

A NEW SERVICE, CANADA TO FRANCE

Newly-Formed Million Dollar Company Proposes to Operate Six Vessels.

Montreal, April 18.—Among the joint stock companies incorporated at Ottawa during the past week is the Canadian Transatlantic Company, Limited, with a capital of \$1,000,000.

The company in question has been formed by interests close to the Canadian Steamship Lines and the Compagnie Generale Transatlantique and will operate six vessels between Canadian and French ports, the vessels to be approximately 6000 and 8000 tons dead weight.

The new company will practically be a connecting link between the Canadian Steamship Lines here and the Compagnie Generale Transatlantique of France, and will have at its disposal every facility the two companies could supply. Officials of the new company state that plans are only partially completed, but that it is possible the new service will be put into commission about June next, probably during the earlier weeks of the month.

This new shipping venture, says an official of the Steamship Lines, will undoubtedly lead to a tremendous trade between Canada and France, because Canada will be able to import directly many French products, and France will at the same time be able to obtain direct from Canada the large amounts of wheat which she so badly needs for many years after the war.

NOVA SCOTIA MINERS JOINING THE U.M.W.A.

Sydney, N.S., April 18.—The organization of the miners of Nova Scotia as a district of the United Mine Workers of America will commence on June 1, according to an announcement by J. B. McLachlan, secretary of the A. M. W. On that date the A. M. W. goes out to the extensive and the election of officers and other business of the U. M. W. will be arranged for. The amalgamation of the A. M. W. with the U. M. W. A. was decided upon by miners of the province a year or more ago, and the consent of the operators was obtained at the joint meetings held in February.

TREASURES OF ART LEAD TO DISPUTE

Proposal to Turn Them Into Museums as Attraction for Vienna.

Hungary and the Austrian-German republic are squabbling about the possession of many art treasures to be found in the royal palaces and museums of Vienna, demanding their speedy return to Budapest. The coveted specimens are those which have been paid for by Hungary, thru the civil list allowed to ex-Kaiser Charles and his ancestors, and partly objects which were in Vienna, which must be looked after.

The quarrel was waxed so bitter on account of the Viennese government refusing to part with the treasures that Hungary demanded their return to Budapest. The Viennese government court to decide on the division of Hapsburg spoils between the rival states of the old monarchy and the British and French experts should attend the arbitration court.

The inheritance of the palaces and wondrous parks and gardens is also puzzling the new republic at Vienna. "What," it asks, "are we to do with the Hapsburg parks and gardens?"

Schoenbrunn, just outside the city, built by Maria Theresa, has a beautiful park as well as a beautiful palace, with a main house that cost \$600,000 to build, filled with rarest pictures and bric-a-brac, and a smaller house, the Hapsburg family from all parts of the world. And there is also a magnificent palace at Schoenbrunn which must be looked after.

The upkeep of Schoenbrunn Park alone demands the constant labor of a whole army of gardeners and park keepers. Add to this the imperial hunting park, near Schoenbrunn, where every day of wild animal was kept for the emperor to shoot when he felt so disposed, to say nothing of more gardens and hot-houses at Laxenburg, the sojourning place of the emperor, and the Hapsburgs, where one of the oldest families always lived.

Schoenbrunn was the favorite home of the old emperor, Franz Joseph, for many years. He rarely went to Vienna except for court functions, and lived a retired, open house life at Schoenbrunn. He felt like it. The palace contains a multitude of valuable pictures and other art treasures.

The Viennese Hofburg has, in a new wing which was finished just before the war, another wonderful collection, to say nothing of a treasury, with wonderful emeralds and dazzling jewels and doubles. Of this storehouse of ex-Kaiser Charles has the key, for he took it with him on his journey to retirement.

Probably Austria will follow the French example and turn these royal homes into public museums. Only Vienna has already a large number of museums, like the Imperial Art Museum, the National Science Museum and others, founded by the Hapsburgs, but the new republic thinks that an open Hofburg and Schoenbrunn will add to Vienna's attractions and coax visitors to the place.

LABOR PARTY SENDS DELEGATES TO TORONTO

Provincial Convention is Attended by Representatives of the Hamilton Branches.

