



Correspondence of Times-Star. LONDON, Oct. 8-Within a few reeks the Church of England may be hvolved in its biggest controversy ince Tractarian days. The crisis im-ends when the bishops assemble to ecide upon prayer-book revision. Most f the proposed alterations are agreed, nd are merely obvious changes to wing the three-century-old English p-to-date. But the suggestions for

the three-century-old English -date. But the suggestions for ng the communion service, and ituting a strong Catholic for a Photestant bias, are contested. I the bishops are divided on the oct, their deliberations swill be ta. The Bishops of Durham and vich, among others, are opposed e change, but the Bishop of Lon-

LORD GREY'S MEMOIRS.

The memoirs of Lord Grey of Fal-en, written laboriously by one who no longer distinguish friends' faces ew feet away, will rank not only as trucial footnote to big history, but a classic of autopsychology. The

TRUE PROPHECY. In August, 1914, Sir Edward Grey,

as he then was, perhaps more nearly as he then was, pernaps more nearly resembled Hamlet, poised amid tragic doubts to which his spirit felt unequal, than mortal statesman ever did before. But his outlook even so was truly pro-phetic. He predicted political up-heaval, and Labor governments every-where. How characteristic of Lord Grey's simple artistry is the comment made at dusk on August 3, 1914, as he and a friend from the Foreign Office a nis poor with of its illusi or. And yet, had Lord Grey itle more of a Pitt-just a adventurous — the navy

AN EXPENSIVE HONOR

w answers deliberately "No," there trooper, but quickly emerged with a the title won it by a gallant naval vic-even yet just a faint falter of commission in the R. N. V. R., which tory off Cape Passaro. That was the set of the set Use the Want Ad. way. use the first Byng to hold owing to much the sam

FUT OVER A WEEK. to the high wind of yesterday they were unable to send a diver down to Be the intake to clear away the debris Cent collected there following the same ing o storm and this work will have to be until use of the stormy w



TO THE RAILWAY WORKERS

HAT

Every Cough

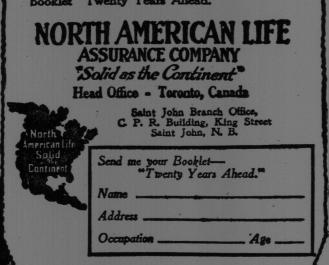
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OF CANADA

Dear Sirs:

I am credibly informed that a whispering campaign is being carried on in the endeavor to misrepresent my views, and the attitude of the Conservative Party, towards the Canadian National Railway System and the Canadian Pacific Railway Company.

In order that there may be no doubt in your mind as to where I stand on railway amalgamation, I give you my personal assurance that I have never given the slightest support to it, and I will oppose, either in office or in opposition, Parliament dealing with the question of amalgamation, unless as an issue to be placed squarely before the people at a future election for their decision.

Increased population and traffic, and not amalgamation, are needed to solve Canada's Railway problem. My railway policy is bound up with a reasonable and stable protective tariff, bringing with it prosperity and increased railway earnings, thus assuring regular full time employment for Canadian railroad workers, as against short time now prevailing in many branches of the railway service.

With my best wishes for a prosperous future,

I am,

Yours very truly,

(ARTHUR MEIGHEN

