

PENSIONS STILL WAITING

There are many additional names of soldiers by whom pensions might be claimed. The numbers given with each name should be quoted in replying to the Board of Pensions Commissioners at Ottawa. The Board has issued the following list of last known addresses of claimants who cannot be traced:—

Pte. Joseph Barge, 157th Battalion (110730).
Pte. James Vann, 12th D.D. and 217th Battalion (115898).
Pte. W. J. Walker, 2nd Battalion C.G.R. (56024).
Pte. W. E. Fowler, C.A.S.C. and 171st Battalion (22038).
Pte. Thos. Aspinall, 125th Battalion (111344).
Pte. Clarence Bell, 1st Reserve Battalion (120824).
Pte. Alex. Marchenia, 3rd Reserve and 172nd Battalions (116647).
Pte. Robt. J. Dobson, 3rd Reserve Battalion (126379).
Pte. Thos. Pilling, F Unit M.H.C.C. and 34th Battalions (34289).
Mrs. Adeline Nolan, grandmother and guardian of children of Pte. Austin Hugh Slade, 28th and 106th Battalions (36558).
Pte. George G. Coomb, C.M.G. (114434).
Pte. Allister Bodnaruk, No. 3 C.C.D.D. (112737).
Spr. C. G. Hendrickson, C.E. (113285).
Pte. Claude De Witt, 13th C.R.T. (114587).
Spr. Charles W. Cann, No. 7 D.D. (119284), (7324G).
Pte. Geo. W. Metcalfe, No. 3 D.D. (59529).
Pte. Arthur Gaskin, 135th, 116th, Battalions and 2nd C.O.R.D. (23062).
Spr. Fred Gullett, 211th Battalion (100652).
Pte. Rupert Morton, 36th Battalion (123050).
Pte. Fred Barney, 1st C. O. E. D. (121191G).
Spr. Emile Maurice, No. 4 D.D. 228th Battalion (46931).
Pte. John Guerin, C.F.C. (62743).
Pte. J. Brooks, 68th Battalion (115918).
Pte. Geo. Keith, No. 12 D.D., late 46th Battalion (103401).
Pte. Jas. P. Cummings, 138th and 31st Battalions (116116).
Pte. James B. Clewitt, H Unit M.H.C.C. and 96th Battalion (19393).
Pte. Joseph O'Reilly, C.G.G., C.O.M.F. (108172).
Pte. Thos. Campbell, 38th, late 97th Battalion (27590).
Pte. John S. Grove, 128th Battalion (117662).
Pte. Joseph V. Grinsven, 4th, late 138th Battalion (53328).
Sgt. D. W. McCormick, 66th Battalion (110889).
Pte. G. H. Campbell, N.S. Forestry Battalion (110273).
Lt. Ralph Lewis, 25th and 1st Battalions (36181).
Pte. Newton M. Usher, 237th Battalion (113144).
Pte. J. F. James, 18th Battalion (123089).
Gnr. Sam. Hill, 40th Battery (126220).
Pte. Chas. G. Averill, 172nd, late 47th Battalion (38035).
Pte. Edward J. Hixon, 45th Battalion (22598).
Pte. P. Griffin, C.A.M.C. (119323).
L-Cpl. Sam G. Cram, No. 2 D.D., late 176th Battalion (51642).
Pte. Clyde J. Smith, No. 10 D.D. (56290).
Pte. Geo. O'Connor, 144th Battalion (120523).
L-Cpl. Alfred Rowley, C.M.P.F. (118040).
Leading-Seaman Fred Chandler, H. M. C. S. Grilse (48756).
Pte. E. Jensen, 11th C.E.R. (114104).
Pte. W. Cleary, 107th Battalion (116713).
Lt. Wm. J. Moffat, 10th C. G. R. (106943).
Pte. James A. MacGowan, 82nd Battalion (116750).
Spr. A. Cormier, G. R. T. (119331).
Pte. Fred E. Roswell, 79th and 52nd Battalions (21679).
Pte. Hubert J. Pick, 5th C.M.R. (29512).

BOARD'S JUDGMENT WILL ALLOW INCREASED RATES

Chief Commissioner in Summing Up Express Companies' Application Takes Producer, Consumer and Shipper into Consideration

The Board of Railway Commissioners has issued its judgment on the application of the express companies for increases in rates, and of municipalities for increased delivery areas. The judgment is long and exhaustive, covering some ninety-three typewritten pages.

The chief contest that arose was with reference to commodity rates under which perishable foods moved in bulk. On this question the Board's judgment, which is written by the Chief Commissioner, is as follows:

"I am ready to admit that the value of all the commodities has very greatly increased since commodity rates first came in, and that one of the elements in rate making relates to the value of the commodity carried and to the increased risk undertaken. As against the shippers and vendors of these articles of daily necessity, there is no difficulty in the express companies justifying a reasonable increase. I do not think, however, that the matter ought to be so considered at the moment. The companies will obtain a fair measure of increase in their first class and second class rates. That increase it is hoped will prove sufficient to properly maintain the companies and the business; but whatever increase is placed on these commodities would form a reason (a comparatively small one, it is true, in most instances, but still a reason) for further increases in the charge made to the consumer. In the past experience it would appear that the increase in charge to the consumer would be much greater than the increased cost per pound or per pint of the commodity. The cost of living is still mounting. As I see it, it is not to the public interest, and not in the interest of the express companies themselves, to afford the excuse that a raise in the price of transportation of these essential commodities would give for still higher charges against the public. Over and above the essential interest of the consumer, a further and very real ground for withholding increases in these commodity rates, unless it proves to be absolutely necessary, lies in the position of the producer. The commodity rates are the producer's rates. He produces in quantity and ships in bulk. On the pound unit of production his resultant profit is small. His costs have greatly increased. I would dismiss the companies' applications, in so far as the commodity rates are concerned, entirely."

