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BON MARCHÉ.

aug10,12,14,17,20,21

A Fortnight's Motor Tour in England

(Continued from page 10)

dinner, finishing off the day with a game of cards.

Thursday, July 2nd—Our chauffeur

hoped we would not ask him to take

us round London. He was afraid of

the London traffic and the London

police, not being used to London ways,

and hinted darkly of the possibility of

having to end his days in the Tower

if we insisted. Having a liking for

the honest man, we did not insist,

merely requiring him to take us to

Coulston Station and to meet the train

on our return. We detrained at Char-

ting Cross Station and at once board-

ed a motor bus. Oh, my! As we turned

into Oxford Street I understood our

chauffeur's reluctance to bring his car

to London. Three lines of motor

buses on each side of the street, while

motor cars and taxis were dodging

about in between. A motor car com-

pared with a London motor bus, is like

a terrier compared with an elephant.

Well, I spent the morning helping Mrs.

Pett to shop in a huge establishment,

almost like a small sized town. The

lily girls in this establishment wear

cream silk knee breeches and tunics,

and very nice they look. We had

lunch at the Maison Lyons, and then

I left the ladies to finish their shop-

ping whilst I went with Mr. Bolt to

look at the sights of London. We first

went to Trafalgar Square and visited

the National Gallery and the Canadian

Government Buildings, which form one

side of the Square. We then jumped

on a bus and went to Houndsditch,

along through the Strand, Fleet Street,

Ludgate Hill and St. Paul's Square.

We then went to the House of Com-

mons, an eventful day. From

there we went to the Newfoundland

High Commissioner's Office, but unfor-

tunately he was out. As we were

making enquiries, however, the Col-

onial Secretary turned up, so we had

a long talk with him. Presently the

Colonial Secretary was called away,

and two officials came to us. They

turned out to be Mr. Pigott and Mr.

Hutchings, and very glad I was to see,

although so far away from home, three

Newfoundlanders all in the same after-

noon. When we left the office, we had

tea at the Corner House, Strand, and

then visited the Ministry of Health Of-

fices, the Home Office, the Foreign Of-

fice, the Colonial Office, the Treasury,

and No. 10 Downing Street, the Cana-

dian, the Horse Guards, St. James' Park.

We also saw the Admiralty

Offices and viewed the wonderful sys-

tem of wireless telegraphy they have,

by which they can communicate with

any ship in any part of the world at

any time. We did not get back to

Coulston till after ten o'clock, but it

was a day well spent.

Friday, July 3rd—We motored to-

day through Banstead, Ewell, Hook,

Long Ditton and Thames Ditton, to

Hampton Court, where we spent an

hour or two looking round the grounds

and gardens. Then to Kew Gardens

where we spent a few hours going

through the Gardens, Conservatories,

but the place is so vast that before we

had seen a tenth of it we had to regret

our return journey. We drove

through Richmond, saw the wonder-

ful view from Richmond Hill, and

passed the famous Star & Garter Ho-

tel, which is now used as a hospital

for hopelessly maimed soldiers. We

then drove through Richmond Park,

passing near the entrance, a group of

cadets in training. Half way through

the Park we came across some deer.

Our English friends were delighted

at the sight of these, but I explained

to them that they were nothing com-

pared with the Newfoundland deer.

Later on we saw some stags and they

really were a beautiful sight. Leave-

ing Richmond Park we passed through

Wimbledon, noted for the International

Lawn Tennis competitions that are

held there, Mitcham, Carshalton, Wal-

lington, and so back to Coulston. We

had only motored 36 miles, but after

the strenuous time I had had in London

on the previous day it was quite

enough for me and I was very glad

to be back at Windyhares in time for

tea on the lawn.