Hamilton, April 18.—A large delegation of delegates, representing the different local branches of the Independent Labor Party here, left this morning for Toronto to attend the Ontario Provincial Labor Party. The delegates were: C. G. Halsey, H. J. Alderman, E. C. Book, T. O'Heir and C. I. Atchison and E. J. Madden, H. G. Foster, A. B. Gibson and H. Doucette. The Ontario Party—Messrs. E. J. Madden, J. Kincaid and Mrs. Mary McNab. Mount Hamilton workers' branch—Messrs. J. J. Plattman, Corrihan, Mount Hamilton men's branch—Deputy Reeve Flah, Controller H. Pickering, East Hamilton—F. J. Plattman, School Trustees Robert Wright and Mrs. Harding, Dundas—John Douglas and M. Adams, Homeside—H. Howard and J. MacCoy.

HAMILTON NEWS DUNDAS STREET MAY BE PROVINCIAL HIGHWAY

May Form a Link in a Thru Provincial Road to London.

Hamilton, April 18.—There is every possibility that Dundas street will become a provincial county highway and form a link in a thru provincial road to London. If this is brought about the government will pay 60 per cent of the cost of construction on the 17 miles of Dundas street running thru the County of Westchester and there will also be a thru road to Toronto.

A delegation composed of Warden Biggs, Councillors Peart, Ray, Gray and Davidson met upon the Hon. Mr. Macdormid and Deputy Minister McLean in Toronto yesterday afternoon and urged that the above step be taken by the government. They pointed out the necessity of Dundas street being incorporated into the provincial system and asked for immediate action. While Hon. Mr. Macdormid was evidently impressed by the arguments advanced by the deputation from Westchester, he stated that it was impossible to deal with the question on the spot, but that he would make an announcement as to his intentions as soon as possible.

"We were accorded a very courteous hearing and both the minister and his assistant were very attentive to our arguments, but I do not think a decision will be made until some time next month," declared Councillor Peart.

RECORD TOURNAMENT BY HAMILTON GOLF CLUB

Over Eighty-Six Shooters Take Part in Contest—S. G. Vance of Tillsonburg Wins American Trophy.

Hamilton, April 18.—Having been favored with a bright and clear day, the Hamilton Gun Club held the biggest and registered tournament that has been held in this part of the country for a number of years. Lovers of the club bird pastime were present from all over the surrounding section, and in all sixty-six shooters performed over the traps and 15,700 targets were trapped.

S. G. Vance of Tillsonburg was high gun for the day, having made the valuable score of 189 out of 200, and thereby winning the trophy contributed by the American Trapshooters' Association. E. H. Sturt had a very good day and was a close runner-up with 186 out of 200. This high score honors were won by R. Day and Geo. Beattie, who tied for the day with 181 out of 200. H. Lennox was next with 180, and the exception of one event had a very consistent score.

S. G. Vance also had the only long run of the day, having broken 67 without a miss.

Score's Easter Haberdashery Displays

There was a time when in the matter of dress the Eastertide fashion almost without notice, so far as it affected the men; but it is not so today, for the "lords of creation" are as particular as ever to have something new to wear on Easter as the ladies, and such stocks as Score's are presenting for Easter selection would be desired by the most careful and discriminating of dressers. Beautiful neckwear, quality gloves—shirts—collars—hosiery—and other dress accessories, in just the latest assortment, are to be had at "The House That Quality Built," Score's, Tailors and Haberdashers, 77 King St. West.

CUNARD SUPPLANTS GERMAN LINES

Company Will Expand by Service Between U. S. and Channel Ports.

The Cunard line intends to supplant the German lines, which before the war ran great passenger and freight vessels between the United States and the Channel ports of France, according to the statement issued by Sir Alfred Booth, chairman of the company, in the form of a cable to the New York office of the line.

The entrance of the British company into this new field will not mean the reduction or weakening in any way of the other routes, which are being served at the present time, however, for it is the intention of the company to build great vessels than even the mammoth Aquitania, and Mauretania. These new vessels will be used between Liverpool and New York.

The statement issued is as follows: "The Cunard line intends to take the place of the German lines in providing a regular service of passenger steamships of the highest class between Southampton, Cherbourg and New York. It is inevitable that the Cunard line in the North Atlantic could allow the important passenger traffic between the United States and the Channel ports to be monopolized by foreign owned companies.

"The Cunard line does not intend to abandon any service which it has carried on in the past. On the contrary new services will be established in many directions as fast as the necessary tonnage can be secured. Meanwhile whatever steamships are available will be used in the various services to the best advantage in accordance with the demands of traffic.

"As between Liverpool and Southampton, Liverpool requires cargo capacity as well as passenger accommodation, while Southampton requires less cargo capacity. It may therefore be taken that the Aquitania, and Mauretania will eventually be used on Southampton, while the Liverpool-New York service will be equipped with steamships of greater carrying power."

