A BUDGET OF NEWS FOR THOSE INTERESTED IN LABOR

IN THE WORLD OF LABOR

GLEANED FROM THE EXCHANGES AND OTHER SOURCE

SAFETY FIRST

An Open Letter to Drivers of Motor Vehicles, Street Cars, Wagons, Etc.

The Ontario Safety League has done splendid service since its organization in reducing the number of preventable accidents in cities by calling attention to the fact that by the exercise of only ordinary natural precaution individuals may not only ensure their own safety but that of others. Secretary Morley is especially to be commended for the success attendant upon his efforts, and there is no doubt but what the systematic distribution of literature among school children, wage-earners and the general public has accomplished a very large amount of good in calling the attention of the people to the fact that the best way to keep safe is to see that they never take chances that may result in injury when there is a safe way out. Probably there is no class to whom the chance of accident and injury more often presents itself, and the following open letter issued in the interests of drivers of motor vehicles, street cars, and wagons of all descriptions, twenty-five thousand copies of which are now being distributed, should be carefully read by those who are employed in these occupations, as by conforming to the rules contained therein accidents on the streets may be reduced to the lowest possible limit:

In order to reduce the large number of traffic accidents, fatal and non-fatal, it is necessary that more care be exercised by all concerned, particularly at street intersections, where most collisions between vehicles occur.

To avoid accidents at street crossings it is imperative that all drivers look both ways before attempting to cross, and when passing another vehicle or an obstruction. It is also a matter of common road courtesy to signal with the hand when turning a corner. This permits drivers of other vehicles to regulate their movements to conform with yours. Never force your "rights" upon another driver who is approaching at right angles at an intersection, for safety's sake give way.

Caution should be exercised between intersections, owing to the fact that pedestrians frequently cross road ways at other than the proper crosswalks, and elderly people and children often become confused and consequently incapable of taking care of their own persons. Corners should always be negotiated at reasonable speed.

We ask for your special care when passing schools, during the time in which pupils are going to and from the schools, more especially at the noon hour. Children suddenly released from their studies, are liable to rush heedlessly on to the road, and therefore need extra protection.

Accident prevention is a matter for the whole community, but we appeal to you as regular users of the public highways to assist, as far as lies in your power, in reducing the present large number of preventable accidents.

Yours very truly,
R. B. MORLEY,
J. F. H. WYSE, Secy.-Treas.
Organizer and Engineer.

POOR WAGES

Lead to Poor Homes, and This Leads to Crime.

Professor Scott Nearing, professor of economics in the University of Toledo, in commenting upon the Keating-Kenyon resolution for investigation into the extent of child poverty in the United States, claims it is made specially timely by the accumulating weight of evidence that child poverty is a fertile breeding ground for vice and crime.

A Chinese proverb holds that "Crime begins in poverty." Most recent social investigations lend an ever-growing emphasis to our belief in the correctness of this statement.

The home surroundings under which many boys and girls grow up furnish a wholly satisfying explanation of the lives of crime and vice into which the children fall. The fairest flower is ruined if it is dragged in the mire. Children cannot hope to learn decency in homes where, according to a recent report on the poor school children of a great American city, "Many have no beds to sleep in. They cuddle together on hard floors."

Another investigation reports an entire family in one room; a man, wife, three children and two boarders eating and sleeping in a kitchen and one bedroom.

Similar conditions force themselves upon our attention from the pages of every recent study of standards of living, leaving no doubt in the mind of the thoughtful observer that the children brought up under such frightful suroundings must necessarily express this frightfulness in their lives.

Investigators who have looked up the girls and boys committed to reformatories and houses of refuge are unanimous in their conclusion that the child delinquent is usually the product of poor home surroundings.

German Architect Dead.

Berlin, via London, April 29—Prof. Bruno Schmitz, Germany's best known architect, is dead. Professor Schmitz built the monument "The Battle of the Nations" at Leipsic and many other famous monuments.

IRON MOLDERS MAKE PROGRESS

International Officers Secure Better Conditions in Hamilton and Kingston.

