamentals of a far-reaching national policy, it never lets go.

Reluctant and even antagonistic parliaments are brought into line with progressive sentiment. They may not desire to implement the popular will, parliamentarians do as events command them. Even when they do it in obedience to that instinct of self-preservation which is the first law of so many politicians, their deed is to be counted to them for some wisdom and a little righteousness.

The winning of the greatest Canadian victory for public ownership is like similar achievements on the strike-exchange field—it is the beginning of a burden which only consummate ability, unflinching courage and rigid, economical efficiency can carry. The value of the Grand Trunk, as a going concern, has still to be determined by arbitration, which must fix the value of stocks that have hitherto been of little value to their holders. London stock exchange influences will hope for a result of the arbitration that will give them one last great chance to shave gold leaf from the certainties of the creation of traffic by the toll of the Canadian people. An effort will be made to satisfy British investors that Canada is getting a mighty fine bargain in the Grand Trunk. The government should have acquainted the British public with the true state of Grand Trunk affairs—in the shareholders' as well as in the Canadian interest. It should be made impossible for stock operators in any way to capitalize the burden we have now assumed.

It is the shareholders to whom the good fortune has come. It has not been made clear enough to them that they were saddled with a responsibility towards the immense deficits of the Grand Trunk Pacific, which their board of directors was totally incapable of meeting, and that beginning today they are guaranteed by the Canadian nation, interest and dividends, which any conceivable continuance of private control would have rendered impossible.

The old railway has been thrown into the pit by the greed and incompetence of stock-jobbing control. It can only be rescued by the combined energy, skill and loyalty of the Canadian people to their own future, which is hampered by the legacies of a race of disappearing magnates, whose works, unfortunately, do not follow them into obscurity.

Now that at last the management of a great Canadian railway is transferred from London to Canadians who live where its traffic is created—it would have been some decades ago—what is the policy to be followed? The thoroughness of the nationalization of the Grand Trunk is made clear in section 7 of the act of parliament

which, with its consequent agreement the shareholders accepted yesterday.

As soon as said agreement has been ratified—  
(a) A committee of management shall be formed consisting of five persons, two to be appointed by the Grand Trunk, two by the government and the fifth by the four so appointed, to insure the operation of the Grand Trunk system (in so far as it is possible so to do) in harmony with the Canadian National Railway, the two systems being treated in the public interest as nearly as possible as one system. The committee shall continue to act until the preference and common stocks are transferred to or vested in the government, when it shall be discharged.

Instant co-ordination of the Grand Trunk with the Canadian National therefore, is the first requirement of the hour. The government, strangely enough, does not seem to be in a position to announce the personnel of the committee, or to foreshadow the savings that are to be speedily effected. This cannot be because of the magnitude of the job waiting to be done. Everything in today's situation was foreseeable and could have been prepared for, including the immediate absorption by the C.N.R. of the G.T.P., which is already provided for by the act and the agreement.

The public will be greatly disappointed if the co-ordinating policy is not at once declared and put into force, and intimidation given that the act is brought to the Canadian National, and not the Canadian National, taken to the Grand Trunk, the administration of the enlarged system shall be directed from the headquarters of the Canadian National—the city that is entirely sympathetic to public ownership. Toronto is the headquarters of public ownership in Canada, and by every canon of fair play and every axiom of statesmanship must so remain.

## Advantages in Street Railway Purchase.

A new consideration of the proposal for an immediate purchase of the street railway by the city is before the board of control.

Mr. Fleming, of the street railway, revived the question by presenting the alternatives of the city buying 200 cars needed and allowing the company to operate them, or taking over the railway now by arbitration.

Whatever the board may decide there are obvious advantages in an immediate possession of the railway by the city. It is not clear that the proposal to arbitrate will facilitate an acceptance of the purchase alternative, but if the company is anxious to sell, a straight offer at a minimum figure would be more attractive.

Another year and a half of the present service is not a pleasant prospect for citizens, and it is anything but a profitable management for the city. A good deal has been said about the actual profit and loss aspect of the company's accounts, but there is more to be considered from the city's side than the revenue and cost of running the cars. One important fact about which the health officers have no doubt is that the present street car service is more responsible for influenza and pneumonia than any other agency. A comparison of the street railway cars with the cars on the city lines will drive this fact home. It is not one that can be discussed in terms of dollars and cents. Scores of deaths daily are attributable to the determination of certain interests that the citizens must put up with the present service until the end of the franchise. Hence the opposition to accept the company's offer.

There is another consideration of importance apart from the direct financial side of street railway purchase. It contains the development of the city, the improvement of city property, the enhancement of the city assessment, and the increase of the city revenue from the higher assessed values. The construction of city lines on Danforth avenue and St. Clair avenue has transformed these districts and added many millions to the city's valuation. A unification of the city's street car services and a renovation of the plant and rolling stock would have a similar vitalizing effect over the whole city. There is no outlying part of Toronto that would not feel this influence, and profit by the greater accessibility which a proper street car service would provide. Central property would benefit in exact proportion from the same advantage of accessibility and easy communication.

