

## CRAFTSMANSHIP IS REASON FOR BRITISH QUALITY OF PRODUCT

Says John Weir, Wealthy  
Shipbuilder—Y.M.C.A.  
Work Going Strong.

### POOR BOYS' CHANCE

"What is the fundamental deciding factor that has gone to make British goods so much superior in quality to those made in other countries?" This is a question that American and Canadian manufacturers have been asking themselves for years. A general answer was given to The World last night to this query by one of England's wealthiest and most prominent shipbuilders, Mr. John Weir. Mr. Weir is one of the principal owners of England's oldest shipyards, namely, the plant of R. & H. Green & Silley Weir, Limited, London. The name of the plant is Blackwall Yard, East London, which was first opened for shipbuilding in 1812. Thus for more than 800 years have ocean vessels been constructed in that historic place.

"Craftsmanship," said Mr. Weir, "is the one big reason for British superiority of product; a great, all-consuming pride on the craftsman's part in his work. It is a question of long years of training, of thorough knowledge of his trade, an understanding of every angle of his particular work, which has gone on for many generations. A father will be a craftsman in some particular line; his sons will be brought up to take an interest in it, and on reaching the right age, if they chose, will serve as apprentices at the same trade."

"Yes, but what is Canada's and America's future as shipbuilders?" asked The World reporter.

"Cannot compete."

"Well, your chances are the very best. You have all the raw material necessary, and geographical position, but I do not think that you will be able to compete with us; at least not for some years yet. One of the greatest reasons for that is that we can build cheaper. Labor is not as high, and then we are already established, while you have yet to make your name. Then again, as I said, we have the trained craftsmen."

Mr. Weir's visit to America was in connection with the International Y.M.C.A. boys' work conference, held at Blue Ridge, North Carolina, recently. He is in Toronto for a few days on his way back to England. Mr. Weir, who is 30 years ahead of us, he admitted, "I thought we had done some wonderful things over there, but my visit to this country has opened my eyes. You are doing more for the boy than we are and it is from you that we must learn."

### CHARGE THAT BECK "JUGGLED" IS UNTRUE

Manager of London-Port Stanley  
Ry. Makes Report Contradicting Graham.

London, Ont., June 20.—In a report prepared by General Manager J. E. Richards of the London and Port Stanley Railway, the charge made by Vice-Chairman Graham of the Ontario Railway Board, that Sir Adam Beck juggled the returns to the Dominion government of the London and Port Stanley, is proven untrue. It is shown that the return referred to by Mr. Ingram was made by the London and Port Stanley Company, of which the mayor and city clerk, by virtue of their offices, are president and secretary respectively, and from whom the London and Port Stanley Commission, of which Sir Adam is chairman, receives the road.

They are two distinct and separate bodies.

### TWO CARS DERAILED; ONE MAN INJURED

David Green, 496 Jane street, was out about the head and badly shaken up last night, when two street cars crashed together at the intersection of Queen and Bathurst street. Green was a passenger on one of the street cars, and was out by flying glass. He was taken to the Western Hospital. A southbound Bathurst car, in charge of Motorman F. T. Burroughes, 122 Argyle street, ran into an open switch at Queen street, running headlong into a northbound car driven by E. Perry, 71 Oxford street. A few other passengers on the car were shaken up. Both cars were derailed and badly damaged.

### TORONTO MEN VISIT PARK.

Mr. P. W. Ellis, chairman of the Queen Victoria Niagara Falls Park Commission, is continuing his plan of introducing the educationists of Toronto to the beauties of the Niagara district. The guests of the commission during the past week-end included the city school inspectors, the party comprising Chief Inspector R. H. Cowley, G. H. Armstrong, W. Bryce, W. H. Elliott, N. S. MacDonald, D. D. Moshier, G. K. Powell, J. W. Rogers, R. W. Doan, I. P. Collier, J. W. L. Col. Bro. Rogation. The itinerary embraced Butler's Burying Grounds, Brock's Monument, Lundy's Lane, the Niagara Glen, Fort Erie, the Niagara power plants and other points on the park boulevard system.

