

## SHOULD ALL BECOME POLITICAL FACTORS

Veterans Are Impressed With the Necessity of United Action.

Altho most of the G.A.U.V. officials scheduled to speak at last night's mass meeting at Oakwood Theatre, including J. Harry Flynn, were unable to attend, a successful and well-attended meeting took place. Col. Morrison, who was to have occupied the chair, was absent, and the president of the Earlscourt branch replaced him. Apologies were made for the absence of Mr. Flynn, who, it was stated, had been ordered to remain at home by his doctor. Capt. J. F. Tupper, the "fighting parson," was also absent.

J. Fred Marsh, provincial organizer; H. MacGregor and James Higgins, third vice-president of the G.A.U.V., and the Labor-Veteran candidate for the Northeast Toronto seat, were the chief speakers. Reeve Fred H. Miller and Deputy Reeve Graham, in brief speeches, promised their support and sympathy to the soldier movement, and James Higgins spoke on the necessity for political action, and dwelt particularly on the need for more schools and greater educational facilities for the rising generation.

**Reviews Political Platform.** H. MacGregor reviewed the political platform of the soldiers, as outlined by Mr. Higgins, and expressed his agreement with all the planks. J. Fred Marsh, adopting J. Harry Flynn's method, opened his remarks with the now familiar text, "To him that hath, much shall be given, and to him that hath not shall be taken away, even that which he hath," and he went on to show how this applied to the government officials at Ottawa, who had increased their own indemnities and the M.P.'s who enlarged their own salaries on account of the high cost of living, but had not seen their way clear to increase the gratuities of returned soldiers.

**GOULD ALL—** xzffz lro, I teamun av Mr. Marsh continued: "Sir Robert Borden—or 'Bobby' as Harry Flynn, who knows him better, calls him—made certain promises and took certain oaths on the battle ground of Vimy, and told the soldiers that when they returned the country would be theirs and that they would never want for anything again, but, as soon as there were signs that the soldiers intended to go to Ottawa and demand fulfillment of those pledges, Sir Robert Borden reported sick and went away for his health and then re-signed."

The provincial organizer then stated that veterans, if they had sufficient influence, could now sometimes get jobs as janitors and elevator men, if they were lucky enough, but the better paid jobs were given to others. He then cited the instance of the man who, he said, was of German origin, who had been called in from Chicago to take over the investigation and re-organization of Canada's civil service. Resolutions were passed calling on all and sundry members of the cabinet to resign and condemning most governmental actions during the past year.

## CANOEISTS RESCUED FROM DEATH IN LAKE

Were on Verge of Exhaustion From Fight With Waves When Picked Up.

Thoroughly exhausted in their fight with the waves, and numbed by the cold water, four young men from the Parkdale Canoe Club were rescued from drowning by the Humber Life Saving Crew, in the lake, opposite stop 2, Lake Shore road, on Sunday afternoon. Their condition when picked up, warranted their removal to the Humber station, where they were put to bed, given hot drinks and massaged. The men rescued were as follows: R. McKennie, T. Lalonde, A. Spurling and S. Cliff.

Altho few water craft of any kind dared to venture out into the lake at the time because of the heavy sea running, these four made the attempt. They had braved the waves for some time, when the heavily laden canoe upset. The occupants, who clung to the side, managed to propel the craft close to the sea wall, but here they found themselves in a precarious position, as the back wash from each succeeding wave beat upon them, and nearly proved disastrous before the crews from the Humber and Main station arrived. A number of people were lined along the sea wall, but none were able to offer any assistance to the men.

**Convenient Train Service to Montreal and Ottawa From Toronto "Yonge St. Station."**

Toronto "Yonge St. Station" is situated in the heart of the great residential section, and is reached from downtown by the Yonge street cars. Excellent train service with sleeping cars for Montreal and Ottawa leaves 9:30 p.m. daily except Saturday. Further particulars from Canadian Pacific ticket agents.

