



Here and There

Canadian bond sales during the week ending August 10th amounted to \$398,579, which brings the total for the year up to \$247,069,160. Of this sum \$103,335,827 represents the value of bonds sold in Canada; \$27,978,333 in the United Kingdom, and \$115,745,000 in the United States.

The port of Montreal is well on its way this season to beat all previous records for tonnage received as statistics, obtained from the Harbor Commissioners' office, show that there is a big increase in the number of ships berthed in the port to date, as compared with the number for the same date last year. Up to August 8, 608 boats had docked here and their total tonnage was 1,986,456, while up to August 13, 1924, only 527 vessels had tied up here since the opening of navigation of the 1924 season, and their tonnage was 1,891,367.

One notable feature of the tourist season in the Canadian Rockies this summer has been the demand for saddle horses, according to J. M. Gibbon, secretary of the Trail Riders, who recently returned to Montreal from the west. The practice is growing of sending the horses in advance to points where the trail crosses a motor road and thus one commences one's ride at a point thirty or forty miles from one's headquarters. Thus the great cavalcade of over one hundred riders who participated in the recent three-day cross country ride between Marble Canyon on the Banff-Windermere Highway, to Wapta Bungalow Camp on the Canadian Pacific Railway, was made possible and convenient as it took only two hours to convey the riders from Banff and Lake Louise by motor bus to the points of departure.

Twelve British newspapermen representing some of the most important dailies in Great Britain, are now making a six weeks' tour of the country over Canadian Pacific lines. The party will travel from Halifax to the Pacific Coast taking in all the important industrial and scenic points of the country. They will spend a day at the Canadian National Exhibition at Toronto, and will visit the famous Bungalow Camps in Ontario, as well as the beauty spots in the Rockies. They arrived at Quebec on August 22nd, on the Montclare, the object of the tour being to correct in the minds of representative British journalists the erroneous impressions recently made in England regarding Canada by certain sections of the press.

Under the heading, "The Inconsistencies of Men," C. B. Fletcher contributes the following interesting remarks on freight rates to the August "Railway Review":

"Man's progress is measured by his adaptability to his surroundings and his opportunity to trade with his fellow men by exchanging products. Transportation is the essential instrumentality for trade, commerce or business of any kind.

"The phenomenal prosperity of the United States today is the direct result of the most efficient transportation facilities in the world — railroads.

"Railroad transportation is worth ten times what it costs today to every person in this nation. The railroads haul your meat 500 miles for 26 cents a hundred pounds, you pay from 20 cents for cheap cuts to 60 cents for special cuts of meat or from 60 to 180 times the cost of transportation.

"The railroads haul flour 400 miles for 13½ cents a hundred, 7 pounds for one cent. You pay 10 cents a pound for bread or 70 times the cost of transportation.

"You pay one dollar for a meal at a first class hotel on which the freight charges were less than two cents, including everything served, and the coal to cook it, and then tip the waiter ten cents or five times what the railroad received for hauling it 400 miles or more.

"The same man who tips the waiter ten cents will go out and make a speech and complain of high freight rates which are not one-fifth of the amount of his tip.

"Consistency, thou art a jewel!"

EIGHT HOUR DAY FOR ALL CANADA

An eight-hour day, enacted by legislation, will be urged at the 41st annual convention of the Trades and Labor Congress in Ottawa. The Trades and Labor Congress representatives in Canada the international labor movement and the Congress convention call indicates the eight-hour day, old age pensions, immigration and unemployment as among the matters of national and international importance which still demand "active consideration."

The eight-hour day is at present extensively in force in Canadian industries, but by agreement rather than as a result of any legislative action; and it is here that the bone of contention lies. Back in the days of the Paris peace conference labor principles were incorporated in the peace treaty recognizing the eight-hour day or a 48 hour week as the "standard to be aimed at."

Subsequently, at the International labor conference held at Washington under the auspices of the League of Nations, a draft convention was adopted providing for an eight-hour day in industry. In that convention representatives of the Canadian Government of the day concurred.

Now, under the League of Nations Covenant, members of the League are merely required to submit the conventions to competent legislative authority for such action as may be deemed necessary to give them effect. And which is the competent authority in Canada? Is it the Dominion Parliament or the legislatures of the different provinces?

QUESTION UP TO PROVINCES. Dominion law officers held the eight-hour day was a question of provincial and not Dominion legislative action and the convention went over to the nine different provincial governments. Only one British Columbia, took any action and its action was contingent on the rest of the Dominion following suit. For all practical purposes, therefore, the situation remained as before.

Labor men then pressed for a reference to the supreme Court of Canada to determine whether the rule of the Federal law officers was sound. The reference was made and the Supreme Court decided that the only authority of the Dominion Parliament to legislate on the eight-hour day is in regard to servants of the Dominion Government and to territory not within the bounds of any province, such as the Far North. For the rest, which comprises the industrial districts, authority to legislate lies with the provincial legislatures.