CONFLICT LOOMS UP ON FOREMAN'S EMPLOY

Hamilton, April 18.—Unless E. R. Gray, city engineer, can present more reason on Tuesday for his employment, a Toronto man as superintendent of the Kentworth sewer job than he did last time the men's grievance was aired. Controller Halford will probably move that the engineer be over-ruled and a local man employed. The controller has intimated as much.

"If this step is taken Engineer Gray says he will decline to accept any responsibility in the event of the job being unsatisfactory or the cost exceeding the estimate.

Members of the Civic Employees' Union are still disgruntled and strike talk is again in the air.

RUSSIA A DANGER OF ENTIRE WORLD

Tragedies Must Be Stopped by Public Opinion, Says Writer.

PETROGRAD A DESERT Terrible Scenes and Red Guard Arrests Daily Occurrences There.

(BY A. M. H. CARASSO.) What is happening in Russia? That is a question which neither the peace conference has observed, nor the peace conference has observed.

What can be greater than the Russian tragedy of two tractors and a stage covering half the world? Tragedy of tragedies! Its stage managers have even hidden it from the gaze of an outer audience. Most tragic of all this scene of millions of souls weeping, an even greater catastrophe is to follow. Indeed, this Russian tragedy will follow unless a courageous public opinion arises to the call of the moment and calls a halt to the traffic of war.

It is like that of Edgar Allan Poe's, in which is depicted an uprising among the inmates of a lunatic asylum who kill their keepers and run the asylum to suit themselves.

Madmen in Land. Russia is such a madhouse today. Madmen have risen over the land, overwhelming all those opposed or suspected as such, and imprisoned them in a dungeon barred with millions of locks and guarded by thousands of bayoneted rifles. Under the open heavens they wreak their lust. Like unto all demented, the color of red appeals to them and they are madly den the world about them. With the blood of millions they stained their hands and their faces, and their clothes, their streets, homes, souls. The death cries of their victims sound sweet to their ears, for they pay no heed to their victims—Russians, Ukrainians, English, French, Americans.

The writer of this article was one of their victims. One of the few fortunate ones who managed to escape from their dungeons. Yet he was unfortunate, for only he escaped, his comrades being left behind. In the name of his dead ones he calls to his country, the land of freedom, to send him a short piece of wire, still suffering over there. America—help!

Petrograd a Desert. Four years ago it was one of the most lively and hospitable cities in the world. Streets bustling with activity, her shops, theatres, restaurants and homes brilliant with life and excitement. Children were working, playing and happy.

Today this great city is barren as a desert, no trace of the former glory. Her restaurants and theatres are the gory barracks of a lunatic army. Instead of the strains of Russian folk music, the roar of cannon and barks of rifle shot. People are impoverished and hungry, children die before their mothers' fallen bosoms. Not only do people fall from exhaustion, but even the machines, factories, traffic, and industry, people are too busy cutting throats to cut wood for fires.

Every street, every Broadway of Petrograd, whose fair pedestrians compared with the fairies on the Avenue des Opers or Place Vendome, whose pavements were models of cleanliness, is now a mass of filth, with rubbish, and the commonest quarters are dead horses, whose pestilential odors are ripe with death, which disappear at night in a mysterious manner, but it is mysterious to him who has not felt hunger on his own stomach.

Terrors of Hunger. The writer has seen the famished figures creep forth at night, knife in hand, to steal a morsel of food. The evidence is kind and illumination is absent. He who is first upon the scene claims the choicest morsel, but his hunger is not satisfied. Or if he even must cross daggers for the fatal morsel.

"I have seen mothers and daughters creeping forth sometimes in twilight to steal their hunger on raw horseflesh. My wife saw one such sight that protrated her. When I finally revived her, she told me that her little girl had entirely disappeared—it was all in a few minutes!

What has brought this unfortunate people of Russia to such a desperate plight? Naturally, hunger. Here are some prices current in Petrograd:

Bread, black corn, per pound... 12-20 Potatoes, unwashed, per pound... 5-7 Butter, of fat, per pound... 3-7 Eggs, such... 3-7 Horse meat, per pound... 12-40

These articles of food can be bought in the open market, he is mistaken. Only in the hands of their hunger on raw horseflesh! My wife saw one such sight that protrated her. When I finally revived her, she told me that her little girl had entirely disappeared—it was all in a few minutes!

