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Mr. C. E. Raymus, Lindale, Alta., writes:

"I was a great sufferer from kidney disease and lame back for more than a year. A friend of mine one day told me of Dr. Chase's Kidney-Liver Pills, and acting upon his advice I tried them. After I had taken one box I felt better, so I continued until I had used five boxes. By this time I felt as well and strong as ever, and am glad to recommend Dr. Chase's Kidney-Liver Pills to anyone suffering as I did."

Dr. Chase's Kidney-Liver Pills, one pill a dose, 25c a box, all dealers, or Edmanson, Bates & Co., Ltd., Toronto.

**RAILWAY STRIKE WAS AVERTED**

Ottawa, July 27—The threatened strike of the railway shopmen will not materialize, it was indicated from official sources here tonight, provided arrangements already underway were made effective. The situation, which has been regarded as critical, was relieved when it was understood that a Board of Arbitration would be fully constituted and able to meet within a few days. It was stated, authoritatively, there was every expectation that the board would be functioning by the first of next week.

Montreal, July 27—Isaac Pitblado, K. C., of Winnipeg, has been appointed to represent the Canadian Railway Companies on the Board of Conciliation which will attempt to settle the dispute between the companies and the railway shopmen (Division No. 4, Railway Employees Department, American Federation of Labor). James Simpson, of Toronto, has been appointed by the shopmen to act for them, and it now remains to agree upon a chairman.

It was announced tonight, by the Railway Association of Canada, that each of the railway companies have received notice of a Board of Conciliation, with regard to the shopmen's dispute. As no official notification has yet arrived from the Department of Labor to the railway companies with regard to a conciliation board for the Maintenance of Way Men, there has been no appointment of a member to represent the railway companies, but it was intimated, today, that such an appointment

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would be made as soon as the notice is received.

R. J. Tallon, President of Division No. 4, Railway Shopmen, when informed of the appointment of a member for the railway on the Shopmen's Conciliation Board, stated it was certainly a step forward, but added that the shopmen were far from satisfied with such arrangement only. "While the Conciliation Board will be in session," he said, "the Railway Association is violating the law by enforcing the wage cut."

A reply from the Deputy Minister of Labor has been received by the officials of Division No. 4, to their telegram informing the department of their strike vote as follows:

"Minister absent in Western Canada. Would state attitude of railways on point raised in your telegram has not yet been made clear, and is a matter of present discussion, the result of which will be indicated to you as soon as possible."

**U. S. Situation**

Washington, July 27—A tentative proposal to terminate the shopmen's strike was drawn up at a conference between President Harding and P. M. Jewell, head of the shopmen, and other shop crafts officials.

Western railway executives reiterated their intention of protecting seniority rights of the shopmen who remained at work, and those that have been hired since the strike started.

John L. Lewis, head of the striking miners, predicted that interstate joint conference "will be arranged within a few days" to permit a resumption of mining.

Governor McCray, Indiana, in a statement addressed to the public, announced that "if the strike is not determined within five days from this date, I will take over one or more mines and supply the people of Indiana with fuel."

**REFUSED REQUEST OF MONTREAL'S FISH MERCHANTS**

Ottawa, July 27—The railway commission has refused an application by a fish merchant of Montreal to allow him to re-address boxes of fish at the railway station and have the Express Company deliver to several addresses instead of his place of business. In refusing the application, the board says that if it were granted, the same principle would have to be applied to all commodities handled by express and "the railway companies stations would become simply a clearing house for commission merchants in holding their merchandise for readdressing before express companies would complete the contract for delivery."

**AUTOMOBILES.** —Registration, 1907, 2,100; 1920, 402,029; 1921 (est.) 451,600, nearly doubled in 4 years. Canada's motor vehicles valued at \$500,000,000. Canada holds second place in world in per capita possession of automobiles, about one car to every 12 of population. 90,000 motor cars came from the U. S. in to Canada in 1920.

**N.B. FOREST INDUSTRIES**

By Robson Black, Manager, Canadian Forestry Association.

New Brunswick yet ranks fourth among the provinces of the Dominion in timber production. The amount of capital invested in the forest industry has steadily increased until today the capitalization totals about \$45,000,000. This includes the manufacture of lumber, laths and shingles, the pulp and paper industry which has grown rapidly the last ten years and the numerous planing mills, sash and door factories, hardwood industries, etc. It is expected that with the continued growth of the industry, especially the pulp and paper and the hardwood industry, which is slowly but surely being established in this province, that the valuation of the industry will soon pass the Fifty Million Dollar Mark. Through continued development, New Brunswick is holding firmly to fourth position.

The annual payroll in the production of lumber, lath and shingles amounted in round numbers to a little over 5 1/2 million dollars in 1919. Add to this the yearly payroll of the other industries which totals over \$1,000,000 and we may begin to realize the great importance of this great basic industry to the prosperity of the province. Continued growth has been possible because the province yet contains a considerable amount of raw material in the shape of green forests which may be regarded as capital producing crops through the simple process of growth. About 65% of the total area of the province is wooded.

Thus is seen the necessity of keeping the forest land productive. It is most essential that the mills always maintain that industrious and healthy appearance, a direct contrast to the deserted village of tar paper shacks, rusty stacks and disbanding equipment of a worked out mine. Lumbermen have realized that judicious cutting will not hurt the forest. What they do fear is Forest Fires, which through the destruction of the raw material renders valueless the immense amounts of capital invested in plants and equipment. It should be remembered by all those going into the forest on business or pleasure that the first and foremost habit to acquire is that of being careful of fires. It is an easy habit to acquire if one will only practice it on the lighted matches, burning tobacco, and abandoned camp fires, and it will result in reduced destruction to the forest crop.

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