

A Page of Interesting News From Empire Capital

KENYA LATEST POST OF EMPIRE

Big Developments Planned for Former "East Africa Protectorate"

CHURCHILL'S PET SCHEME Railway and Harbor to Make It Paying Venture Instead of Loss

LONDON, Dec. 17. (By Canadian Press).—Considerable attention has been directed lately to the Crown Colonies and to the policy of loans for their development sanctioned by the Colonial Office. The loan progress now authorized contemplates the raising of some £20,000,000 for public works of unusual importance. Of this total £4,000,000 has been raised already—£3,000,000 for railway extensions, etc., in Ceylon, and £1,000,000 for railway, harbor and other construction in Nigeria. The loan of £2,000,000 for Kenya, Africa, issued on November 7th, is to be devoted, among other objects, to the making of the Uasin Gishu Railway, and a deep-water pier at Kilindini Harbor, Mombasa, which, as Rt. Hon. Winston Churchill, Secretary of State for the Colonies, explained to the Imperial Conference, will enable steamers to be unloaded straight on to the Uganda Railway. It is expected that when the pier is completed this port will become the chief distributing centre for the trade of East Equatorial Africa. Writing on the subject of Kenya's prospects, a correspondent of the London Times says that Kenya is to a great extent the product of the Uganda Railway, which was begun in 1896 with the dual object of opening up Uganda and suppressing the slave trade. The 584 miles of this railway run from the coast to the shores of Victoria Nyanza. Before the line was built this part of East Africa was practically without trade, nor was it used as a route to the great lakes. In its early days as the East Africa Protectorate, Kenya involved heavy burdens on the British taxpayer, but by 1913 the revenue began to balance the expenditure, and for the year 1920-21 the revenue was £1,925,262, and expenditure £1,845,454, a surplus of heavily inflated pounds.

Kenya, formerly "The East Africa Protectorate," includes the whole of the coast from the Umba to the Jubu River, as also the vast interior of the interior bounded in part by international conventional lines. A great portion of this vast region consists of pasture lands or barren wastes, but they are not lacking extensive districts of great natural fertility on the coast, as well as in the interior. The country is five times the size of England and Wales. It has 6,651 European settlers, while the Asiatic population, excluding Arabs, numbers 25,880. European settlement began about 1900.

The Uasin Gishu railway line, for which the contract has been placed, is expected to be productive for every one of its 150 miles, as it will open a way to both settled areas and the great forests of the Mau Escarpment. Another undertaking is the extension of the 30-mile line which now runs from Nairobi to Thika. This extension is to serve a large sisal-producing area, and develop the forests of Mount Kenya, with big potentials of timber and bamboo. The bamboo may lead to the production of motor alcohol and papers on an extensive scale.

One of the important productions of Kenya is Nairobi coffee, which is well known to many English housewives. The growing of flax gives quick returns. Maise is grown principally for local consumption, but there is a steadily increasing balance for export. Though Kenya is not highly mineralized, a good deal of prospecting is in progress. The carbonate of soda industry is well established at Lake Magadi, and the export is rapidly increasing. The breeding of pigs and horses in Kenya and the cross-breeding of cattle and sheep have been carried on successfully.

"They who go to Kenya for sport," the Times correspondent says, "are not disappointed in its big game, unless they ditch their expectations too high. Lions do occasionally stray on to a golf course but it is possible to play without interruption from them. Nor can they always be shot from the windows of the passing train. Otherwise there is no reason to complain of the plenty and diversity of them and their fellows. As for the climate, it varies from hot and comparatively dry on the coast to the similitude of a fine English summer in the Highlands. In the Victoria Nyanza region there is little variation of temperature throughout the year—it is always hot."

More Rioting Stirs Belfast

BELFAST, Dec. 17.—Fierce rioting broke out in the city of Belfast this morning and the Crown forces used machine guns against the rioters. An employee of the tram service was shot dead and six are wounded. NO VOTE TILL WEDNESDAY. Dublin, Dec. 17.—With the announcement by De Valera and Arthur Griffith last night that a public session of the Dail would be held Monday, it is now believed that the vote on the treaty will not be reached before Wednesday.

Labor, the Giant With Feet of Clay

Most Pungent Criticism of Labor Put into Book Form by Former Opponent of Mr. John Burns—"If Labor Came into Power" is Discussed.

LONDON, Dec. 17.—The most pungent criticism of the Labor movement usually comes from within the movement, and from men who for a period have given it their enthusiastic support, says a writer in the Times. Mr. Shaw Desmond was a member of the Labor Party for four years and stood as an Independent Socialist against Mr. John Burns in the General Election of 1910. He has now written a book, "Labor, the Giant with the Feet of Clay," in which he describes the movement as split from top to bottom by fundamentally opposed ideals, tactics and objectives.