Red Guard Arrests. A familiar scene is as follows: You are passing the market place, and since November, when a moderately intelligent looking being approaches you, he asks you to follow him to a certain place. He looks at you and you look at him, and suddenly you are arrested from the ground and taken to a certain place. In a second you are already standing before the Commission.

Who comprise the Commission? Mostly illiterate persons, unable to sign their names. They are taken to a certain place, and their training in the ways of robbery and murder is complete.

When that great political charlatan, Kerensky, betrouth himself to open the jails, a great many criminals were released who were clever enough to ally themselves with the Socialist party. These were the "Reds" who have since been the terror of the people.

During the present provisional government, at the head of which reigned such idealists as Miluykov, Gutchev and Prince Lvov—these criminals had little opportunity to share in the reins of government.

After Oct. 12, 1917, when Lenin and Trotsky usurped power, these ex-murderers obtained their first chance to exercise their talents. From the street corner meetings of the Bolsheviks, these ruffians learned to prey upon the people. The policy of terror began with the imprisonment of the capitalists, first, and then of anyone who was suspected of having property. Every house and club was raided. Twice was my purse the victim of socialization.

COUNCIL OF SYDNEY REFUSES L. O. L. SITE

Sydney, April 18.—Because it was held that the school premises should be absolutely non-sectarian and that no possible clause should be included which allowed to establish itself here, Sydney city council last night refused permission to the Loyal Orange Association to erect a proposed monument to the memory of the fallen soldiers in the grounds of the central school. Cardinal permission was, however, granted to the Orangemen to erect their monument in any city park they might select.

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NEW YORK URGES PRISON LABOR

Authority Says Prisoners Satisfactory for Road-Building, Reforestation, Agriculture

The advantage of using inmates of the prisons in New York State in road-building, reforestation and agricultural tasks was described by Herbert S. Carpenter, chairman of the committee on agriculture and reforestation, at a recent meeting of the national committee on prisons and prison labor. Carpenter began by describing the work on a piece of town highway in the northeastern part of the state.

"This road," he said, "runs thru a beautiful region of the wilderness of the prison department, which offered inducement to the prison department to co-operate directly with the highway department, and incidentally with the conservation department, in building a road between Loo Lake and Malone."

Benefit Prisoners. "I have urged the departments of prisons, conservation and highways to co-operate in this line, using prison labor, believing that convicts used in out-door work would be greatly benefited and the state would be accomplished co-operatively, with the labor cost greatly reduced. The drying shanties used in the prison department cannot be paid a living wage."

The convicts used on the work of this road were 'short termers.' The reason for this is that there is less danger of their being released in the winter, some 25 in number, were first employed by the conservation department and then by the highway department.

"Tree-planting work starts early in the spring and lasts until budding commences, which is usually about June 15. The conservation work of the men was reported an equal in efficiency to the local paid labor, which is remarkable considering that the only incentive offered was open air, food, and camp life."

Like New Work. "The same plan used in the tree job with a few additions, were transferred to our road camp, in one of the most important projects of the highway department graduated from the tree job in fine shape and entered heartily into their new work. Most of the time they worked on the highway the men had but one complaint, that was a representative loss of the highway department work, which is the most important of our work."

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"COPY" OF NOVELISTS VARIES IN NEATNESS

Those who have read and admired the finished sentences of G. K. Chesterton, the famous novelist, would receive a rude shock if they could see the article or poem they admired in writing. The famous G. K. is scarcely commensurate with his other abilities.

His manuscript or "copy," as it is called, is very difficult to read, and it is scarce that another author who places as much reliance in his printers.

The direct opposite of this was Charles Dickens, who he never employed a typewriter, was able to boast that of the authors of his time he made fewest corrections on a printer's proof. This is more remarkable because Dickens was the most prolific writer of his day.

H. G. Wells, Rudyard Kipling, Arnold Bennett and Sir Conan Doyle are four present-day writers who recognize the value of good copy, and they practice accordingly.

Mr. W. W. Jacobs also turns out neat copy. This well-known comedy writer of the sea has all his literary work typed out, and makes but few corrections on the finished manuscript. One never knows what to expect in the way of copy from that fine imaginative writer, H. de Vere Stacpole.

Sometimes it is typed out on best quality paper; sometimes written on sheets torn from a copy-book, but always the "stuff" is there—which means in plain English that the author of "The Blue Lagoon" knows how to fascinate his readers.