Any stranger coming into Toronto can see these obvious and irrefutable advantages, but the prejudices, the ancient grudges, the personal spites and quarrels of thirty years past prevent many influential people taking an open-minded and business-like view of the situation. If Toronto was owned by one man who wished to make the most of his property, or by a company which wished to develop it to the utmost, in neither case would the present policy of making the citizens suffer in order to spite the company be pursued. No doubt there are some who will accuse those who take such a view, of devil's advocacy, but we believe that the matter can be viewed dispassionately and apart from the trends of the past. And it is to be noted that those who are most influential in settling the matter do not ride in street cars themselves.

## Day Labor for Mount Pleasant.

There is nothing remarkable about the fact that no tenders have been forthcoming for the construction of the Mount Pleasant street car line. The conditions in the supply trades at present are exceedingly uncertain and unstable. Iron and timber cannot be secured on any sort of reliable terms, and until the spring, labor itself is a precarious factor, and may then be even more so. The city is also known to be a close figurer and contractors are in demand on private work to a degree that makes a public contract less tempting than it otherwise would be.

What, then, should be done? Nothing more than was done on Bloor street, and then is to be repeated on Bloor street in the extension of the city line westwards on that thoroughfare. This line has been constructed by day labor, and well constructed. The quality of work done it has probably been as cheaply executed as it could have been by contract. There is a clear obligation of six years standing to the people of North Toronto to construct the line and it should be proceeded with by day labor as soon as practicable. The city has had the experience on the Bloor street line, and no new construction equipment will be necessary. The city can secure supplies as readily and economically as any other party, and there is no occasion to hesitate about doing the work.

## UNREASONABLE



CAP. CLEMENCEAU: Kin you beat it? He goes and gets himself hung up, then he kicks about us guys goin' on with the game without him.

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## The Tariff Issue Must Not Be Tied Up With Any Other Issue or "ism."

The World has more than once cautioned the friends of the national policy against tying up the tariff issue with ultra-imperialism and opposition to public ownership. The manufacturers are prone to err in both directions. The tariff issue is in their hands, and they seem to become vocal in Montreal and under the influence of that city.

Even our good and usually sedate neighbor, The Mail and Empire, has imbibed some of the Montreal atmosphere, and hence we find friendship for public ownership trucketed with hatred of England. In an article commending the Hearst newspapers The Mail is good enough to remark:

We do not believe that there is another civilized country in the world where such papers as the Hearst publications, advocates of prohibition, public ownership, and war with Great Britain . . . could build up such a great circulation and command such great influence.

The Mail followed this yesterday with a well-reasoned defense of a stable tariff and the national policy. The Montreal Gazette is equally sound on the tariff question, but develops symptoms of hydrophobia when any suggestion is made of public ownership. The Manufacturers' Association in Montreal at least went out of its way last fall to help Senator J. S. McCann and The Montreal Gazette fight the government's bill for the nationalization of the Grand Trunk.

By the same token we do not believe the tariff question is at all involved with the question of Canadian autonomy or imperial federation. Yet the manufacturers have been anxious to be classed as imperialists. Quite naturally they desire as little trade as possible between Canada and the United States. By their advocacy of closer relations and larger trade with the mother country they have given an opening to the western farmers and the friends of free trade. The farmers' party advocates immediately increasing the British preference to 50 per cent; increasing it further to 20 per cent per annum, and free trade with the mother country within five years. This, from the standpoint of the Canadian manufacturer, would be nearly as fatal as free trade with all the world. Yet the farmer free traders like J. A. Maharg, M.P., and Hon. T. A. Crerar, ardently

link up the imperialistic utterances of the manufacturers with a demand for free trade within the empire. "Stop talking cant," said Mr. Maharg to the manufacturers the other day, "and do something practical for the old country"; while Mr. Crerar at Winnipeg is, thus reported:

He questioned whether the patriotism of the Canadian manufacturer was strong enough to win his support to the plank in the farmers' platform, which provided for free trade with Britain within five years.

We venture to think that the Canadian tariff must be made by Canadians for the best interest of Canada. It has nothing to do with imperialism, but is essentially national. It has nothing to do with public ownership any more than it has to do with prohibition—the twin evils which bring nightmare to the usually drowsy slumbers of our good neighbor, The Mail and Empire.

## OTHER PEOPLE'S OPINIONS

The World will gladly print under this heading letters written by our readers, dealing with current topics. As space is limited they must not be longer than 200 words and written on one side of the paper only.

