

EACH RAILWAY UNIT MERE LINK IN CHAIN

Weakness of United States Transportation System Vividly Shown in Crisis When Breakdown of One Line May Cause Continental Tie-up.

(Toronto Globe)

When Canada embarked upon the policy of constructing and operating their railway systems as transcontinental units to use an old saying she builded better than she knew. In the early days of railway development in Canada the idea of uniting both sides of the continent—east and west—with hands of steel was something that politicians talked about and promoters visualized when seeking government subsidies. It was a dream then. It is a reality now. How practical is worth considering.

With the railroad systems of the United States more or less paralyzed because of a strike, which affects some more than others, and renders it impossible to give an adequate, regular and dependable service, the fact that in Canada there are only two systems providing an uninterrupted service from tide water to tide water is something that should be regarded by the Canadian people with more than casual satisfaction.

Transportation is the nervous system

of industry. Upon the rapid and regular transmission of His Majesty's mail much of the proper conduct of the commerce of the country relies. Business men, commercial travellers, financiers, technical experts, artisans and the great body of workers moving to and fro all the time, are limited in their movements by the efficiency of the country's transportation systems. Motors are available for short hauls and operate with reasonable regularity when the roads are improved, but for the moving of large masses on freight, the handling of many men, we come back to the railways.

and that line was involved in a strike. Imagine the utter confusion, the loss to the farmers of the west, the tying up of millions of money in wheat which could not be brought to market, or the seaboard, for export, the complete dislocation of the country because one link in that transcontinental chain had broken. That is a comparison which the Canadian people can make with advantage today in view of the railroad situation in the United States.

There is no through line in the United States from, say, New York to San Francisco, Los Angeles, Seattle or Portland. No matter how a traveller may decide to go he must first change at Chicago. From Chicago to California there is only one line, the Santa Fe, which operates a through train. The other systems comprising the chain operate through Pullman cars, but these are routed over two or three systems.

Similarly, from New York to Portland or Seattle the traveller must first change at Chicago and then to two other lines to reach the coast.

The Atlantic port of the Canadian National is Halifax, the Pacific terminus is Prince Rupert and Vancouver. The Atlantic ports of the Canadian Pacific are St. John, Quebec and Montreal; the Pacific terminus, Vancouver. The transcontinental service nominally starts from Montreal, but steamship specials are made up and wait for the arrival of steamers at either St. John or Quebec. When the Canadian National is consolidated with the Grand Trunk there will

be a thorough system, under unified management, from the Atlantic to the Pacific.

In the case of the Canadian National (by routing trains over the National Transcontinental) not a mile of that line is located outside of Canada.

With regard to the Canadian Pacific, the route to St. John is shortened by crossing the State of Maine, but this division is entirely under Canadian management and the train operatives are members of the Canadian brotherhoods, and not parties to any labor disputes with the management of American systems.

The advantage of this unified control is already being appreciated by travellers from the United States who desire to cross the continent. With a dozen transcontinental trains operating through Canada each day there is no lack of accommodation, and up to the present there has been a happy absence of labor disturbances, which, in spite of those who oppose consolidation, is really a transportation asset well worth while.

IOWA STRIKE OVER HOPE FOR ILLINOIS SETTLEMENT TODAY
(Canadian Press Despatch.)
Des Moines, Ia., Aug. 21—Iowa coal mines will resume operations Wednesday on the basis of the national agreement reached at Cleveland. The settlement was signed here

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this afternoon by officers of the Iowa Coal Operators' Association and officers of District 13, United Mine Workers of America.

The agreement provides that all company men and miners shall report for work Wednesday morning and that firemen and others required to get up steam shall report tomorrow evening.

Chicago, Aug. 21—Hope of a possible settlement of the Illinois coal strike within twenty-four hours was expressed tonight by both miners and operators following a conference of the joint wage scale sub-committee.

Both operators and miners will meet tomorrow morning. After the two meetings the miners and operators will go into joint session to discuss as a committee of the whole the report of the entire wage scale sub-committee.

On this meeting both operators and miners said, are placed the hopes of a final settlement. Frank Farrington, president of the Illinois miners, predicted a speedy agreement. He declared that the miners had not receded from their stand of "the Cleveland agreement or none" so this was taken to mean that the operators had modified their arbitration demands.

Montana Agreement.
Billings, Mont., Aug. 21—Montana coal operators and miners signed a strike settlement agreement here this afternoon. The pact re-establishes former wages and working conditions, effective for one year.

Resume in Pennsylvania.
Pittsburg, Pa., Aug. 21—Miners employed by the Valley Camp Coal Company in Westmoreland county, voted late today to return to work tomorrow and

cutters were sent into the mine tonight to prepare for the workers. The meeting was the third held by these miners in the last few days. After the company signed the Cleveland agreement, the miners returned to work but quit the next day. The reason for this action, as given out by local leaders was that the men preferred to stay on strike until other companies signed the Cleveland pact.

Officials of the United Mine Workers announced tonight that work would be resumed tomorrow in four mines at Curtisville.

WANT FANS IN DEATH HOUSE.
Slayers at Sing Sing Awaiting Execution Suffer From Heat.

Ossining, Aug. 22—Several of the twenty-seven murderers in the Sing Sing death-house are complaining of the heat which, because of cramped quarters and poor ventilation, has caused great suffering, and have asked that electric fans be installed there.

Luther Boddy, colored, desperately, who is to die in ten days for the murder of Detective Sergeant William Miller and Francis Buckley in Manhattan, was suffering more than any of the others. Each prisoner remains in a small cell night and day, except for fifteen minutes, when he is allowed in the yard to exercise.

Rutger Warder, convicted of the murder of Henry Werner at Ligon, N. Y., who has spent the longest term of any prisoner in the death house, is one of the sufferers. Some of the attendants expressed the belief that some of the condemned men who have been worrying over their fate, may go insane from the heat unless they get relief.

TO MARK BOUNDARY BETWEEN DOMINION AND NEWFOUNDLAND

(Canadian Press Despatch.)
Ottawa, Aug. 21—Whether the boundary between Canada and Newfoundland is within a mile or two of the coast line of Labrador, or only at the hinterland, is the question which will be argued next winter before the privy council. The justice department is finishing up its case and Newfoundland is pressing for an early hearing. Rt. Hon. C. J. Doherty is acting as counsel for the dominion government. The claim of Newfoundland is that they own Labrador into the interior. The dominion claims that the territory is part of Quebec, save for a fringe of land along the shore sufficient for fishing settlements.

CANT WED FATHER AND SON.

Mayor of Marion Won't Let Woman Follow Gypsy Law.
Marion, Ohio, Aug. 22—Gypsy laws are not recognized in President Harding's home town. This was demonstrated when Frank Ellis, Sr., of Chicago, and his son, Frank Jr., of Cleveland, appeared in Mayor George W. Nealey's court here and both claimed the same woman as his wife under the gypsy law. Mayor Nealey disregarded their claims and turned the woman over to Frank Stanley of Chicago, who claimed her as his sister. Stanley left with the woman for Chicago, accompanied by her two children by a marriage before she turned gypsy. The children's father is said to be dead. The gypsy band of which the Ellises were members was ordered out of town.

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