The judgment finds that the railways and express companies are carrying on business at a large loss. In order to increase receipts and make good this loss, increases are allowed in the general merchandise scale, and in the special scale "N." The increases in the general merchandise scale amount to, taken over the whole country, an average increase of 45.94 per cent in Eastern Canada, 23.75 per cent on the Prairies, and 11.48 per cent in British Columbia.

The higher rate of increase in Eastern Canada results from the abolition of discriminatory rates and extending similar treatment to all districts. The result, having regard to the express rates in the three different sections of the country, is as follows:—

At the present, express rates on the Prairies average 39.55 per cent

higher than those of Eastern Canada; they become only 17.88 higher. The present rate in British Columbia averages 29.29 per cent over the Prairie rate; this percentage will be reduced to 15.01.

The increases in scale "N" are tempered by changes in the basing and graduate tables, and the reduction from the first class by absolute instead of average deductions. The result of the increase in this scale will be to increase the cost per pound by one-fifth of a cent for the 50-mile distance, and for a movement of 450 miles to increase the cost of transportation two-fifths of one cent per pound. In like manner the increase per dozen eggs in shipments of two cases and upwards (the usual shipment) is approximately one-third of a cent, the actual increase being 0.366 of one cent, and on a movement of 450 miles the increase is not quite three-quarters of a cent, the exact figure being 0.73 of one cent.

The companies' wagon service is materially extended and on the basis of population, thus relieving many populated districts of Montreal, Toronto, and other cities that have not had the benefit of a wagon service. Over and above this, however, a radical change is made as to the companies' tariffs, as they will have in the future to carry goods at a lower rate when originating in or being delivered to points without wagon service, thus removing a discrimination which has been much objected to. Between points where no delivery service exists a reduction is made, having regard to the appropriate graduate table, of 30 cents per 100 pounds, and between points where but the one wagon service exists of 15 cents per 100 pounds.

Important concessions are made in case of traffic by extending the pound unit from 10 to 15 pounds, and by recasting the graduate table under multiples of five, both as to the price and weight, as against the companies' proposition of tables based on multiples of ten.

Effect is being given to the special complaint of Prince Edward Island against the proposed 25 cent arbitrary in connection with the ferry service between Port Borden and Cape Tormentine.

HORSES DIE FROM EATING BRACKEN

Investigations carried on by the Biological Laboratory at Ottawa, in connection with the work of the Veterinary Division, Department of Agriculture, have definitely proven that the common bracken (*Pteris aquilina* L.) has caused beyond doubt the death of many horses on the Pacific coast. Experiments have clearly shown the quantity of this poisonous plant which will produce the disease, known as bracken poisoning. The Veterinary Division has devised ways and means for the cure and the prevention of the affection, as stated in the report of the Veterinary Director General for the year ending March, 1918.

GRAIN SHIPMENTS AT WESTERN POINTS

Less Quantity Inspected since September than in Previous Year

The following report on grain storage and movements has been received from the Winnipeg branch of the Department of Immigration and Colonization:—

In store at Government interior elevators: Moosejaw, 687,539 bushels; Saskatoon, 329,049 bushels; Calgary, 553,305 bushels.

In store at C.P. interior elevators, 3,455,907 bushels; 1917, 1,630,178 bushels.

In store at all elevators at lake front, 6,245,887 bushels.

Inspected since September 1, 1918:—

Wheat. Other grains. Total.
1918—120,612,000 44,800,150 165,412,150
1917—151,578,000 76,266,550 227,844,550

Grain shipped by rail since September 1, 1918: C.P. tracks, 7,328,527 bushels; lake front, 8,985,340 bushels.

Grain shipped by boat and rail since September 1, 1918: C.P. tracks, 68,481,158 bushels; lake front, 104,402,650 bushels.

Grain shipped by boat since opening of navigation, April 15, 1919: C.P. tracks, 24,150,953 bushels; lake front, 45,161,358 bushels.

WAVE ACTION WHICH WORKS BEACH PLACERS

Concentration Effected by Waves on Western Coast

In Summary Report, 1918, Part B, issued by the Geological Survey, Department of Mines, an account is given of the Wreck Bay Beach Placers situated on the West Coast of Vancouver Island, British Columbia, which, as stated in the report, is of unusual interest because the placers are worked simply by the washing of the waves on the beaches. The account in the report is as follows:—

"Lying between Kennedy lake and the west coast of the island, and extending from Ucluelet to Tofino inlet, is a flat coastal plain composed of unconsolidated sands, fine gravels, and thin beds of blue clay. The plain is about 60 feet above sea-level, and is bounded along the coast by a perpendicular wave-cut cliff, at the foot of which is a beautiful beach sloping gradually out to sea.

"These sediments contain a small amount of black sand and fine gold, which is being continually concentrated at the base of the cliff by the action of the waves. Prospectors and campers come periodically and clean up the gold by panning the black sand found at the foot of the cliff.

"Several attempts have been made recently to use small concentrating machines operated by hand or by small gasoline engines, but the amount of sand is small and is soon worked out. A number of years ago some of the local settlers organized a company and installed a flume and sluice boxes, from which were obtained several thousand dollars worth of gold, this being the first time these wave-washed concentrates had been worked.

"The gold probably comes from the gold-bearing quartz veins that are known to occur in the mountains to the west. The quantity of gold in the sediments is too small to be extracted commercially where concentration has not already been effected by wave action."

The Dominion has not made any grants of lands in aid of railways since 1894, as stated in the current report of the Department of Railways and Canals.

Take some change in Thrift Stamps.