Saturday, July 4th—Another day's

sight-seeing in London. I had always

wished to see the Tower of London,

and as I passed through the entrance,

I thought that even if I had seen nothing

else the Tower would have made

my visit to London worth while. The

Tower, as a fortress, began its exis-

tence in 1078. During succeeding cen-

turies it was altered and extended,

and now covers, with its moat, some

twelve acres of ground. It has been

used in past times as a palace, a pris-

on, a mint, a fortress and a store. We

entered through the Middle Tower, and

passed into Beward Tower. We visit-

ed the Wakefield Tower and the Bloody

Tower. We inspected the old armoury

and the interesting relics of famous

persons. The Crown Jewels are kept

in Wakefield Tower, and these are a

wonderful sight. They include the

Imperial State Crown, worn by her

late Majesty Queen Victoria, his late

Majesty King Edward VII., and his

Majesty King George V., also the Roy-

al sceptre, containing the larger of

the Stars of Africa—this is said to be

the largest diamond in the world.

Westminster Abbey, the Coronation

Church of the Sovereigns of England

from the time of Harold, was next on

our list. Here there was much to see.

We, of course, visited the grave of the

Unknown Warrior. Then to St. Paul's

Cathedral. The Cathedral occupies the site of a Church founded in 610 by St. Dunstan, which was destroyed by fire in 1688. A new edifice was then commenced which was forty years in the building, but this was destroyed by fire in 1848. The present St. Paul's was erected in 1845-57, from the designs of Sir Christopher Wren. Here, as in Westminster Abbey, are the tombs of distinguished Englishmen.

Sunday, July 5th—This was a day of rest. Church in the morning, rest in the afternoon, tea on the lawn, after tea a walk with my niece over the Golf Links and through cornfields. When we got back supper was ready, after which I took another rest which lasted until bed-time.

Monday, July 6th—To-day we started the return journey. Leaving Coulston about half-past nine, we went through New Malden and Kingston, where we saw the houseboats on the Thames, and Staines, whence we ran along a road by the riverside, passing Sunnymede and Magna Charta Island, and were soon approaching Windsor. We spent an hour or two going through the grounds of Windsor Castle and as much of the Castle as was open to the public. Then we had lunch and started forth again, going through Maidenhead, Harley Bottom, Henley-on-Thames, Nettlebed and Dorchester, and then reached Oxford, the famous University City. We had not much time to stay here, and very soon we were on our way to Stratford-on-Avon, famous as the birthplace of Shakespeare. At Stratford we put up at the Swan Hotel, and after a cup of tea went out to view the sights. We saw the house where Shakespeare was born and one of the attendants told us that last summer people of 48 different Nations passed through the house in one afternoon and signed the Visitors' Book. We saw the other places of interest including the house where the late Miss Mari Corelli lived. After dinner we went for a row on the river, where we watched the sun setting. Our pleasure was heightened by the fact that we were able to hear a Band playing in the grounds of the Shakespeare Memorial Theatre which is situated on the river bank. Distance covered, 110 miles.

Tuesday, July 7th—An eight mile drive from Stratford brought us to Warwick, where we viewed Warwick Castle and St. Mary's Church. We then went straight on through Coleshill, Fazeley, Tamworth, Measham, Ashby de la Zouch, Beeton on the Hill, Castle Donnington, Sawley, Long Eaton to Nottingham, where we put up at the City Hotel. After lunch I went to see the town where my father was born, a few miles north of Nottingham. Although we came across two or three people by the name of Peet we could not trace anyone who knew my family. However, we spent some interesting hours in the place and then returned to Nottingham. Distance covered, 102 miles.

