

the men's as far as political freedom goes.

Then with regard to France—in one of the elections there was a woman who wished to be nominated as a candidate for one of the higher offices, to show, she said, that France was in sympathy with the movement to enfranchise women.

I am rather surprised that such an article should find its way into columns in which otherwise I found nothing but good, sound reading.

I might say that your correspondent said nothing with regard to the women of Finland and the good work they are doing, or any other country in which women hold the franchise.

(MISS) BEATRICE BRAIN.

#### ALLEGED FALSE PATRIOTS.

Vancouver, B.C.

The Editor:

As Canadians, we are now being shamed by the loudly proclaimed and self-advertised patriotism of certain of our citizens; in what manner are they serving their country that they should claim praise?

Lately, a "Call to Employers" was sent out by the President of one of our great Canadian Banks, in which all and sundry were exhorted to aid recruiting by employing returned soldiers. Let us see what the Canadian banks are doing to help recruiting. At the beginning of the war many bank-clerks volunteered and were assured they would be taken back on the staff on their return from the front; but, as the war did not seem likely to end in a few months, the bank directors realized that they were liable to have several hundred men leave their employ to fight for freedom and the Empire; they then declined to promise re-employment, and insisted on all volunteering for service resigning their jobs; in some instances, allowances already earned were not paid when the resignation was sent in, nor the guarantee premium or pension payments returned; the places of these fighters have in most cases been taken by young and inexperienced girls at a wage of \$25 to \$40 per month instead of the \$50 to \$125 or more salary that was earned by the men they have replaced; as these young women are so poorly paid and ignorant, they are a detriment not only to the bank's clients, but also increase the work of the remaining male staff. The banks have nearly all made larger profits in 1916 than the previous year, and can afford to give a part of the salaries thus saved to the Patriotic Fund—excellent work from the bank's view-point, but hardly patriotic!

Hundreds of capable, steady men, ineligible for active service, from 45 to 65 years of age, can be had in our cities at \$60 to \$75 per month, who would be only too thankful to take the places of the fighting clerks. Would not the employment of these good citizens be more helpful to the country and assist in recruiting, and, incidentally, help the banks and other large employers, and keep our people at home fully occupied in "business as usual"?

J. J. MACDONALD.

Editor's Note: In our issue of March 3 we published an article showing how a certain great Canadian bank had sent 1,000 men to the front—up to six months ago. One passage of the article deals with the man-and-salary question as follows:

"It has been a strain upon the bank to let so many men go, with but little warning in many cases, but not only were no restrictions placed upon them, but the first three hundred were given indefinite leave of absence with six months' salary, which means that each man will return to his own position when released from the front. As the number of enlistments have increased, it has been found impossible to follow this course in every case, but each member enlisting will receive consideration after his return, and liberal allowances are being made to every man."

#### CANADIAN NORTHERN DEFENDED The Editor:

Dear Sir,—Reading from day to day in almost every newspaper in the Province the continuous criticisms on the Canadian Northern Group, I have vainly looked for some appreciation of the efficient work that the Canadian Northern Railway is now doing.

It is difficult to imagine the distressing straits that many of the Ontario districts would have been in this year had it not been for the Canadian Northern Railway. The C.N.R. has not only carried large quantities of grain to Canadian Northern points, but they have been the only means of supplying many Grand Trunk points which it would not otherwise have been possible to reach.

Being a large shipper of grain from all parts of the Canadian West, I see and experience daily, the really splendid work the Canadian Northern is doing. Such efficiency as exists with the Canadian Northern to-day is only possible through co-operation of men of the keenest brains in their operating departments.

Without seeking to detract from the work of the other railroads under trying circumstances, such as experienced at present, there is no doubt that the other railroads are a very poor second and third to the comparatively new road. Naturally the Canadian Northern, being a newer organization and much less wealthy, has not moved as many cars from Fort William as the Canadian Pacific has done, but shippers who have been shipping from Regina, Moose Jaw, Saskatchewan, Calgary and other important Western centres have some idea of the enormous amount of grain that the C.N.R. road has carried.