When the British Labor Party, Mr. Desmond writes that its rise to power has been meteoric, but "comets sometimes have the property of flashing brilliantly for a space, and then becoming a voting machine. A stage has been reached, fraught with fate, when 'success has cemented bureaucracy into one solid, stolid mass, and the less bureaucracy because in it the bureaucrat is not the leader but the led.' "The British Labor Party," he says later, "has reached the stage where the machine has mastered the man." Mr. Desmond has something to say about the primness and self-satisfaction of the Labor leader. Meeting Mr. Arthur Henderson he observes on one page was "rather like interviewing the Pope." The decline of the Labor Party began, he thinks, with the return of 29 Labor members to Parliament in 1906. His sympathy with the British worker, "a sentimental, good-natured fellow serving by heart," does not blind him to the limitations of the workers in the mass. The worker, he suggests, mistakes the passing of resolutions for "action." The average trade unionist would cheerfully kill his grandmother by resolution, and save his conscience afterwards by the satisfying reflection that the resolution to do away with the old lady had been passed by an "overwhelming majority." The probability, however, is that he would stop at passing the resolution and then "do nothing."

WORLD'S RECORD FLIGHT IN MOTORLESS AEROPLANE

LONDON, Dec. 17.—News has reached the London Air Station, at Croydon, via Amsterdam, of the "world's record flight in a motorless aeroplane."

Launching himself from a hill in Germany, 1,000 feet high, Herr Klemperer, flying an Aschen glider, made the motorless flight in 21 minutes for no less than 21 minutes. During this time, by skillful manoeuvring in an upward air current, he actually rose above his starting point, and the ground where he alighted was 2,400 feet higher than where he started.

Dome of St. Pauls An "Adorable Sham"

LONDON, Dec. 17. (By Canadian Press).—"An adorable sham" was the startling characterization of the outer dome of St. Paul's Cathedral by R. P. Oglesby in one of the weekly discourses on "Architecture and the Decorative Arts" which were given here last month by prominent architects and artists. Mr. Oglesby's theme was "Early English Renaissance Architecture" and his address was given at the home of Lord Northcliffe, by the courtesy of Lady Northcliffe. Mr. Oglesby also referred to portions of the interior of St. Peter's at Rome as "sham." "Sham" was not a nice word, Mr. Oglesby admitted, whereupon he made the statement that the outer dome of St. Paul's was "an adorable sham." "When he said 'adorable sham,'" Mr. Oglesby said, "I thought of a beautiful dome outside, and an appropriate dome inside, and what they are made of, or how they support my stone lantern and cross, weighing 700 tons, is my business and nobody else's." Mr. Oglesby asserted that neither of the domes in any way supported the lantern.

With regard to St. Peter's Mr. Oglesby said: "The upper portions of the interior of St. Peter's at Rome were sham—cleverly decorated to look like marble." He added that most of the great Palladian best work at Vicenza and other places was sham—merely stucco laid on brickwork, but none the less beautiful in form, and our own architect Nash introduced stucco into London, as in Regent street and elsewhere." In tracing the effect of the Renaissance movement in English architecture

UNsinkable SHIP NOT YET EVOLVED

Pretty Nearly That, However, for Risk of Death is Placed at .02 per cent.

LLOYD'S AGENT SAYS SO. Human Factor Always to be Reckoned With and There Will be Losses

LONDON, Dec. 17. (By Canadian Press).—That dream of the ages—the unsinkable ship—has not yet been evolved, though shipbuilders, shipbuilders and marine underwriters have been laboring for years on the problem. Safety on the sea, however, has reached the point where the risk of death to a passenger on an ocean liner is placed at .02 per cent. The chance of a casualty occurring to a passenger ship and involving loss of life is placed at 1.2 per cent.

These estimates are given by Sir Westcott Abell, the Chief Ship Surveyor of Lloyd's Register of Shipping, after careful investigation, the result of which has been published in the Times. Sir Westcott Abell has taken the twenty-three years between 1890 and 1913 for the purpose of his inquiries. He does not deal with the war years, because during that period abnormal losses due to enemy action figured very prominently. The result of his researches appears to leave no doubt whatever that ships are safer than they were, and that the risks of disaster and loss of life have been very considerably reduced.

In 1890 there were 3,600 British steamers engaged in foreign trade. Their white crews numbered over 100,000. The death toll from shipwreck, 237 from accidents, and 263 from disease. In 1913 the number of ships was over 4,000, and the hands employed numbered 150,000. The deaths were: 204 from shipwreck, 84 from accidents, and 219 from disease. In the first named year there were 486,000 passengers carried from British home ports to non-European countries and the number of deaths from wrecks, etc., was 560; from accidents, 546; in 1913 the number of passengers carried was 1,075,000, and there were only 50 deaths from wrecks, 47 from accidents, and 1,118 from disease. It is stated with regard to deaths from disease, the rate of death from natural causes is about the same on sea as on land.