During last month Fourth Vice-President John Barnett and Business Agent W. J. Lucas of Hamilton accomplished some good work in the interests of the craft in the Province of Ontario. Early in the month Barnett visited Hamilton in an attempt to reach an agreement looking to an increase in the wage rate and a reduction in working hours. He held several interviews with the employers, accompanied by Business Agent Lucas, but the foundrymen were not apparently in the mood to make concessions at that time. Mr. Barnett then visited Toronto in connection with matters involving the local in the Queen City, and later returned to Hamilton, where with business agent Lucas he again interviewed the foundrymen, this time with more satisfactory results, as an understanding was arrived at whereby the minimum of $3.25 formerly received for 10 hours per day was advanced to $3.50 per day for 9 hours, a result that speaks volumes for the good work of the officials who succeeded in securing it.

Later the two representatives visited Kingston, where a grievance in regard to wages existed. After several conferences with the employers a most satisfactory agreement was reached, an advance of 25 cents per day in wages being conceded by the bosses, bringing up the minimum to $3.50, every shop in the city agreeing to the minimum at the time excepting in one case, where the proprietor was absent from the city, but assurances were received that no difficulty would be experienced in this case and that satisfactory arrangements would be made upon his return.

Catarrh Cannot be Cured

with LOCAL APPLICATIONS, as they cannot reach the seat of the disease. Catarrh is a blood or constitutional disease and in order to cure it you must take internal remedies. Hall's Catarrh Cure is taken internally, and acts directly upon the blood and mucous surface. Hall's Catarrh Cure is not a quack medicine. It was prescribed by one of the best physicians in the country for years and is a regular prescription. It is composed of the best tonics known, combined with the best blood purifiers, acting directly on the mucous surfaces. The perfect combination of the two ingredients is what produces such wonderful results in curing catarrh. Send for testimonials, free.

Take Hall's Family Pills for constipation.

Sold by Druggists, price 75c.
F. J. CHENEY & CO., Props., Toledo, O.

The United States is now supplying 52 per cent. of the imports of the Philippines.

Your Kidneys

may cause DROPSY, RHEUMATISM, BACKACHE or GENERAL WEAKNESS.

Dr. Cassell's Tablets are the Proved Remedy. Take them for all Kidney & Urinary Troubles.

In these trying complaints Dr. Cassell's Tablets are of proved value. They restore perfect efficiency to the kidneys by nourishing the nerves which control kidney action, and thus enable the system to get rid of uric acid and other impurities which are the cause of Urinary Troubles, Dropsy, and Rheumatism.

Dr. Chas. Forshaw, D.Sc., F.C.S., etc., the well-known scientist, says: "I have thoroughly tested Dr Cassell's Tablets, and can conscientiously recommend them as an eminently safe and effective remedy for all forms of nerve and bodily weakness. My knowledge of Dr. Cassell's Tablets leads me to the opinion that the ingredients form a remarkably potent medicine, quite safe for young and old in cases of nervous prostration, debility, anæmia, loss of flesh, malnutrition, children's weakness, spinal and nerve paralysis, and many forms of stomach and kidney troubles."

Dr. Cassell's Tablets raise the vital standard of the entire system, and thus promote kidney health and general health when other means fail.

Dr. Cassell's Tablets are Nutritive, Restorative, Alterative, and Anti-Spasmodic, and of great Therapeutic value in all derangements of the Nerve and Functional Systems in old or young. They are the recognised home remedy for Nervous Breakdown, Nerve and Spinal Paralysis, Infantile Paralysis, Rickets, St. Vitus' Dance, Anæmia, Sleeplessness, Kidney Disease, Dyspepsia, Stomach Catarrh, Brain Fag, Headache, Palpitation, Wasting Diseases, Vital Exhaustion, Loss of Flesh, and Premature Decay. Specially valuable for Nursing Mothers and during the Critical Periods of Life.

GET A FREE SAMPLE

Send your name and address and 4 cents for postage, etc., to Harold F. Ritchie & Co., Ltd., 10, McCaul Street, Toronto, and a generous sample will be mailed you free of charge.

Druggists and Dealers throughout Canada sell Dr. Cassell's Tablets. If not procurable in your city send to the sole agents, Harold F. Ritchie & Co., Ltd., 10, McCaul Street, Toronto; one tube 50 cents, six tubes for the price of five.