## Slippery Sidewalks.

Editor World: In an editorial of Thursday's issue appears an article on "Slippery Sidewalks." I would like to draw the attention of the authorities respecting ice being left on the sidewalks. It is positively dangerous for pedestrians, especially if they do not wear rubbers. Many people like myself have had to look where they walk, especially on a frosty day. If the police would allow the citizens to leave an inch of snow on the sidewalk, or compel them to put ashes or sawdust down, it would be more safe to walk on.

## TO SEND CZECH TROOPS HOME FROM SIBERIA

Washington, Feb. 19.—Announcement of plans that have been adopted by the Allies to send Czech-Slovak troops home from Siberia was made in a statement by General March, chief of staff of the United States army today.

They will be carried in British and American ships via the Indian Ocean and Suez Canal. The general said it would take about 1221 men to transport the troops from Vladivostok to their homes and that this would be paid by the Czech-Slovak government.

## WORLD'S DAILY BRAIN TEST

BY SAM LOYD.  
10 Minutes to Answer This.  
No. 115.  
"I have drawn a line through those squares to produce a total of 34," remarked the schoolmistress, "and I now want you to show me the way to make the largest possible score, by drawing a straight line and adding together the numbers of the squares which the line crosses."

What's your best score?  
Answer to No. 114.  
There are 70 different routes between the schoolmaster's home and the schoolhouse, eight squares distant. (Copyright, 1919, by Sam Loyd.)

## WOULD TREAT LUMBER ON PULP, PAPER BASIS

The growing scarcity of lumber has refocused the attention of the buyers of commerce being drawn to the heavy exports of lumber to the United States. American dealers are grabbing everything available here in the shape of lumber stock, and prices have jumped nearly 50 per cent since last fall. It has been suggested that lumber be treated the same as pulp and paper by the federal authorities, and a percentage of the output reserved for Canadian needs.

## MAY INTERN WILHELM ON ISLAND OF CURACAO

Paris, Feb. 19.—Suggestions that former Emperor William be sent to the island of Curacao, off the Venezuelan coast, are received more favorably in some quarters at The Hague than the idea of transporting him to one of the Dutch East Indies, according to The Mail. The newspaper says the last allied note to the Dutch government said evident embarrassment at the Dutch capital.

## FULFILLING OBLIGATIONS TO GENERAL DENKIN

London, Feb. 19.—Premier Lloyd George was asked whether aid, financial or otherwise, was still being given to any Russian army or organization whose aim was the overthrow of the soviet system. The premier replied that no aid was being given except that the government was continuing, as far as circumstances would permit, to fulfil the remainder of its obligations to General Denikin.

Replying to a question as to whether Great Britain was trying to bring peace between the forces of Russia and Poland, Mr. Lloyd George said the question of peace or war with soviet Russia was one Poland must decide for herself.

## Partially Life the Embargo On Freight From Stratford

Stratford, Ont., Feb. 19.—The general embargo on freight from Stratford, which has been in effect for the last few days owing to the blockade occasioned by Monday and Tuesday's snow storm, was partially lifted today, the Grand Trunk accepting shipments of freight direct to Toronto, Hamilton, London, Brantford, Sarnia, Windsor, Woodstock and Chatham. To all other points the embargo is still on.

## Perjured in Corruption Case; Winnipeg Given Ten Days

Winnipeg, Man., Feb. 19.—Wm. McDowell, who pleaded guilty today to a charge of perjury, was fined \$100 and sentenced to ten days in jail. The case was the outcome of evidence given by McDowell in a case against Joseph Beaudry, a former member of the Manitoba temperance act administration office, who was charged with corruption.

## List of Criminals Includes Some in Hands of Allies

London, Feb. 19.—The list of war criminals presented to Germany included some offenders now in the hands of the allies. Premier Lloyd George informed the house of commons today. Whether these accused persons would be tried by an allied court would depend on the reply made by Germany to the recent allied note, the premier added.

## Galt Brass Company, Limited, Adopts Group Insurance Plan

Galt, Ont., Feb. 18.—(Special).—The Galt Brass Company, Limited, one of this city's rapidly growing industries, has adopted a group insurance scheme and insured every employee with the firm six months for \$1000 with a maximum of \$1500, and every officer and superintendent for \$2000 with a maximum of \$2500. This is one of the first firms in this city to adopt such measures.

## THE GIRL WHO SMILED THRU

By MARION RUBINCAM

### PLEASANT PLANS.

#### CHAPTER II.

It is always hard for youth to feel deeply any sorrow that is not very personal. Sympathetic as Alice normally was, she found it hard to feel any grief for the death of her aunt.

"It's mother I am sorry for," she told her faithful friend, Clara, when she met her, that afternoon in a little store nearby. "She hasn't seen her sister for about 20 years, and, of course, I never have. At least, I don't remember her, so I can't be awfully upset."