Sir Westcott Abell, in summarizing his investigations, and stating the chance of a casualty occurring to a passenger ship and involving loss of life is 1.2 per cent, says that assuming that one million passengers per annum are carried on ships, it would not be possible if ships were brought to absolute perfection in accordance with the latest developments of naval architecture to prevent the loss of passenger life to the extent of seventy a year. Even in this case he points out, the most perfect ship is under the control of the human element, and hence may run ashore or incur other perils also due to the human factor. Since 1913 matters in shipbuilding have progressed very considerably, and a British ship is now safer than ever. The Board of Trade standard of experience for officers and crew is more than it used to be, and there has also been a great advance in navigational devices having for their object the increased safety of the ship. Lighting and wireless signalling have also been much improved, with a result that travelling by sea today compares very favorably with locomotion on land.

Reverting to the longed-for unsinkable ship, when the ill-fated White Star liner Titanic was built the public was led to think that the unsinkable ship had at length arrived. These hopes were very quickly dispelled when, on April 10, 1912, this magnificent vessel, while on her maiden voyage, came in collision with a submerged iceberg with the result that she was ripped up and sank with 1,500 souls. This, of course, was an extraordinary disaster, but it serves to bring into more striking contrast the fact that the safety life at sea has been materially enhanced during recent years.

It is understood that this and other German gliders will shortly be seen in Britain, and the success of these machines has induced British aviators to take an active interest in the problem of gliding. The ultimate object is to produce an aeroplane with an engine of 2½ horse power that would make its appearance as popular as motorcycling.

Ship Express Parcels Early

A. F. Stillman, superintendent in charge Belleville Division Canadian National Express Company, suggests early shipping to avoid congestion and disappointment. MARK YOUR SHIPMENTS PLAINLY on the box or package, avoid using tags as they pull off easily, and delay results. A good policy is to place duplicate addresses inside every shipment. This enables, OVER WITHOUT MARRIES DEPARTMENT, to forward shipment on to proper address without any unnecessary delay in the event of address marks coming off, or otherwise obliterated. Information and rates gladly furnished by calling on local office phone 137 or Divisional office phone 552.

Carl Ahrens to Face Murder Trial

KITCHENER, Dec. 17.—Carl Ahrens was this morning committed for trial on a charge of murdering his wife by drowning in the Grand River here.

Can. B. C. Salmon In Melted Scrap of British Fleet

Being made in shipping circles respecting reports that a number of obsolete British warships are to be broken up in foreign yards. According to our report, ten British ships of various descriptions are to be broken up in German yards.

LONDON, Dec. 17.—Comment is being made in shipping circles respecting reports that a number of obsolete British warships are to be broken up in foreign yards. According to our report, ten British ships of various descriptions are to be broken up in German yards.

It is recognized that accommodation for the breaking up of large warships of deep draught in this country is necessarily limited, and the recent statement in Parliament of the Civil Lord of the Admiralty has been noted. This was to the effect that owing to the large surplus of warships since the armistice, and "to the fact that the facilities for breaking up in this country are so fully occupied, a number of vessels have been sold for breaking up on the continent." At the same time it is felt that, in view of the large amount of labor employed in breaking up ships, every possibility of undertaking the work in this country ought to be considered before the dispatch of British vessels to foreign yards is permitted.

The breaking up of battleships involves, as a rule, the cutting of the plates by means of the oxy-acetylene flame into pieces small enough to be inserted through the doors of blast furnaces. The maximum size of these pieces is generally 5 feet by 2 feet 3 inches. South Wales is a large consumer of scrap metal, especially in connection with the manufacture of iron plate so that it is a fact that the Dreadnaught of today will probably form the basis of the receptacles of the canned goods of a few years hence.

From Cardiff to B. C. Swansea, Wales, Dec. 17.—The Welsh plate trade is reviving. Orders from abroad are coming in more freely and Welsh makers are

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VISCOUNT MORLEY.

Veteran Home Ruler in the House of Lords, and twice Secretary for Ireland who, at the age of 83 moved in the House of Lords, the adoption of the Irish Peace Treaty. It was his first appearance after seven years of silence, beating American and German competitors in neutral markets. This is possible by reason of the recent heavy price cuts. Welsh makers have just secured a large order (running into many thousands of boxes of tinplates) from British Columbia packers. This was secured in the face of the keenest American competition. The first cargo of this consignment has already left Swansea.