Sole Proprietors.—Dr. Cassell's Co., Ltd., Manchester, Eng.

AUSTRALIAN GOVERNMENT TACKLES PROBLEM OF POST-BELLUM TRADE

Has Already Annulled Metal Contracts With German Firms and is Investigating Patents Held by German Concerns—Scientific Management Becoming Talked About, But It Is Hindered by State-Socialist Laws.

Melborne, Australia, April 28.—(Correspondence of The Associated Press)—The question of post-bellum trade, which is being considered by all the Entente Allies, is receiving its share of attention in Australia.

The Federal Parliament has already annulled certain metal contracts under which German concerns gathered supplies of ore from Australian mines and had entered largely into the conduct of the mining industry in the Commonwealth. It has furthermore set out to insure that smelting of native ores shall be done in Australia so that by the time the war is over the local smelting plants shall be independent of German works of the kind. The Federal Government has also tackled the complicated question of patents held by German firms or individuals and has removed from them the protection of the British crown on the principle that that protection had been abused; and certain firms declared to be "enemy firms" have been shut off from further business while others of suspected quasi-enemy character have been obliged to purge themselves of reputed or proven German or Austrian influences, personal and monetary.

But it is being urged that private and individual steps in the directions indicated have so far amounted to almost nothng, and that chambers of commerce and of manufactures should enter more heartily into the campaign. Notwithstanding there have been speeches, interviews and suggestions by business men of more or less prominence all over Australia and trade fairs and like affairs have been held to give point to the cry for "trade within the empire" and "home manufacture and consumption" the net effect it is contended has been small. Recently the Sydney Chamber of Commerce adopted this resolution which may be taken as a fair example of action by other similar bodies in other parts of the Commonwealth.

THE SYDNEY RESOLUTION.

"That this chamber places on record with a view to stimulating and increasing production within the empire, and thereby to some extent easing the enormous financial burdens forced upon us by the nations at present at war with us, its desire to co-operate with any practical proposals for the encouragement of trade within the empire and believes that the imposition of a surtax on goods manufacured within the territories of such nations will be the most effective means to attain this end.

"That the British and Australian governments be urged to co-operate with the manufacturing industries by establishing laboratories and centers of scientific research such to be available to manufacturers throughout the empire."

"Scientific management" as it is known in the United States and is practised in Germany has been agitated in Australia before the war broke out; but on the whole the principles of it had met with a cold reception. Now it is coming to the fore with an emphasis derived directly from the war, but what will be the outcome, time alone can tell since the average employer in Australia believes that he has little to learn on this score; he is hampered by state-socialist laws and the powerful trades unions hold to the view that "scientific management" is merely another name of exploitation of the working classes.

SHIPPING PROBLEMS

Then there is the matter of shipping with which in the case of Australia it is said a heavy blow could be dealt German commerce after the war, should Britain, the British dominions overseas and the Allies of Great Britain resolve upon a policy of penalization. The Commonwealth has a coast line as great as that of the United States, it is a heavy importer and it maintains a huge water-borne traffic with Europe, Asia and America. On this point the Australasian section of the London Chamber of Commerce has come out strongly in support of this proposal of a British Chamber of Commerce committee:

"Evidence brought before us has disclosed the extent to which enemy shipping has been subsidized by the German government mainly for the benefit of the export trade in competition with British, neutral or Allied shipping—a fact which has been brought home in connection with the large quantities of goods of British ownership contained in enemy vessels taking refuge or detained in neutral ports since the declaration of war. The trade sections with practical experience of this kind generally agree that a substantial tax leviable by the states of the empire should be imposed upon the tonnage of all enemy ships using the ports of the empire after the war."

SUFFRAGE WINS AGAIN

Premier Bowser of British Columbia Pledges Government.

The news that comes from British Columbia that Premier Brower has made a definite pledge that he will introduce a bill in the Legislature to confer full citizenship and the right to vote upon the women of the province will show that the rising tide in favor of woman suffrage in Canada still continues to make rapid headway.

This means that probably inside of another year in the four western provinces of the Dominion women will stand clothed with the same political rights as men, with the privilege of using the ballot, and if they so desire to aspire to represent the electorate on the floor of the legislatures.