## HONORED IN DEATH

Many friends and others who had known the family for many years attended the obsequies over the remains of the late Harold Callan, son of Mr. and Mrs. Edward Callan, who died on Thursday at the age of 28.

Mr. Callan was well known in social and business circles in Toronto, and at one time was manager of the Canadian Airplane photography department, transferring later to the Ericson, Limited, 120 East King street. Mr. Callan was a popular member of Doric Lodge, A. F. & A. M.

**Skin Tortured Babies Sleep Mothers Rest After Cuticura**

Soap, Ointment, Tablets, 50c each. Sold every where. Can. Distrib. Agencies, Limited, 25-27 Paul St., Montreal.

## FOUR ARRESTS MADE FOR THEFT AND RECEIVING

John Rooney, 127 York street, and William Fraser, 127 John street, were arrested Saturday by Detectives Sullivan and Waterhouse, charged with theft. Herbert Foote, St. Lawrence Market, and Juan Luke, 512 West Queen street, were arrested for receiving. Rooney and Fraser are alleged to have broken into a G.T.R. car on the Esplanade along Saturday morning and stolen 12 bags of sugar. The sugar was sold to Luke for \$104. Earlier in the week both men were charged with stealing 13 barrels of potatoes from the same place. The potatoes were worth \$14 a barrel, and Foote is alleged to have bought them for \$5. The sugar was recovered in Luke's restaurant.

## UPHOLD PREMIER IN HYDRO ORDER

Provincial Executive of I.L.P. Will Also Try to Arrange Nat. Party Convention.

That the Independent Labor Party was committed to the cause of the electrical and radial development under public ownership, and that it would stand for and uphold this principle unflinchingly, and that lastly the party would support Premier Drury in all efforts to secure information, and the fullest facts and details in connection with the project now under contemplation by the provincial Hydro-Electric Commission, was a resolution passed unanimously by the provincial executive of the party, which was in session at the Labor Temple Sunday afternoon from 2 p.m. to 10:30 p.m.

The party has taken steps looking to a national convention of all the parties throughout the Dominion. This is a step well in advance of anything yet attempted by the I.L.P., and may be attended with momentous results. The executive decided also to hold a conference with the U.E.O. to consider the advisability of arriving at an understanding with this party with regard to constituencies partly urban, partly rural, so as to act in the closest co-operation in support of candidates for the ridings.

Resolution within the party in the province has been decided upon, and work to this end will be carried out immediately. The executive which met on Sunday comprised Mrs. J. W. Nab, Hamilton, vice-president; W. Buckley, Toronto; Dr. J. E. Hett, Kitchener; Joseph Marks, Toronto; Mrs. Hector, Premier, Toronto, and Arthur Mould, London.

## THIEVES GET AWAY WITH TWO TRUNKS

Owner of One Happens Along and Captures Alleged Thief.

Chased for several blocks Saturday night around Roncesvalles avenue, Philip Radnor, 17 Moss Park place, was finally overtaken and arrested, charged with stealing a motor truck belonging to White & Co., produce merchants, St. Lawrence market. Radnor and a second man were driving down Roncesvalles avenue on the truck when J. Langskill, manager of the White company, caught sight of the car. He ran alongside of the truck and called for the driver to stop. At this the driver of the truck is alleged to have driven onto a side street as fast as he could. Langskill gave chase in another car, and on overtaking the truck, both men jumped out. Langskill caught Radnor and walked him to Cowan avenue station.

Returning to the company's garage, at Duke and George streets, the manager discovered that a second truck had been stolen. The police are looking for the other truck.

Albert Jolliffe, 365 West Richmond street, was arrested by Detective Carter, charged with theft of a motor car on July 16.

## REV. BYRON STAUFFER AT EGLINTON CHURCH

Necessary to Healthy Religion to Picture Jesus as Human, He Says.