All-Powerful 15 Years Ago Now Declared a Bankrupt

LONDON, Dec. 17. (By Canadian Press).—From the exalted position of High Commissioner and Commander-in-Chief of the Island of Cyprus to the lowly one of being declared a bankrupt in London—this is the rugged road which Sir William Frederick Haynes Smith, K.C.M.G., has travelled since 1904. He was adjudged a bankrupt last June, and an order for his discharge was made by the Bankruptcy Court here a few days ago. The official receiver estimated Sir William's liabilities at £37,115, of which £23,521 was due to his son for money advanced. However the son withdrew his claim for this amount. The assets were valued at £1,585, but only £9 had been realized thereon.

The bankrupt is a barrister of the Middle Temple. He is in his 82nd year. Previous to his appointment as High Commissioner and Commander-in-Chief of the Island of Cyprus he had held a number of Government appointments. These included the Governorship of British Guiana, Governorship of the West Indies, and Governorship of the Bahamas. He retired from the High Commissioner's office of Cyprus on a pension of £1,000. He attributed his present position to heavy losses incurred in the purchase of shares. He also lost £1,500 through financing a film production. Mr. Registrar Francke, of the Bankruptcy Court, in granting the order of discharge, took into account Sir William's age and public service.

Say Clinging Vine Bad for Buildings

LONDON, Dec. 10. (By Canadian Press).—Strong objection has been taken recently in influential quarters in this country to the obscuration of fine architecture "by clinging vegetation." The practice is being deplored not only on aesthetic grounds but it is stated by experts that it is actually dangerous to the structure, especially in the case of ivy creepers. Edward P. Warren, a distinguished architect, in a letter to the Times, says that, having been responsible, during the past twenty years for the removal of an immense amount of ivy from the walls of Oxford University, he is the declared enemy of ivy. He would not permit ivy to grow upon any walls but those of uninhabited and uninteresting ruins, or the rough walls of fields or gardens. "Ivy is a terribly insidious foe to architecture," Mr. Warren says; "its acid secretions destroy the mortar of the joints, reducing it to incohesive sand, and its fibres and its tendrils push their way between the joints, its clinging branches grow and swell in every available hollow and crevice, bursting ancient moldings and shattering carvings; penetrating thick walls if given time; lifting coping and parapets, and stealthily and steadily disintegrating the work of man's hands, while it smothers its proportions and its beauties."

War, Cell, Poison, He Tries 'em All

KINGSTON, Dec. 17.—Leo Pearson, arrested at Maribou on a charge of theft preferred at Guelph, took poison in lock-up at Tweed, where he was locked up for the night. Doctors were called, and Pearson admitted finally that he had swallowed bichloride of mercury tablets. He is now out of danger. Pearson is about twenty-five years of age, married, and a returned soldier. He went to Tweed two months ago and announced his intention of opening a drug store. He was at Tamworth and learning that a constable was looking for him, he fled toward Maribou through the woods, but was overtaken and put into custody.

The Wearin' O' the Green.

PORT HOPE FACTORY HAD BUSY SEASON Received Order for 7,000 Kiddie Cars But Were Unable to Accept—Shortage of Material PORT HOPE, Dec. 18.—The Pathfinder Factory located in the building formerly known as the English-town Fire Hall has been a busy spot for the past two months and the hall for the present is not due to the lack of orders but rather to the fact that it is impossible to secure material at the present time. Eleven employees have been engaged and up to the present more than two thousand kiddie cars have been turned out in addition to numerous miniature washing machines and other toy articles. An order for seven thousand kiddie cars for the Christmas trade was received by the company this week but it being impossible to secure material the order could not be accepted. Mr. Spiers, the manager, is making every effort to secure material and looks toward a busy season after the New Year.

Frankford Taxes All In But \$19.50

Mr. W. D. Ketcheson, who is collector of taxes for the village of Frankford, was in the city today. The village he states, is in an admirable condition financially. As an instance of this he cited the fact that the taxes of the municipality for the year, amounting to almost eleven thousand dollars, have been all collected with the exception of \$19.50. This was also collectable, and will be paid in shortly.

CONFERENCE OFFICER WILL REACH TOMORROW

The Rev. T. Albert Moore, D.D., General Superintendent of the "Social Service and Evangelism" for the Methodist Church, will be in the city tomorrow and will preach twice, in the morning at Bridge Street Church, and in the evening at Holloway Street Church. His annual visit is always eagerly looked forward to by local church-goers. His chief objection to the less harmful and more attractive creepers, Wistaria and Virginian creeper, is the necessity of nailing and the constant damage done by misdirected hammer blows and the rusting of nails.



—Kirby in the New York World.