In Manitoba during the present year this right has been conferred upon them, and in succession in Saskatchewan, Alberta and British Columbia the governments have pledged themselves to support similar legislation.

There is hardly any doubt but what public sentiment in Ontario will also force the hands of the government in this province, for there is no doubt that it will soon be a live question here.

In the United States the newspapers are impressed with the rapidity with which sentiment in favor of the enfranchisement of women is manifesting itself on this side of the border line.

With Canada's solid West in the suffrage line, it follows as a natural sequence that Ontario will be the next to follow suit, no matter what the present government may think upon the subject. The forces that are gathering back of the cause of equal citizenship and the political rights of womanhood are becoming too strong to be much longer dammed back, and it can almost be taken for granted that eventually the powers that be in old Ontario will gracefully bend, and when it is futile to oppose will acquiesce in as graceful a manner as possible and accept that which formerly and up to the present they have so unswervingly opposed.

Judge Knowles Dead.

By Special Wire to the Courier.

St. John, N. B., April 29.—Judge T. C. Knowles, of the St. John Probate Court, died to-day after a brief illness of pneumonia. He had been judge only a few months.

CASTORIA
For Infants and Children
In Use For Over 30 Years
Always bears the signature of Chas. H. Fletcher

LEFT CREW IN OPEN BOATS 120 MILES FROM LAND

The Humane Huns Sink the British Steamship Finland.

London, April 28—The British Steamship Industry has been sunk by a submarine, which left the crew of the vessel in open boats 120 miles from land. The crew was picked up by the American Liner Finland.

The sinking of the steamship was made known in the following official statement:

"The British Steamsnip Industry was sunk by an enemy submarine and the crew was left in open boats in the Atlantic, 120 miles from the nearest land. The boats with the entire crew were picked up by the American Liner Finland.

"The Industry was proceeding to a United States port, and was unarmed."

The Industry was a 400 foot boat, 4,044 tons gross, built in Belfast in 1888 and owned in Liverpool. She was last reported as having sailed on March 17 from Newport News for St. Nazaire, France.

Boston is to have a belt line freight railroad to cost $10,000,000.

Children Cry
FOR FLETCHER'S
CASTORIA

736 SHIPS LOST TO EUROPE SINCE THE WAR BEGAN

Estimates, Made by British Admiral, Excludes Loss of Trawlers.

By Special Wire to the Courier.

Washington, April 29—British estimates of the European war's toll of merchant ships, given in figures today by the department of commerce, put the number at 736, with a tonnage of more than two million. Allied vessels lost number 538 and neutral 198.

The estimates made by a British admiral, give British losses as 410; ships; French 53; Russian 35; Italian 27; Belgian 10; Japanese 3. This does not include the loss of 237 trawlers by the British, seven by the French and two by the Belgians.

Norway, with 81 vessels destroyed, leads the neutral nations in losses. Sweden, with 40, is second, and Denmark with 28, third. Holland has lost 24, and the United States 7.

British losses amount to four per cent of the total number in service and six per cent. of the tonnage. French losses are four per cent. in number and seven per cent. in tonnage. Despite these losses it is declared, the aggregate of ships owned by the allies is being steadily increased through building.

New Steamship Sailings.

Madrid, via Paris, April 29.—The new regular steamship service between Vigo and New York, soon to be inaugurated by the Spanish trans-Atlantic line, will begin with three sailings each way monthly, according to an announcement by the company.

GUARD OF HONOR GONE FROM MONTE

Was Recruited From France and Italy, and War Dissolves It.

Monte Carlo, April 29.— The old Guard of Honor of the Prince of Monaco, four officers and 82 men, which constituted the military force of the principality in pre-war times, has disappeared since the European war came, for the whole gendarmerie of Monaco was recruited from abroad, and the members were all either Frenchmen or Italians. They have now been called to the colors of their respective countries, so that neutral Monaco found itself suddenly without adequate protection. Then the people volunteered for service, but to prove their independence as well as their dislike for militarism, they wear no uniform, merely their ordinary civilain costume and a red and white woollen armlet.