### MOTOR CAR STOLEN.

George Clark, of Montreal, was arrested last night by Detective Ward, charged with stealing a motor car from behind the General Hospital. The car is owned by Abe Morrison, 112 Lee avenue. Clark, according to the police, was trying to start the car when Ward captured him.

Charged with theft of three motor cars from John Jamieson, 635 College street, was arrested by Detective Crowe and Johns. The tires were stolen from H. Morgan's garage.

### CAMP LOCKSLEY READY.

The first week in July was the opening of the second annual camp of the Peel County Y.M.C.A. The camp, "Camp Locksley," is at Barrymead Farm, Clarkson, and, situated by the lake, forms an ideal position for the purpose.

## S. S. GONZABA TAKES THE WATER

Dominion Shipbuilding Co.'s  
New Steamer Successfully  
Launched.

An ocean-going steel cargo freighter, S.S. Gonzaba, designed to carry 2500 tons deadweight, was launched Saturday at the Bathurst street wharf by the Dominion Shipbuilding & Repair Co. The ship's principal dimensions are: Length over all, 261 feet; molded breadth, 39 ft 6 in.; depth molded, 19 ft 4 in. It is classed at Lloyd's 100 A1, and is equipped with triple expansion reciprocating engines, 950 horsepower, two Scotch marine boilers of 180 lbs. pressure.

The vessel was christened in the traditional way by Miss Abaunza, daughter of the president and general manager of the Gulf Navigation Company, Inc., New Orleans. The sponsor was presented with a bouquet of American beauties on behalf of the Dominion Shipbuilding Company. A large number of invited guests attended the launching, including G. Abaunza, president and general manager of the Gulf Navigation Company, Inc., New Orleans; Miss Consuelo Abaunza, Miss Margarita Abaunza, Capt. J. B. Foote, Mrs. Foote, Miss Foote, Miss Florence Moore, Mr. and Mrs. Wm. Ingalls, Mrs. George McKellar, A. Scott of Lloyd's Register, Robert Blythe, and a large number of local business men.

## MOB RULE REIGNS TILLSONBURG RACES

Concession Men "Beat" It  
With Money—Hundreds  
of People in Tussle.

Tillsonburg, June 19.—Coinciding with the races this afternoon mob rule reigned at the racing park and things assumed a very serious aspect at one time. Some nine or ten concession men, said to be members of a summer carnival at St. Thomas, were operating three games of the old three-card monte game. One member refused to pay a bet and in the wrestling blows were exchanged, while the concession men started the call of "Hey, rule!" and by this time several hundred persons had gathered. After a hard tussle Chief Creighton managed to arrest the offender. In the meantime the rest of the crew helped themselves to a local car and beat it with the bankroll, but were pursued by other cars and finally ran into a ditch about five miles from town. They were brought back to town and placed under arrest.

They were given an immediate hearing before Magistrate Here, and all bets were paid back as far as could be ascertained, aggregating some \$600. In the meantime another member of the gang had broken into a house near the park and frightened the women folks, driving them out of doors, but as soon as the news reached the park the mob again surrounded the house and captured the culprit in the pantry. Later \$200 in bills was found strewn around where he had thrown them to allay suspicion. The bets were repaid and the prisoners freed, but it is reported on good authority that the attorney-general will make investigations locally, as the same crew had got into similar trouble in Woodstock and Ingersoll.

## IS INOPERABLE CANCER CURABLE?

Dr. Glover of St. Michael's  
Hospital Has Effected Im-  
provement by Treatment.

Inoperable cancer cases have shown remarkable improvement under the treatment given by Dr. Glover, St. Michael's Hospital, and while complete cures have not as yet been registered, the authorities in the medical world have every reason to hope that Dr. Glover's new solution treatment will effect absolute cures. This was the substance of an interview given to The World on Saturday afternoon by Dr. Julian Glover, of St. Michael's Hospital, who presided over the clinic.