"Your mother takes it hard, tho'?" Clara asked.

"Yes, but you see it makes her feel so old and useless. If it had been anyone else, even my friend, it would have been the same. Old people take death much harder than young ones, I think," philosophized Alice as she gazed into the mirror. "Well, Happy Lady, you don't look as tho you had ever had a sorrow in your life, or even expected to have one," Clara smiled at her reflection. "No, I never have," she answered. "I was as tho I was a child when my mother died."

"I never expect to," said Alice. Then as the two of them went out of the store and turned together up the sunny street, she felt a sudden desire to confide her wonderful news to her friend.

"But would David mind? It was sweet to have it as a secret for a while—but, of course, telling Clara was almost like talking to oneself! So arguing, she decided to talk. Only it was hard to begin. "Did-do you like David Thorne?" she asked, by way of working around to it.

"Why-yes. What makes you ask?" Her tone made Alice turn to look at Clara, and in amazement she saw that Clara was blushing furiously—quite like a school girl being teased about a new beau.

This made it embarrassing. Alice did not know how to go on.

"Does he?" Did he say so?" Clara turned to her eagerly.

"Yes, of course he said so. He said he thought you were very clever and pretty, which you are," Alice was afraid to go on now. She hated to hurt Clara's feelings. So they walked on in silence till the corner where Clara turned off to her own house.

Then she turned to Alice impulsively. "You know, I'm perfectly crazy about David—Mr. Thorne. He hasn't said anything to make me feel so; he has just been awfully nice, as he is to everyone. But he's so different from other men about here."

"He comes from the city and from

college, and he's traveled a lot, and his mother was brought up in a very prominent family in England. So he's had more time and more chances to learn nice manners than our town boys."

"How do you know all this?" Clara asked, she told me. And this was as near a confession as Alice could get. How dreadful she thought, if Clara had fallen in love with him too! How dreadful if David started with her, or encouraged her!

But this idea did not stay in her mind a moment. She knew David was too fine not to keep his years. He came that evening as soon as their simple supper had been cleared away.

"There's a traveling road show in town," he announced. "Do you want to go? I've tickets for the three of us. We could take your mother in that carriage of mine—I like it by the week, you know."

"What fun it would be!" Alice answered joyously. She rarely had an opportunity to go to the theatre, and she was so glad to have a chance to go. But Mrs. Fairbanks was feeling too ill to want to go, so it was Alice and Clara who went secretly, glad to be alone.

"Of course, it's badly done," Alice remarked during an intermission. "It doesn't seem to me, because I've never seen anything better—only these road shows and the movies. But you must find it stupid."

"Why should I? I had to come to Farmington to find the dearest girl in the world," he whispered, while she blushed with pleasure. "Besides, my work will keep me here, years. Then we'll go some of the other places."

"There's the sweetest lady in England, and I want to meet her. She's Honorable Vera Humdum. She's about 60 years old and she has been a second mother to me. When we go to see her, we'll go to Europe too, if you like. I've really not been about so much."

It was all like a happy dream to Alice. She wanted no awakening.

— Tomorrow—A Criticism.

## HOME RULE BILL TO COME UP TODAY

London, Feb. 19.—Andrew Bonar Law, the government spokesman, stated in the house of commons today that it was hoped to introduce the Irish home rule bill tomorrow.

The second reading of the bill, he added, would be taken as soon as the bill had had time to digest the bill.

## BANKERS TO ASSIST CHINESE ENTERPRISES

Vancouver, B.C., Feb. 19.—That the American banking group for China, including some of the leading bankers China, has decided to go to the far east to discuss with the Chinese banking group the detailed workings of the consortium organized at Paris last May for international partnership in assisting China in establishing her great public and governmental enterprises and to report on commercial, financial and political conditions in China, was the statement made yesterday by Thomas W. Lamont, of the firm of J. P. Morgan and Company, New York. Mr. Lamont and party will sail for the Orient on Thursday.

## Elects E. Stonehouse, Toronto

Winnipeg, Man., Feb. 19.—E. H. Stonehouse, of Toronto, was elected president of the National Dairy Council along with the following officers: Vice-president, Alex. McKay, eastern executive; E. H. Stonehouse, Toronto; M. Mead, Exeter, Ont.; F. Boyer, Montreal; J. Singham, Ottawa; Capt. Dixon, Truro, N.S.; western executive; Alex. McKay, Winnipeg; P. Patterson, Calgary; J. W. Berry, Vancouver; N. Calder, Moose Jaw.

## TO INVITE REV. A. L. BROWN

Windsor, Ont., Feb. 19.—Rev. A. L. Brown, now of Picton in the Bay of Quinte Methodist Conference, may be asked to return to Windsor when his present pastorate expires. Dr. Brown is a former pastor of the Central Methodist Church here.

## Quality Counts in Coal Oil

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