That it was necessary to a healthy religion to picture Jesus as a red-blooded man—as a man interested in the business of the world—was the theme of a sermon delivered by Rev. Byron Stauffer at the Eglington Presbyterian Church on Sunday morning. An evidence of the place the eminent pastor holds in the lives of the Toronto church-goers, every available seat was taken, and standing room was a premium.

Mr. Stauffer has the same personal magnetism as when he was pastor of the Bond Street Congregational Church, and delivered his sermon in characteristic style, utilizing wit, whimsy to make his sermon as attractive and inspiring as of old.

He urged that the people get away from the pictures of Jesus clad in robes and carrying the cross, but rather to think of Him as engaged in the ordinary enterprises of life. He referred to the meeting of Jesus and Peter at the seashore, when the former had asked, "What luck? Have you caught anything?" then later as cleaning and cooking the fish and setting the table. This, he pointed out, was the net of a human Jesus, and showed that His spirit was evident in the ordinary relations of life.

## FARMERS ARE SILENT

Chatham, July 18.—The press was excluded from the meeting held yesterday by the United Farmers of Kent county in the I.O.F. auditorium to discuss the political situation in general. The local newspapers were promised a statement following the meeting, but all efforts to secure a statement from any of the officials have been without avail, while efforts to get in touch with George Easterbrook of Merlin, secretary of the meeting, have proved futile.

## HAS NO AUTHORITY TO PURCHASE RAILWAY

Premier Drury Sends to Get the Opinion of Mayor of Guelph.

A letter has been sent to Mayor Westoby of Guelph by Premier Drury, enclosing a memorandum and the opinions of Deputy Attorney-General E. Bayly on questions submitted with references to the Guelph Railway. The points raised have also a bearing on the statement issued by Sir Adam Beck. According to the memorandum the Hydro-Electric Power Commission "not having been authorized by the radial bylaw to purchase the Guelph Railway and having no power to do so apart from the radial bylaw, the government is advised by its law officers, had and has not the power to approve of the agreement for the purchase of the railway as requested by the letter of the commission of June 24."

The premier's letter in part says: "I am in receipt of your letter requesting the government to approve of the agreement for the sale by the City of Guelph to the Hydro-Electric Power Commission of the Guelph Street Railway. The matter had already had the attention of the government in consequence of the request, similar to yours, made to it by the letter of the Hydro-Electric Power Commission on June 28 last. The reasons for the conclusion reached by the government are embodied in the enclosed memorandum. Let me first call your attention to a misunderstanding on your part as indicated by your letter. You say that you are given to understand that an order-in-council was passed giving the Hydro-Electric Power Commission the necessary authority to enter into an agreement with the city of Guelph. In this you are in error. The only order-in-council that passed by the late government of Oct. 16 last, authorizing the Hamilton-Galt-Elmira-Guelph radial agreement, which was of course, a different matter. There was no authority from the government for the agreement for the purchase of the Guelph Street Railway, or for the submission of the bylaw to confirm the purchase, and the government never heard of the matter until asked by the Hydro-Electric Commission by its letter of June 24 to approve of the agreement."

**Not Narrow Point of Law.** "I may just add that the matter does not present itself to the government as a narrow point of law. It is much more important than that. The real difficulty is that even if the government had the power to request the city to sell, the purchase are concerned, because there would be no one to advance the money to cover the cost of betterments, or payments, or extensions, or the deficits. The Hydro-Electric Power Commission has no funds out of which the money could be paid, and the other municipalities parties to the radial agreement are, of course, not responsible. If the City of Guelph desires to enter into an agreement with the commission for the management of the railway at the expense of the city, and in the manner indicated in the statute, that will be another matter, and one in respect of which the government will, I am sure, raise no difficulty. Would Produce Tangle."