### Goods for Use in Canada Not to Be Double-Taxed

Montreal, June 20.—Word was received Saturday by the secretary of the Canadian Manufacturers' Association that goods imported for use in manufacture in Canada would not be subject to the double sales tax amounting to 2 per cent, but only to the importers' sales tax of one per cent. The information comes direct from George S. Taylor, deputy minister of inland revenue. This ruling has particular importance for Canadian railways, steamship companies and utilities companies which import enormous quantities of materials.

### CAMPING AND CANOE CRUISING.

Young men who have only two or three weeks' vacation can not spend their holidays to better advantage than on a cruising and camping trip in God's out-of-doors. A territory that is full of attractions for a trip of this kind is Algonquin Park, 285 miles west of Montreal, 178 miles west of Ottawa, and 200 miles north of Toronto.

Splendid fishing, lovely scenery, easy portages, good opportunities for the amateur photographer—wild life abounds. 2000 feet above the level of the sea. Most healthy district in eastern Canada. All the requisites for the camper may be had at reasonable prices at the "Highland Inn" general store at Algonquin Park Station, including provisions and fishing tackle, tents, canoes, cooking utensils rented at reasonable rates. Ask any Grand Trunk agent for illustrated descriptive publication telling you all about it, or apply to C. E. Horning, D.F.A., Toronto, Ont.

# Jobs Well Worth Keeping

MORE THAN 500 employees who enlisted and went to the front have returned, and are now in the Company's employ. When they came back they were given their seniority, the same as if they had remained with us during the war, and they were paid at the increased rate of wages which had gone into effect since they enlisted.

More than 1200 other returned soldiers have entered the service of the Company during and since the war.

All of these men were perfectly free to enter any other occupation, but choose to go into street railway work.

Out of a list of 500 men now in the service, employed within the last year—

56 or 10.1%	had been bakers, barbers, painters and printers.
10 " 1.8%	" chauffeurs.
35 " 6.3%	" clerks, agents and travellers.
25 " 4.5%	" conductors and motormen.
56 " 10.1%	" drivers.
1 " .2%	" a druggist.
34 " 6.1%	" farmers.
2 " .4%	" foremen.
2 " .4%	" government inspectors.
87 " 15.7%	" laborers.
83 " 14.9%	" mechanics, carpenters and skilled labor.
164 " 29.5%	" soldiers (previous occupation not stated)

This list does not include returned soldiers who were formerly in our employ.

Following is a statement of the length of service of men now in our employ:

35 men or 1.75%	have been in the service more than 30 years
54 men or 2.68%	have been in the service more than 25-30 years
48 men or 2.38%	have been in the service more than 20-25 years
92 men or 4.57%	have been in the service more than 15-20 years
194 men or 9.65%	have been in the service more than 10-15 years
563 men or 28%	have been in the service more than 5-10 years
180 men or 9%	have been in the service more than 4 years
101 men or 5%	have been in the service more than 3 years
174 men or 8.65%	have been in the service more than 2 years
310 men or 15.4%	have been in the service more than 1 year
260 men or 12.92%	have been in the service less than 1 year
986 men or 49%	have been in the service more than 5 years

If the working conditions or the wages paid are unfair or unsatisfactory, why is it that men leave so many other occupations to become motormen or conductors?

Why is it that almost half the motormen and conductors have remained with us between five and thirty years?

The work must have advantages that union officials do not care to mention.

## THE TORONTO RAILWAY COMPANY

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Dr. Janette B. will officiate at the annual Oseopalean Osteopalean cago the first of The most spervation will demonstration method of treat thically, for the errors of refra This will be nual session of this Association thousand phy specialists will most important story of this plans will be catologed inna school to shut ers from all b substitutions "Beechey Ann at this conver