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### BOVRIL

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### Imperial Oil to

EDMONTON, Alta, April 10 .- The Imperial Oil Company will seek a deinite decision on the oil prospects in The company which has been drilling at Fort Norman since 1921, hopes this

the operations last summer, will leave | continues: the Nelson river they will avoid Great of sixty residents of the town have has a system whereby they are en-Slave lake and will be able to reach left for the States the majority of they waited for the ice to clear from | Boston and New York, A number luck, however, it is not likely that the burg and Chicago. party will reach Fort Norman before

July 1. oil was struck in No. 1 well.

the case of the first well. The com-

"Blue Bird Tea Brings Happiness."

### the Canadian Arctic this, summer. Strike Causes an Exodus

GLACE BAY, N.S., April 15 .- "As year to establish the true worth of the a result of the industial tie-up Glace Bay has lost and is losing many of its best citizens to the United States," Angus Sutherland, who superintended says the Glace Bay Gazette which

here for Fort Norman as soon as it is | "In the four weeks that have passpossible to travel. Going by way of ed since the strike began upwards their destination quicker than if them having secured employment in this body of water. With the best of secured employment in Detroit, Pitts

"Many other local young men are only waiting until the opening of the When the prospectors reach the shipping season and if they find that fort, they will continue drilling No. 2 the period of idleness at the mines is well, which now is down 800 feet. to be prolonged beyond this point they They will push the hole down another contemplate seeking other fields. Not 500 feet to the same depth at which only are the younger men leaving the perial and local, he said. Taxes now community but entire families pro-Great care has been exercised in pose leaving Glace Bay and the min-much as before the war. The Gerdrilling this hole in order not to ing areas for good and settling down freeze in the casing, as happened in in the country to the south."

### 

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### **England Faces** Ship Competition

UNIONS ARE OBSTACLE.

The man sweeping the streets in ewcastle-on-Tyne is drawing more wages than the skilled artisan in the shipbuilding yards, stated T. E. Thirlaway, Vice-Chairman of the Swan Hunter and Wigham Richardson Company, shipbuilders of Wellsend-on-Cyne, England, who is a guest at the Ritz-Carlton to-day. The wages paid in the sheltered trades such as the railways and on corporation work, are out of proportion to those skilled workmen are receiving in branches of industry where there is keen competition, Mr. Thirlaway said he thinks re-adjustment is needed.

Shipbuilding in Britain is very dull ndeed. Not more than half the yards are fully employed and many closed entirely. They are suffering from Scandinavian competition, and, what is worse, from German competition. The Germans claimed, he said, that their yards are not being subsidized, and, due to superior efficiency, they were able to quote a price for five imortant cargo-passenger vessels so much lower than any British firms that a well known English line gave them the contract. Mr. Thirlaway absolutely repudiates the suggestion

of greater efficiency. "We have in Great Britain some very up-to-date and well-organized ship-building establishments." The difference in tenders might partly be due to the lower wages and the longer hours put in by the German workers, who are laboring very hard to regain lost ground. However, this only accounts for a very small part of the difference." The cost of material was as heavy for the Germans as for British builders with the possible exception of steel, but lower steel would not account for the discrepancy.

Union Restrictions.

"Our men are working very well. A lot of them are paid strictly according to results, and no German or any one pany's plans for the future will de- else could toil harder. We are quite Prospect in Far North pend largely on the result of this ready to adopt any labor-saving device available, and our men will have to help us in this direction."

In most cases the men individually are loyal and willing to co-operate, but they have difficulty in many cases owing to trade union restrictions. However, the unions are having their eyes opened as a result of the severe competition of the last few years from Holland, due to

harder work. In spite of the opposition of the mion many suggestions of value are couraged to invent devices and also stop wastage of material.

In addition to keener competition, the limitation of armaments has proved another serious factor to injure shipbuilding, and firms which were accustomed to have some berths occupied all the year around now greatest bug-bear to shipbuilders and shipowners is high taxation, both immans do not have to pay in taxes anything like the sum which is levied portation charges and the cost of coal will have to come down also before any revival of trade can be looked for. Lower-priced coal is in sight, for the German mines are knocking the bottom out of the coal trade, and France s also getting heavier supplies from the Ruhr, he asserted.

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### Immigration and Imperial Sentiment

It is axiomatic that the capacity of my country to absorb new citizens vithout disturbance to its economic nd social life must be the factor limting immigration into it. It must be bvious that a little organization, a certain degree of management, would ncrease that capacity enormously. The Dominions have the empty spaces: peoretically the capital for development and the suitability of the migants to settle are the two principal esiderata. Britain offers to provide the capital for direct application to the land, and to train the prospective migrants. Both offers have been made largely in vain because the Dominions have not displayed any real energy in operation. /Meanwhile migrants other countries are pouring into anada and knocking at the door of ustralia. It is no thanks to what is ne by New Zealand that the same ning is not being experienced here. he moral is that a paramount need exists for a more aggressive sentient for, and a more practical interthe question of settling the British Empire by British people, so hat the existing machinery for efective systematised migration may not e left to rust in idleness.-Auckland Weekly News.

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