"I see that it is now stated that that was the intention of the radial agreement and the agreement of purchase. But apart from the illegality of the proceedings, the people of Guelph did not vote upon any such proposal, and if any act were now to be taken to carry out such an alleged intention under the present bylaw the government is advised that the result would be an intricate tangle which would probably result in law suits and delays and great expense. The City of Guelph paid for instance that \$300,000 of the debentures to be issued by the City of Guelph for the radial agreement were intended to be in respect of the purchase of the Guelph railway. In other words the City of Guelph is installing debentures at twenty years for \$150,000, and then the City of Guelph gives back to the commission its debentures for \$300,000, at fifty years, and the allegations in the case of the City of Guelph are to cover the purchase price of the road with \$150,000 for betterments. Would this be a rephrasing by the City of Guelph, and to whom would the road belong after this involved transaction had been carried out? Moreover this transaction makes no provision for the payments of the annual instalments of \$100 to be paid by the commission to the city to redeem its debentures or for future annual deficits estimated by the chief engineer to the commission at from \$5,000 to \$17,000 a year, or for the cost of the payments, or for the extension of the road. It is to be regretted that this radial scheme may or may not go on. If not what then will be the situation as between Guelph and the commission?"

"Since the memorandum was prepared my attention has been called to a report in The Guelph Mercury of the 15th December, 1919, of the proceedings of the Guelph city council of that day when the agreement for the sale of the railway was under consideration. At that meeting, according to the Mercury report, the solicitor for the city told the council that the agreement was not free from difficulties, adding that he could find nothing in the law which gives the Hydro-Electric Power Commission power to purchase the road. It is to be regretted that the parties did not pause there and make sure of the ground before going ahead."

**No Authority for Purchase.** "The following are the replies of Deputy Attorney-General Bayly to questions submitted to him: 1. Was there any authority for the agreement of the 28th December, 1919, for the purchase by the Hydro-Electric Power Commission of the Guelph Street Railway? There was, in my opinion, no authority for such purpose."

2. Assuming that this radial railway is built, can the local Guelph system be said to be a part of it within the meaning of the documents and the legislation?"

I am of the opinion that if the radial railway is built, the local Guelph system as described to me cannot be said to be a part of it within the meaning of the documents and the legislation."

3. Assuming that the radial road is built, will the municipalities interested in that scheme be responsible for the cost of the acquisition of the Guelph railway?"

The municipalities interested will not, of course, be responsible for the cost of the (illegal) acquisition of the Guelph road."

4. Assuming that the radial railway is not constructed, how is the money to be raised? Where will the money come from?"

The purchase of the Guelph road would be, in my opinion, illegal and the money could not be legally raised."

5. Would the city of Guelph itself be responsible as one of the municipalities concerned in the radial scheme? The city of Guelph would not be responsible for the (illegal) purchase of this street railway."

## ELECTRICAL MEN ACCEPT AWARD

Large Meeting on Sunday Afternoon Votes Favorably on Hydro Award.

Toronto Hydro-Electric electricians, members of the Electrical Workers' Union, decided at Sunday afternoon's meeting by practically a unanimous vote, to accept the award of the board

of conciliation which recently gave them a slight increase in wages and also the privilege of appointing a representative to confer when occasion might arise with the management of the Hydro. The World called up several officials of the commission to find out if the commission intended to accept the award. All were away for the week-end with the exception of F. A. Gaby, who has charge only of the provincial end of the work of the commission. It is understood, however, that the commission will accept the award.

