

LORD SHAUGHNESSY TELLS OF HIS TRIP TO OLD COUNTRY

English People Rising From War Sorrows With Firm Spirit

Unrest Not Bolshevism—Those Who Best Understand Irish Character Think Question Should Rest for Present.

(Montreal Gazette). "So long as human nature remains as it is, fundamentally unchanged, it will be impossible by whatever arrangement, however legal or efficacious, to absolutely guarantee that there shall be no more war in the world," said Lord Shaughnessy, who has just returned from the mother country, to the Gazette.

"At the same time," the chairman of the C. P. R. was careful to add: "The peace treaty and the League of Nations—instruments now in preparation—will, in the general opinion, offer the hope and the certainty, one might say, that peace will prevail in the world for years to come. The best minds are working on these instruments which, while they may not in detail please all parties, are formulated in a way to placate differences as far as possible. There will be conflicting claims; and, indeed, we see that already; but the aim is to bring in peace; to adjust differences, as far as may be; and provide an instrument making for the peace of the world."

"These differences, as between nations, will not jeopardize the treaty or the league."

"I do not think so. Many differences which were expressed at the beginning have already been settled. Of course, so many interests being involved, there would inevitably be varied viewpoints; but the work is proceeding; every point is studied and discussed; and everything will be done that can be done to adjust and reconcile conflicting interests."

Asked if the Great Powers were likely to insist that Germany should not only make reparation, but give indemnities, Lord Shaughnessy said that seemed to be the determination; but, at the same time, care must be taken not to destroy the German industries in any way, for without them the indemnities could not be paid.

Referring to England, Lord Shaughnessy said that the people were rising above the hardships and sorrows of the war in a firm spirit. In this relation, his lordship paid a fine tribute to the labors and zeal of the king and queen, and all the members of the royal family during the war. The king and queen, who always stood high in the people's love, had, in a special degree, endeared themselves to the people by the way in which they identified themselves with the sacrifices, the labors and sorrows of the nation. They had not spared themselves; but had taken their stand with their people in every experience. Many of these were poignant; but their majesties did not shrink; and it was not too much to say that the king and queen were more firmly seated on their thrones, for the warmth of their sympathies, their quiet but efficient interest in all that concerned the people as a whole.

"That love with which their majesties were regarded, was, as his lordship said, enthusiastically, absorbed in the wedding of the Princess Patricia, at which his lordship was present. The streets were black with people, out of sympathy for the interesting event, but the masses cheered their majesties at every turn. The oration was a splendid

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one; and testified that while other thrones might totter, the throne of Great Britain was firmly established. Unrest Not Bolshevism. "Is there any Bolshevism in England?" his lordship was asked. "I do not think so. There has been unrest, of course, in many parts of the country, due to many causes; but the British working man is not the type to indulge in Bolshevism. He has his own way of expressing his wishes; but not through anarchical forms like the Bolshevik, which appears to have made a desolation of Russia. That unrest will pass, in due course."

possible to settle the Irish question without violence or any large disruption, said that those who knew most about the question, who could best understand the situation, and who were closest to the actual situation, were of the opinion that the Irish question should be allowed to rest for the present. There were pre-occupations of the most pressing sort in relation to the peace of the world; and the question would not suffer by being left alone for the present. That was the advice given by those who had studied the question most closely. The problem was not incapable of solution. Doubtless, in time, a solution would be found, and one which would be acceptable; but for the moment it

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would be the part of wisdom to let the matter rest until there was opportunity to go thoroughly and sympathetically into it.

To Seat in House of Lords.

Lord Shaughnessy met not a few of the great ones of the earth; had luncheon with Lloyd George, the British premier; and sat in the House of Lords.

Asked if he had made a speech, his lordship smilingly shook his head. "I did not speak, but I listened to speeches."

The people in England were still being rationed; but not in a way to cause any real privation. The people, as a whole, were showing recovery and taking up life again, after the awful experience of the war.

"Would your lordship care to say a word about the taking over of the Grand Trunk Pacific and the possible grabbing of the C. P. R.?"

"Not a word," was the reply. "I said something on the other side; but I say rather out of such matters now. Mr. Beatty will attend to such questions."

Asked in relation to immigration, his lordship said that, first of all, the soldiers who were brought home, which would use up the shipping space for some time to come; and, second, there was the question as to the government declaring its policy in this regard. We did not know what the policy was to be. With more shipping, however, and with the assurance of the motor policy, there ought to be, after some time, considerable immigration into the country, which, of course, needs population.

THE REVENUE FROM MOTOR VEHICLES

Gives Ontario a Huge Sum to Spend Annually on the Roads of the Province.

(Toronto Globe)

An advanced programme of highway development is undoubtedly justifiable from a financial point of view. The basis of the provincial expenditure on roads in southern Ontario is the revenue from motor vehicle permits. The government has given the assurance that motor revenue will be devoted to this work. In 1918 the fees were substantially increased for that purpose. In 1919 the total revenue from all sources amounted to \$1,214,000. This in itself is evidence that an advanced programme is necessary.

On a conservative estimate there is room for 200,000 cars in Ontario, which number will probably be reached by a steady growth, producing a revenue in excess of \$2,000,000.

"Road expenditure," says the government, "should not be considered on the basis of the grant total to be spent in a term of twenty years—any more than the bringing up of a family. It is an annual matter, to be met by annual income. If we were to ask the township council to spend on their roads \$20,000,000 in the next ten years, on the first blush it might precipitate a riot. Yet township councils of Ontario are now spending about \$2,000,000 a year on their roads—over \$50,000,000 in a term of ten years. The province can do its obligations to roads in the same way."