It is expected that when the Trades and Labor Congress meets in convention next month the stand taken will be that the Dominion Government should bring down legislation for an eight-hour day ruling. This, it is argued, would be "setting an example" to the provinces. In the meantime an eight-hour day by legislation in all Canadian industries seems little nearer than when the International Labor Conference met at Washington in 1919.

SINGLE G. AND JOHN R. BRADEN ARE MATCHED

The management of the northern Maine fair has announced that Single G. 1584, and John R. Braden 2024, the Presque Isle iron horse, would race a match at the Presque Isle fair on Thursday, September 3. Single G. is shipping direct from Cleveland, Ohio, and expected the last of the week accompanied by his owner, W. G. Barefoot and driver, Ed. Alton. Braden will be handled as usual by his trainer and driver, John Willard.

A RICH FIND

Is almost as good as finding a gold mine or so, says Geo. Walker, of Cannon Beach, Or. He dug up a red wood which was partially buried by the sand. He worked two days with a team and scraper and then began sawing it up in lumber lengths. He estimates that he has taken \$3,000 worth of lumber out of the log, and has cut 30 circular dining table tops, worth \$75 each. The log was eight feet through and 30 feet long. The log show that it was 527 years old. It had lain in the same place for many years and no one realized its value.

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That a new market has been found for Canadian lobsters, is shown by the report that twenty-six hundred cases of lobsters, valued at about \$78,000, were shipped to Sweden from Halifax, N.S., during the first week in July.

The gold mines of Northern Ontario are now realizing aggregate profits of a million dollars a month, according to estimates compiled at Timmins, Ont. There was a gross income of \$2,650,000 during the month of June.

Six hundred and twenty-four families from Great Britain and other European countries settled in the West on 187,000 acres of land, sold in the fiscal year ending May 31st, according to the records of the Canadian Colonization Association.

Quebec is this year enjoying the greatest influx of tourists it has known for a considerable time. Hundreds of motorists, the majority from the States, are camped in and around the city, and the Chateau Frontenac reports capacity bookings.

During his tour of Western Canada Field Marshal Earl Haig passed through the town on the Canadian Pacific Railway which was named for him several years ago, for the first time. The Field Marshal, on learning his connection with the town, looked as pleased as though he had just won another famous victory.

According to the report of the Department of Agriculture, livestock marketings in Canada during the past year were the best experienced for many years. There were 375,629 cattle, 355,179 calves, 2,884,291 hogs and 485,606 sheep marketed in 1922, as compared with 352,821, 315,522, 2,363,402 and 512,390 respectively in the previous year.

According to J. M. Gibbon, secretary of the Trail Riders of the Canadian Rockies, who recently left Montreal for the West, the annual cross-country ride and pow-wow undertaken by that organization, is becoming so popular that lovers of the outdoors from England and Australia are attending this year, in addition to the members from the United States and Canada.

The "Beatty Boys," four British youngsters, brought out here by E. W. Beatty, K.C., President of the Canadian Pacific Railway, to study Canadian farm methods, arrived in Canada on the "Montclare" this month. They are expert farmers selected by the Minister of Agriculture from the members of the Young Farmers' Club of Great Britain and will remain in Canada for two months as the guests of Mr. Beatty.

That elk, in the Panther River country, not far from Banff, are rapidly increasing in number and may possibly become a menace, is the opinion of Baltimore Brown, an artist of New York who recently returned from a painting tour through the Rocky Mountains. Mr. Brown is regarded as an authority on wild animals and states that there will be, ten years from now, 10,000 elk in the district, unless steps are taken to decrease their numbers.

French-Canadian agricultural experts, theologians, students and others, touring the country under the auspices of the University of Montreal express unanimous amazement at the agricultural development of British Columbia, the scenery of Alberta, the prairies of Manitoba, the beauties of Northern Ontario and the vastness of the country in general. A similar excursion left Toronto recently under the auspices of the Teachers' Federation of Canada also over Canadian Pacific lines, and will return the middle of August.

New Laws And Complications For Motorists

The enormous growth of motor- ing has brought a flood of problems with which law-makers have had some serious effort to cope. There is not only the increase in number of people using cars, but the growth in size of car and truck and the variation in equipment, all bringing new complications. The multiplicity of rules in different parts of one country making confusion for visitors, and the non-resident, through granted the utmost freedom in the use of his home registration number must take a study of laws as he moves from one point to another.