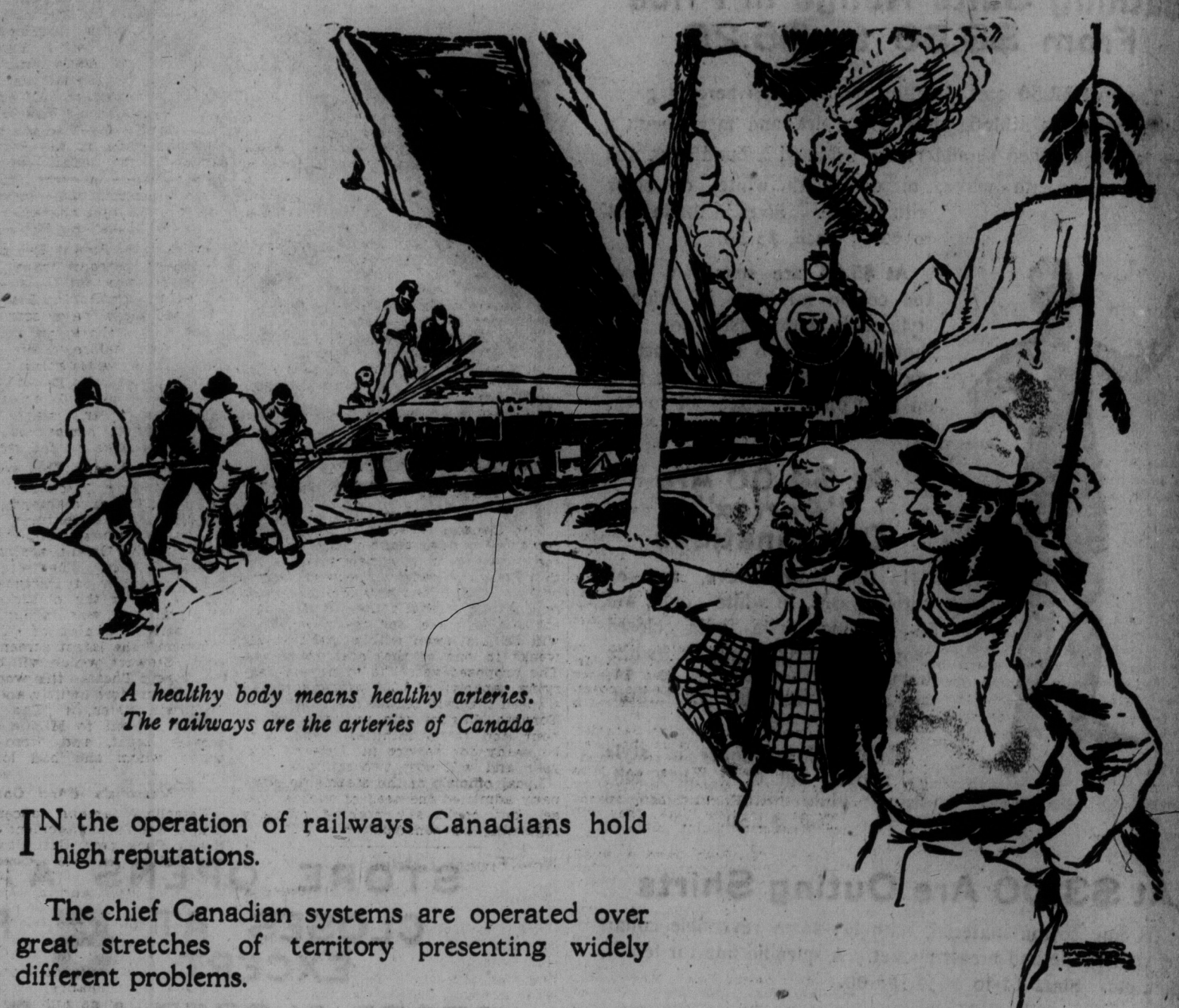
The members of the board of conciliation were Louis Brathwaite for the men, R. M. Ewart for the commission and John M. Godfrey, chairman.

Louis Brathwaite is a well-known labor leader and business manager for the Meat Cutters' Union. F. M. Ewart is a well-known Toronto barrister, and John M. Godfrey is one of the best known men in the city. The men were at first dubious about accepting the award, and only on Saturday a meeting of the provincial council of the union met at the Labor Temple to discuss the alleged low wages offered by the commission with a view to taking some kind of action, the meeting concluding, however, without any result.