County councils will probably make a similar expenditure on their roads during the period of reconstruction, and will be encouraged to do so. But it is a question of the present and of provincial subsidies, the normal demand on the province will be about \$1,000,000. The present provincial subsidy before the percentage of county subsidies is increased the present scale should be tested.

The charge on the province for provincial highways is 70 per cent of the outlay, and it is anticipated that federal grants will relieve this to some extent. Without materially exceeding the estimated revenue from motor cars, it is apparent that an annual expenditure on provincial highways of from \$1,000,000 to \$2,000,000 for a few years, a part to be raised by loans, if necessary, is safely within the resources of the province.

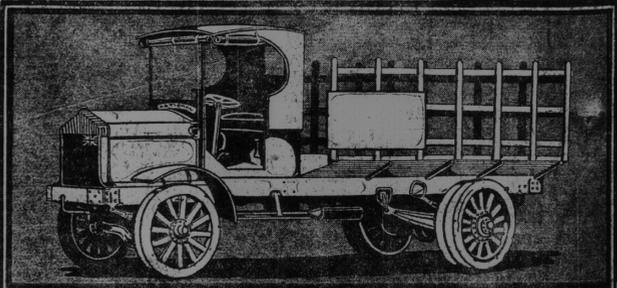
It is to be remembered that the highway improvement act, the principle of aid to county roads, was adopted before revenue from motor cars was a factor in the situation, and for a period, at least, until the basis of a system of highways has been reached, our expenditure should not necessarily be strictly limited to the income from motor cars.

To establish and assume a system of provincial highways does not in itself constitute a liability. The highways are here now and must be maintained in any event. The provincial expenditure will necessarily be limited to the amount which can reasonably be devoted to the work annually.

Greeks Returning Home.

Saloniki, March 21—Thousands of Greeks who were deported during the war are returning to their homes in Eastern Macedonia in a wretched condition because of the failure of the Bulgarian government to provide food and clothes for them, according to a report made to the American Red Cross by the officer in charge of the organization's work in Macedonia.

SMOKE MACDONALD'S INDEX



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NATIONAL MOTOR TRUCKS

WHERE MONCTON STANDS

Moncton, March 21—A largely attended meeting of the Moncton board of trade, this evening, the Government railway situation as it affects the maritime provinces was again discussed.

Communications were received from Colonel Cantley and Mr. Hanna, of the Canadian National board. Colonel Cantley said that while arguments have been advanced to the contrary he was as yet not convinced that the headquarters quarters would be better located in Toronto than in Moncton. He promised to exert his influence for protection of the interests of the maritime provinces so far as possible.

Mr. Hanna asked that the board of trade and other interests spend judgment until he has further opportunity of talking matters over "particularly as the situation is unchanged and will remain so for further personal discussion."

A. B. Copp, M.P., wrote from Ottawa that Hon. Mr. Carvell seems very sympathetic but can give him "no definite assurance that our interest will be protected." After an extended discussion a committee consisting of E. A. Reilly, Captain J. E. Masters and F. E. Demanson was appointed to prepare a communication to Mr. Hanna and report to another meeting of the board Monday night.

UNIVERSITY OF CHICAGO

One hundred and eighteen degrees, titles, and certificates were conferred at the One Hundred and Tenth Convocation of the University of Chicago on March 18.

Three students in the College of Education received the two-year certificate and five students in the Junior Colleges, the title of Associate. In the Colleges of Arts, Literature, and Science sixty-five Bachelor degrees were conferred; in the College of Commerce and Administration, three; and in the College of Edu-

cation twelve, a total of eighty in the colleges.

In the Law School four students received the degree of Doctor of Law (J.D.); in the Divinity school three received the degree of Master of Arts, one that of Bachelor of Divinity, and one that of Doctor of Philosophy; and in the Graduate Schools there were five candidates for the degree of Master of Arts, five for that of Master of Science, and seven for that of Doctor of Philosophy, a total of twenty-one in the graduate schools.

The total number of degrees conferred was 110. Among the candidates is Chinese who will receive the degree of Doctor of Law.

A Large Estate.

Toronto, March 21—The will of the late Cawthra Mulock of Toronto, who died in New York city on Dec. 1, 1918, was filed in the surrogate court this afternoon. The total value of the estate is \$2,251,211.

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MUTT AND JEFF—THEY MUST BE A LITTLE SHORT OF FLYING INSTRUCTORS

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Comic strip featuring characters like DOLSHSEVIKI, SIR, and others. Dialogue includes: "GIVE ME A TICKET TO SPRINGFIELD!", "WHAT TIME IS THE TRAIN DUE HERE?", "BUT IT'S HALF AN HOUR LATE TODAY!", "YOU SAY THE TRAINS LATE? THEN TAKE THAT!", "THIS IS A THANKLESS JOB I'VE GOT OF TRAINING NEW FLYING AIR SERVICE. THEY DON'T NEED INSTRUCTORS NOW ANYWAY SINCE THE WAR'S OVER. THIS JOB WILL TURN ME PREMATURELY GRAY!", "OLD DEAR, WHERE YOU BEEN ALL DAY? WE HAD A LITTLE PHOCCALE GAME ON THIS AFTERNOON AND WE MISSED YOUR CHARMING COMPANY!", "I'M INSTRUCTING RECRUITS IN THE FLYING SERVICE. I'VE HAD BILL SPVINS AS MY PUPIL ALL THIS WEEK!", "WELL, WELL! SO BILL SPVINS IS LEARNING TO BE A BIRD. HOW'S BILL PROGRESSING?", "PROGRESSING? LISTEN, MUTT!", "I'VE TAUGHT BILL EVERYTHING I KNOW AND HE'S STILL AN IGNORANT FOOL!"