Salvaging of Waste Paper Enriches Treasury \$100 Daily

Hamilton, April 18.—City hall officials are delighted with the returns from the salvaging of waste paper and rags. It is estimated that the turnover is enriching the city treasury to the extent of \$100 daily, and that, as the people become accustomed to leaving their papers and rags out, the profits will increase considerably. The money is being turned over to local charitable institutions.

RECENT PROGRESS OF WOODEN SHIPS

Retiring Manager of U. S. Shipping Board Explains Construction.

VESSELS EFFICIENT Released for War Zone Purposes Boats Which Met Requirements.

Announcement by the United States Shipping Board recently of the resignation of James Ormerod Heyworth, manager of the wood shipping division of the board, was accompanied by a statement as to the number of wooden ships that have been built that are in service and as to what those have accomplished.

Heyworth withdraws for the reason, it is stated, that he is no longer able to neglect his private business. In his report he states that 101 wooden ships were completed up to December 1 and that 84 are in active operation, either carrying cargo or moving in ballast. Facts touching 85 of these vessels show that they have made 305 middle Atlantic trips to New England, and that 194 of these voyages were with cargo, representing a freight movement of 485,000 tons and a total mileage of 311,000.

Statistics of Travels. "They traveled," states Heyworth, "from San Francisco to Manila, a distance of 8560 miles; from West Coast ports to Africa and Antofagasta, Chile, a maximum of 4800 miles; from gulf ports to North Atlantic ports; from middle Atlantic ports to Halifax, Bermuda and the Virgin Islands; from Atlantic ports to New England; from San Francisco to Honolulu, and have performed a particularly valuable service in runs between San Francisco, Seattle and Honolulu, carrying outward bound a full cargo of coal and, homeward bound, a cargo of sugar, pineapples or canned goods."

Details of Freight. "Flour canned goods, Red Cross supplies and general cargo have been carried from the west coast to New York for trans-shipment to the war zone for use by our armed forces, or for the relief of distressed peoples of Europe. The vessels of the wooden fleet have carried cement to Chile and have returned with that essential material, agricultural machinery, nitrate, and agricultural necessities, from San Francisco to Honolulu, and have performed a particularly valuable service in runs between San Francisco, Seattle and Honolulu, carrying outward bound a full cargo of coal and, homeward bound, a cargo of sugar, pineapples or canned goods."

Construction of wooden vessels on a large scale was justified only by Germany's ruthless submarine program. Germany's U-boats were sinking tonnage during 1917 and the early part of 1918 many times faster than the shipyards of the allied nations could produce it. Even the most efficient and most modern steel-hulled ships could not be used for ship construction and every facility that existed or could be created had to be utilized to meet this treacherous and to press on.

The construction of wooden ships was certainly justified by the circumstances and conditions obtaining when the construction was decided upon. The steel-hulled ships that could be used for ship construction and every facility that existed or could be created had to be utilized to meet this treacherous and to press on.

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DINEEN'S EASTER HATS

For over half a century Dineen has been selling Easter Hats.

The Dineen Company is your exclusive hatter. The Company are sole Canadian Agents for Henry Heath of London, England, and Dunlap of New York, two of the world's greatest hatters.

With the Dineen Company no stock is held over—everything is new in design and finest in quality. You can buy hats at any price to suit your pocketbook—all guaranteed the best possible value for the money.

The new Easter designs are all in—Silks, Alpines, Debyes and Fedoras. Silk Hats, \$7.00 to \$10.00. Soft Hats, \$3.75 to \$8.00. Stiff Hats, \$5.00 to \$10.00.

A Bargain in Men's Raincoats—We have closed out the surplus stock of one of the largest importing houses of Men's English Raincoats and will offer them TODAY much under value, \$10.50 to \$25.00.

Also special value in Men's Spring Overcoats, \$20.00 to \$35.00. Tweed Hats and Caps as well.

The W. & D. DINEEN Co., Limited 140 YONGE STREET TORONTO

CLEMENCEAU TO SIGN WITH SPECIAL PEN

M. Clemenceau seems to have pledged his faith to a galaxy of girl art students to sign the treaty of peace with a gold pen modelled at their school. The choice of metal will avert such a shower of facilities as came from America when Mr. Roosevelt signed the Portsmouth, U.S.A., treaty between Japan and Russia with a plain Brown unadorned fountain pen, as thick and as long as a magician's wand. Some people attach quite a sentimental interest to the pens with which important treaties and state documents have been signed. So much did the Chinese think of these things that when the republic was established a committee of parliament spent a whole day in discussing and passing a solemn resolution that the pens and ink-stands used in drafting the constitution should be carefully preserved for posterity.

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