Considering the fact that my company has handled nearly four million bushels of grain in the past year I can fairly judge of the transportation merits of the different transcontinental railroads, but to verify my own idea I discussed the question with many prominent manufacturers and shippers and the unanimous opinion was freely expressed that the Canadian Northern had "got them all beat" for running time.

The other roads have been embarrassed to certain points more or less for months now, the Canadian Northern not at all. And in addition when once a car is loaded on Canadian Northern rails, say, from a point fifteen hundred miles West, one can almost calculate to a day when it will reach its destination in Eastern or Western Ontario. Not only that, but a telephone call daily to the Canadian Northern General Freight Department keeps one posted as to the whereabouts of the particular car in question—No loss of time—just mention the car, initial and number, the information is secured immediately. It is not unusual for the C.N.R. to take the trouble to phone shippers or consignees that a particular car is held up at some point owing to some slight mechanical defect, has been repaired and will go forward by next train.

To discover the whereabouts of a missing car on the other roads after two months tracing usually results in a shattered nervous wreck, enormous telegraph and telephone bills, being at last convinced that the particular car never existed, that it was never paid for, and that the bill of lading is not reposing, mildewed, in the safe, when the phone "ting-a-lings" and the Railway has discovered that the particular car has been lying all the time on some back switch at final destination.

The contrast given here is not an exaggeration. It is customary to be tracing cars that should be at final destination, in Western Ontario, to find that by mistake they have been carried on to Montreal.

The staffs of all the railroads are invariably courteous, obliging, and do all that they can to assist consignees and shippers, but the operating executive seem to be far behind the Canadian Northern in getting results.

Yours truly,  
FAIR PLAY.

#### Hodge Discovers His Diaphragm

(Concluded from page 6.)

the man's legs from under him. At the same moment a pal sprang on Hodge's back. Hodge turned and rammed the man's rearward into a pole; meanwhile he got his Sandowized clutches into two separate collars and yanked two men together in a head-on collision. He found himself with the sudden ability to set all the others against one another in a scrimmage, even while they all made a lunge upon him.

Suddenly he ducked and fairly snow-ploughed the gang away from him; and he stood on the edge of the curb, just half a moment—long enough to chuck his cards to the gang and invite them all down to his office to see him on the King's business.

Then he got away. He ran. Hodge had never run so since the last time he tried to herd cows into a gate. But he knew as he ran that he had discovered his diaphragm, and that before crops were in that spring he would be in a far different business than brokerage.

(Which is to be the theme of our third article on Hodge).

#### Slav Music

(Concluded from page 21.)

the place best.

But the organ had its own way. A marvellous instrument—played by a man who understands this Casavant now as well as he knew any of the English organs in London.

With this organ, Willan did about as he liked on his Slav programme. He had no canons to observe. Some of the transcriptions were mainly his own. His rendering of the Rachmaninoff Prelude was a gigantic blur of glorified declamation. The Andante from Tchaikowsky's Fifth Symphony was remarkably like an orchestra. The only thing the organ failed to imitate in this was the victims. It was a fine piece of inspirational melancholia. The Chanson Triste of the same composer was a mawkish miserere quite unsuitable to the organ, especially at that tempo. Willan got himself forgiven for this, however, in his Battle of the Somme rendering of two Moussorgsky numbers in one, Andante Maestoso and Kieff Processional.

#### Buehler to the Blind

**B**LIND men—a score and more—heard Ulysee Buehler, Swiss-American pianist from Pittsfield, Mass., play a considerably romantic programme last week in Toronto. The greatest work on the list was the second most famous Sonata of the composer who made many of his greatest works while he was stone deaf—the Appassionata. Bach, Beethoven, Brahms, Chopin and Mozart in a select category of masterpieces made up the bill, and Mr. Buehler, who is a man

(Concluded on page 28.)

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