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Coristine Building, 20 St. Nicholas St., Montreal

Bank of Nova Scotia

Notice is hereby given that the Annual General Meeting of the Shareholders of this Bank will be held in the Banking House, Hollis Street, Halifax, on Wednesday, the 24th January next, at Eleven o'clock, a.m., for the purpose of receiving a statement of the affairs of the Bank, for the election of Directors and for other business.

By order of the Board,

H. A. RICHARDSON,

General Manager.

Halifax, N.S., December 15th, 1916.

IN THE SUPERIOR COURT.

Province of Quebec, District of Montreal, No. 45.
—The Rochon Express Company, Limited, body politic and corporate, having its principal place of business in the city and district of Montreal, plaintiff, vs. Paul J. Vallentine, heretofore of Montreal, and presently absentee of the Province, defendant.
The defendant is ordered to appear within one month.

Montreal, 21st December, 1916.

T. DEPATIE,
Dep. Prothonotary.

DIVIDEND NOTICE

THE STANDARD BANK OF CANADA

QUARTERLY DIVIDEND NOTICE No. 105

Notice is hereby given that a Dividend at the rate of THIRTEEN PER CENT PER ANNUM upon the Capital Stock of this Bank has this day been declared for the quarter ending 31st day of January, 1917, and that the same will be payable at the Head Office of this City, and at its Branches on and after THURSDAY, the 1st day of February, 1917, to Shareholders of record of the 22nd of January, 1917.

The Annual General Meeting of Shareholders will be held at the Head Office of the Bank in Toronto on Wednesday, the 28th of February next, at 12 o'clock noon.

By Order of the Board,

G. P. SCHOLFIELD,

General Manager.

MEN CHEAPER THAN MACHINES.

When earth embankment can be placed by manpower at a cost of 3½ cents a yard it is evident that there is little use for excavating machinery in Chinese railway construction, even if that machinery costs no more in China than it does at the point of manufacture. Accordingly, in building the Canton-Hankau Railway, which will be, in point of population served, one of the most important trunk lines in the world, mechanical equipment is used only where absolutely necessary, as on bridge work.—Engineering Record.

BREAD FROM CHESTNUTS.

Bread is made from chestnuts by the mountain peasantry in Italy and France. After the nuts have been blanched they are dried and ground. From this flour a sweet and heavy cake is made which resembles the oatmeal cakes so popular in Scotland.

EIGHT-HOUR DAY CLOCK.

Hardly was ink on the eight-hour law dry, when a California watchmaker devised the "eight-hour clock" and at the same time offered a plan for abolishing the confusion arising from the difference in time between various points on the continent, says the Popular Science Monthly for January. The new clock has but eight figures on the dial, with a small square in the center which shows M from one in the morning until eight; N for noon, and E for evening, the third division.

The inventor makes this suggestion: inaugurate a uniform time all through the United States, and let Washington, D. C., be the heart of our time system.

The twenty-four hours of the day can be divided into three sets of eight hours and the different divisions indicated as M, N, and E, or D1, D2, and D3. This would eliminate time-computations.

IMPERIAL BANK OF CANADA

DIVIDEND NO. 106.

Notice is hereby given that a Dividend at the rate of twelve per cent (12%) per annum upon the paid-up Capital Stock of this Institution has been declared for the three months ending 31st January, 1917, and that the same will be payable at the Head Office and Branches on and after Thursday the first day of February next.

The transfer books will be closed from the 17th to the 31st January, 1917, both days inclusive.

By Order of the Board,

E. HAY,

General Manager.

Toronto, 20th December, 1916.

U.S. STRIKE PREVENTION PLANS.

Alone among these nations, the United States is today without an admittedly workable and efficient system of strike prevention. Congress, at the urgent request of the President, is endeavoring to legislate in order to insure continuous operation of the railroads, so vital to the public welfare. At present the so-called Canadian Industrial Disputes act seems, in principle, to be the model upon which Congressional attention is centred.

In general, it can be said that each country or section has worked out its own system from its own experience, and only in two or three cases has one nation adopted the plan of another. The systems range from the voluntary arbitration system now in effect in the United States to the system of Germany and the Australasian countries, which practically prohibit strikes on public utilities. Other countries, such as Canada, the Transvaal, Spain, and Portugal, have not prohibited strikes, but have permitted strikes after notification of the Government, investigation, and report.

The right of railway workers to strike is absolutely prohibited in Russia and Rumania, and no machinery is provided for ventilating grievances. In Belgium and Holland strikes are also prohibited, but methods have been devised whereby employees may take up their requests of grievances with railroad managers. In France, strikes are practically impossible, because of the policy of the Government in calling employees to the colors and placing them under military orders. Italy has adopted the same policy. Great Britain and the United States do not abridge the right to strike, but in the former country a general agreement between the railway officials and the employees provides for compulsory arbitration.

In Canada strikes and lockouts are illegal in public utilities and mines till after an investigation by a Government board and the publication of its report. Fines, to be enforced by the injured party to the dispute, range from two to ten pounds per day per worker, and from twenty to two hundred pounds per day for the employer. The law is administered by the Minister of Labor, who may appoint boards of conciliation and investigation.

In England there is no legislation, and all the machinery for the settlement of industrial disputes is quasi-official. By the terms of an agreement effected between the railroads and their employees in 1911, agreement boards have been created, with equal representation of employers and employees, to perform all conciliation work not settled by direct negotiation between the parties. In case of failure, a neutral chairman, whose decision is final, is selected from a panel previously chosen. The adjustment of disputes on other public utilities and in the mining industry is provided in the Conciliation act of 1896 through conciliators appointed through the Board of Trade.

In France under the law, engineers, firemen, and trainmen may strike, but they may not desert their posts during the progress of a journey. Employees in the postal service and in the shipping service controlled by the Government are prohibited from striking. In case a strike occurs on a shipping service to which the Government has granted a monopoly, that privilege may be withdrawn. (In 1910 the Government, using its full authority under the military laws, ordered a mobilization of railroad strikers, and thus defeated the strike).

In Germany while there are no specific laws prohibiting strikes and lockouts on public utilities, the rules and practices on railways and other public utilities make strikes impossible. It is estimated that 90 per cent. of the organized railway employees belong to unions whose by-laws specifically waive all claims to the right to strike. Furthermore, all union organization and by-laws are subject to Governmental sanction, and employees who engage or endeavor to engage in strikes are liable to be dismissed or fail of advancement. Under the name of workmen's committees, means have been devised for enabling railway workers to bring their grievances to the notice of the authorities.—New York Evening Post.

PROHIBITION FOR FRANCE.

Total prohibition throughout France of the consumption of such alcoholic beverages as whiskies, brandies and liqueurs has been decided on by the government. The use of the term alcohol in this connection is understood in France to include such beverages as absinthe, which already has been suppressed; whiskies, brandies and liqueurs, but no wines or beers.