There is now, however, considerable uniformity in legislation, though this has not progressed to the point where the traveler can safely take much for granted. Speed limits in the United States are 30 to 35 miles as a rule, though Kansas permits 40 miles, and Nevada 45, while Missouri and South Dakota hold it down to 25 according to Herbert L. Towle, writing in the American Review. A novelty in regard to speed has come in the anxiety for a minimum speed limit. Connecticut is the first state to enact a law on this point—and refuses registration to vehicles that will not make twelve miles an hour. Pennsylvania, New Jersey, Ohio, Illinois, Iowa, Missouri and California permit cities to use the boulevard system to expedite travel on main arteries.

For the protection of the public the penalties have wisely been made increasingly severe for intoxicated drivers. New Jersey makes a mandatory jail term of one to six months for intoxication or drug influence while the offender's license is revoked for one year on first offence and five years on any subsequent offence. Massachusetts also makes jail mandatory for the second offence. Penalties in the other states, though less heavy, are also severe. Failure to stop after an accident brings the heaviest penalty of all—with the fines running as high as \$5000 in some states.

Difficulty in securing redress after an accident has led to many bills in State Legislature to secure liability insurance. This has been stimulated by the fact that the increase in motoring has brought cars into the possession of many people against whom a judgment could not be executed. Compulsory insurance was proposed in several states but adopted only in Massachusetts and Connecticut. It was opposed among other reasons, on the ground that it would tend to make drivers careless, knowing that their damages would be settled anyway.

Another move for greater safety is compulsory licensing of all drivers and this was made law in New Jersey, New York, New England, Pennsylvania, Delaware, Maryland, West Virginia, California and Washington. In other states the licensing of paid chauffeurs is necessary. As a protection against theft, 20 states have a law requiring all cars to be registered with a certificate of title which makes it impossible to sell a car without certain formalities. Here is where the motorist is likely to be caught or at least discouraged in his nefarious occupation.

YOUR SUBSCRIPTION

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The Best Bet!

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Royal Milk Lunch BISCUITS

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HAMILTON'S BISCUITS

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More cups per pound  Better flavor per cup



Monster Tuna Taken in Canadian Waters

As a writer of stirring tales of the Border and the mid-western states in the early days, Zane Grey has made an enviable record for himself, but now along he comes with another—a fish story—and better still, presents the proof in photograph, so that his yarn does not take on the semblance of a dream or a good bit of story-telling.

Tuna, weighing nearly half a ton, are the reward of ambitious anglers who fish in Nova Scotian waters, particularly in St. Ann's Bay, off Cape Breton. Three mammoth tuna have been taken from this locality, each holding the world's record in turn. Captain Laurie D. Mitchell's 710 pound tuna held a record for a number of years, till along came J. K. L. Ross of Montreal, well known as an owner of racing horses, director of the Canadian Pacific Railway and his skill as a fisherman. He landed a tuna after a 3½ hours' fight, that measured 9 ft. and 2 in. in length, and 6 ft. in girth, and tipped the scales at 712 lbs. thus winning the honour of record tuna fishing from Captain Mitchell by 2 lbs.

His record seemed secure, when along in August, 1924, came Zane Grey and his brother, R. C. Grey, eager to catch big tuna. They used a Nova Scotian-built schooner, a staunch little craft admirably adapted to their plans and needs. They got

three tuna, weighing respectively 638, 684, and then as a climax, the biggest tuna ever landed, weighing 753 pounds. Had they gone in for anything larger, it would have required a C. P. R. freight car to haul it to the cannery at St. Andrews. The time taken to land the first was 65 hours and 10 minutes, for the second, 38 min. which was caught by R. C. Grey, and 8 hours and 10 min. were spent to conquer the record breaker with which Zane Grey is said to have wrested the palm from the C. P. R. director and won the title of champion tuna fisherman.

Other big fish of various species taken in various Canadian waters, include a record pike caught in Big Lac Nominique in the Laurentians of Quebec, weighing 58 lbs.; a 23½ lb. muskellunge caught in 1923 in French River, Ontario, by Samuel W. Franklin of New York City; the world's record speckled trout, weighing 14½ lbs., taken from Nipigon River by Dr. J. W. Cook of Fort William; and a great Northern pike, 4 ft. long with a weight of 21 lbs., which gave Harold Sweeter of New York a 45 minute fight on the Nipigon.

Canada's infinitude of rivers and lakes are filled with a vast wealth of fish, many of them of record measurements and weight. The foregoing are sportsmen's records.

SENT UP FOR TRIAL

At Chatham the preliminary hearing of W. J. Groat charged with assault with intent to do actual bodily harm, was held in the police court, Tuesday, Groat, in company with Joseph McCarthy, is alleged to have

made an attack on Police officer Joseph Dickson more than two weeks ago. McCarthy last week was sent up for trial at the Circuit Court. Magistrate T. M. Gaynor ordered Groat held for trial at the next court.