When a man falls in love with a girl, he covers her with a rose-tinted lens, thru which all her charms become radiant, and all her faults are softened and blurred.

## MONTREAL GIRLS HELD FOR SMUGGLING SPIRITS

Burlington, Vt., July 18.—United States Immigration officials thought their bodies too plump to carry their faces, Alina Remillard, Mrs. N. Boyer and Margot Desperes, Montreal, were held and examined at the border while attempting to enter the United States. In consequence they are to be arraigned on the charge of smuggling spirits. Miss Desperes was arrested under similar circumstances at Richford, officers say.



A healthy body means healthy arteries. The railways are the arteries of Canada

IN the operation of railways Canadians hold high reputations.

The chief Canadian systems are operated over great stretches of territory presenting widely different problems.

Their traffic obligations fluctuate rapidly with the seasons.

Climatic conditions are sometimes difficult. Unusual foresight, skill and determination are called for.

Yet the only unfailing highways for the heavy traffic across the New World from China to France during the war—were Canadian railways.

Canada alone among the allied countries had no war-time transportation crisis. When foreign roads choked under their loads she relieved them of millions of tons. At a time when ships were the need of the hour no ship lost time in any Canadian port through failure of the railways to deliver cargoes at the docks.

To-day the Canadian producer still commands the fastest, the most dependable and the cheapest railway service in the world.

But the foresight that made this record possible could do nothing without MONEY! The skill that kept terminals uncongested had to be backed with MONEY! The determination that drove crippled engines ahead in the face of 40-below gales and mounting snow would in the long run have been useless without MONEY!

Thus to-day the alarming fall in the net revenues of the railways is a menace to railway efficiency. It injures railway credit. It dissolves the reserves needful to meet the expanding needs of a growing country. It imperils national prosperity.

Increased freight rates are imperative therefore, not merely on behalf of railways but in the interests of Canada itself!

This is the first of a series of advertisements published under the authority of The Railway Association of Canada formerly the CANADIAN RAILWAY WAR BOARD

## GLORY OF NAVAL

NOT B

Inspiring T of Late

## GREAT N

Foretold With Ger mark

With the old Dead March in memory, and "Eternity" Path crammed into the memory, also of the slo of British sail the great church ago to the st achievements, Anglican Church day noon, with that grand old navy, Admiral Rev. Archde the parish, in memory of—H and her grand epitomized sa grandson, a "Well the character of as the eagle of Britain's r the rector. A milder man, the world who destinies, a ma on a grand sc tenacity of p tireless in his me of indomit tireless in his seal, gifted v vision, that p back as 1800 advent of the man hordes in war even to i prophesying v the advent in against which concentrated that war. To fact that the mans was be Canal. He it German, and giving Britain years in whi fleet and pre titanic conflict. Carad Rev. Archde lined in con career of "Jad most hated d most beloved Britain, an at the feet w of liberty th mainly the cre Fisher, whose any," said Dr the many imp personnel of t itration, in it Admiral F things in God and attack, the North Sea of the British ideas, new hon fence, and st these, said the important feat ion effected a one ambition v Grand The rector the strength a sea as emblem leanness whi general, a di good time w of beneficence, the sea, said b on the emb of mystery, "When the pa waters," he a problem surro found only in life," said Ar things in God the patha sec note in the s which cannot by its vastne dependence. But In all of us, there are dep revealed in t of routine, say that God's paths at the to the tower of conscience have sprung The music of its romance i has to us bee liberty, Wit associated the Hellespont, the power of Ve of Spain in liberties of t early middle Spanish Arm leon, the last humiliation of Prussia mean Finally, the signal piety leader, who Britain was Israel. Ther ways to the of the world Cape of Good now add Con practically Britain's feet keeping of o

## THE "RID

VIA CA

The "Ride

lon Station),

daily, except

tario Shore

mediate at

Canada, Pop

ton and Ben

for Kinaste

from Canada