In front of the main entrance to the palace stands a sentry, a 16 year old boy, leaning on an old pattern rifle, its fixed bayonet towering several feet above his head. He is dressed in a nondescript tweed suit, very baggy at the knees, and wears no cartridge belt, merely the red and white armlet.

Yet Monaco is not entirely neutral. Many of its youths have entered the French Foreign Legion, and the heir apparent, Prince Louis, holds a commission in a French regiment.

Cost of War Pensions.

London, April 29.—The War Office estimates that the cost of pensions arising out of the war for 1915-16 will be $13,000,000 and for 1916-17, assuming the war to last through the year, will be $50,000,000. In addition there is a charge of nearly $25,000,000 for pre-war pensions.

GET RID OF DIRT

—News of the World, London.

Paint Up - Clean Up

"Minerva Paints" Wear Better
"Minerva Paints" Last Longer
Guaranteed true to color, weight and quality.
Ask for our color card.

SOLD ONLY BY
Turnbull & Cutcliffe, Ltd.
Hardware and Stove Merchants

A recent census showed that over 95 per cent. of the stores keeping Men's Furnishings, carried the Zimmerknit lines of Summer Underwear. Some of the good ones kept Zimmerknit exclusively.

There is circumstantial evidence of quality in those facts that would convince both judge and jury.

VELVETRIB Interlock—a new Zimmerknit fabric is wonderfully soft and elastic.

HAMILTON TRADE MARK ZIMMERKNIT CANADA

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must be carefully selected from the best stock. No other way is successful.

We carefully select our fabrics from the best manufacturers—and with the same care select our operators. The result is "Thoroughbred Clothes"—Thoric—in Model—in Tailoring—i

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Army of the Checkere
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Four Crown Scotch W
of friends—not only a
"Checkered Tartan," b
seurs everywhere.

On sale by all leading
Merchants.

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Grand Trunk Railway

MAIN LINE EAST

Departures

6.50 a.m.—For Dundas, Hamilton and East.

7.05 a.m.—For Toronto and Montreal.

7.38 a.m.—For Hamilton, Niagara Falls and East.

9.30 a.m.—For Hamilton, Niagara Falls and Intermediate stations.

10.29 a.m.—For Hamilton, Toronto and East.

1.57 p.m.—Hamilton, Toronto, Niagara Falls and East.

1.56 a.m.—For Hamilton, Toronto, Niagara Falls and Intermediate stations.

6.00 p.m.—For Hamilton, Toronto, Niagara Falls and East.

8.32 p.m.—For Hamilton, Toronto and East.

8.32 p.m.—For Hamilton, Toronto and East.

1.56 a.m.—For Hamilton, Toronto, Niagara Falls and East.

MAIN LINE WEST

Departures

3.36 a.m.—For Detroit, Port Huron and Chicago.

9.05 a.m.—For London, Detroit, Port Huron and Intermediate stations.

9.37 a.m.—For London, Detroit, Port Huron and Chicago.

9.55 a.m.—For London, Detroit, Port Huron and Chicago.

3.52 p.m.—For London, Detroit, Port Huron and Intermediate stations.

6.42 p.m.—For London, Detroit, Port Huron and Chicago.

7.32 p.m.—For London, Detroit, Port Huron and Chicago.

8.34 p.m.—For London, Detroit and intermediate stations.

BUFFALO & GODERICH LINE

East

Leave Brantford 10.05 a.m.—For Buffalo and intermediate stations.

Leave Brantford 6.00 p.m.—For Buffalo and intermediate stations.

West

Leave Brantford 10.05 a.m.—For Goderich and intermediate stations.

GALT, GUELPH AND NORTH

Leave Brantford 6.38 am.—For Galt, Guelph, Palmerston and all points north.

Leave Brantford 8.55 a.m.—For Galt, Guelph and Palmerston.

Leave Brantford 3.55 p.m.—For Galt, Guelph, Palmerston and all points north.

Leave Brantford 8.42 p.m.—For Galt and Guelph.

BRANTFORD & TILLSONBURG LINE

Leave Brantford 10.35 a.m.—For Tillsonburg, Port Dover and St. Thomas.

Leave Brantford 5.20 p.m.—For Tillsonburg, Port Dover and St. Thomas.