Wednesday, July 8th—After a look round Nottingham, a busy country town we started for home. A run of sixteen miles brought us to Derby, the capital city of Derbyshire, and there after our way for many miles lay through the Peak District. We did not regret that we had left the sunny south to which Derbyshire is a complete contrast. Our way now lay along a rugged mountain road, now through wooded country, now through open moorland. We reached Mallock Bridge, where we stopped for a time to look round. Although mountainous the district is not at all bleak, being well wooded. I bought a walking stick here. Leaving Mallock we came to Little Rawley



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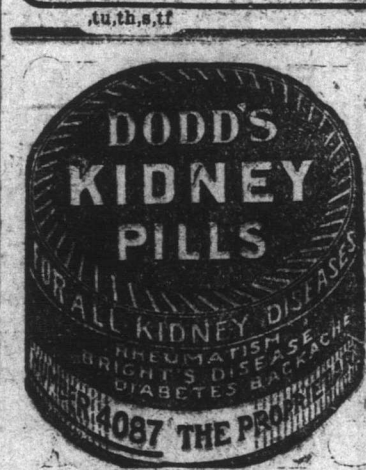
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and viewed the famous Haddon Hall. On again, and after passing Bakewell, Ashford and Taddington, we reached Buxton, the highest town in England, and noted for its baths and wells. We had lunch here and then took a walk through the town and visited its pleasure gardens. Then once again we boarded our car and passed without stopping through Whaley Bridge, Newton, Hazel Grove, Stockport, Heaton Chapel, and so home to Manchester. This day's run was 105 miles. The total for the fortnight was 900 miles. We had visited eleven cities and had passed through forty-seven towns and one hundred and forty-three villages, and we were satisfied.

Staving Off a Crisis in Britain

In the old days the warlike Danes were accustomed to swoop down on the coast of Britain there to demand tribute, the non-payment of which meant battle, murder and sudden death to a lot of inoffensive Islanders. At a later date the trading ships of the world paid tribute to the Barbary pirates in much the same way. Pay or be plundered and murdered was their motto.

The Britons kept on paying the Danes, as did the sailor men in the case of the Barbary pirates. However, it was over the case of the more tribute paid the more demanded until the position of these seemingly helpless people became desperate. So it was that at least the worm turned. The Danes were soundly thrashed while on their forays and those who survived sailed away from the coast of Britain never to return. In the case of the Barbary marauders, shot, shell, and the business end of a few yards of hemp did for them for all time.

There is a certain apology between the settlement made by Premier Baldwin in respect to the miners and mine owners of Britain and the Barbary pirates and the Danes. An industrial peace, temporarily at least, has been purchased by the British Premier, the British taxpayers to foot the bill. Faced with the gravest industrial upheaval in the history of that country, the laying down of tools by the unionized crafts, including the railway workers, if the demands of the coal miners were not met, the Premier

has pursued the middle course by agreeing that a government subsidy will be paid the coal trade, the wages to remain during the term of this subvention on the 1921 basis. This subsidy is to remain in force until May 1st, 1926, at which time it is expected that a Royal Commission appointed to investigate the situation will have made its report.

Whether or not the report of this Commission will be of such a nature as to bring about anything in the way of a permanent settlement is highly problematical. In the interval the taxpayers pay.

Taken as a whole there has been no profits in the coal mining business in Great Britain since the present wage agreement came into force. Something like half the pits have been working at a loss, while hundreds have been closed, and all the time the demand for British coal has been stacking off. The burning and general export trade has fallen far below

normal, the former being accounted for by the general use of oil in the larger steam vessels, and the latter by foreign competition.

The ultimatum of the coal mine owners of Britain was one hour added to the working day or a reduced wage. Neither was acceptable to the men, though it was pointed out that an extra hour would mean that a half crown would be knocked off the price of coal and many manufacturing enterprises, that are large coal consumers, could prosper, thus increasing the demand for coal and decreasing the number of hands out of employment.

What is taking place in Great Britain is really an industrial revolution. The country is bound hand and foot. Unionism is on top, and it is very much a question whether Premier Baldwin or anybody else can come to any real understanding with the workers in their present mood. There is little or no hope of Great

Britain again being able to employ her unemployed millions. Industrially the British Isles are top heavy. There are too many people for the work at hand. How to get rid of them is the question, but there can be no permanent industrial adjustment until this exodus takes place.

In the interval unionism calls the tune and the British taxpayers are paying the piper.—Toronto Saturday Night.

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