

## ONE OF OUR "OLD BOYS."

John S. Dennis, C.E., D.L.S., of the C.P.R., who has been transferred to Montreal to become chief assistant to Baron Shaughnessy, is a landmark of the West and was at one time a prominent civil servant.

He was only sixteen years old when he went out on his first survey work, but he did so well that he was sent out again on more important work. That was in the early 'seventies. In 1878 he was given charge of a survey party, but a year later he left government work for the employ of the Hudson's Bay Company. In that service he continued survey and exploration work.

In the rebellion of 1885 he raised and commanded a corps of picked scouts that did splendid service for the Canadian expeditionary force. Peace restored, Major Dennis re-entered the government service, and in 1887 was made chief inspector of surveys. He inaugurated the Western irrigation undertakings and upon his investigations and reports the laws in that regard were founded. In 1897 he became Deputy Commissioner of Public Works for the Northwest, but the irrigation projects were still his chief responsibility, and when the Canadian Pacific took over the great Bow River project he was persuaded to finally sever his connection with the Government and take charge of the railway company's land improvement schemes. His career as a railroad man has been a succession of successful administrations of some of the company's most important and most rapidly-developing departments.

Keep the home fires burning. Help to buy the coal.

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Not what you *give*, but what you *share*!

Try to run your house for a month on \$50 and then say, if you dare, that the soldier's wife is well provided for.

## LABOR DELEGATION.

Following a custom that has become an annual affair, representatives of the Dominion Trades and Labor Congress recently presented strong requests for legislation designed to relieve some of the distressing conditions under which employees are forced to take up their assigned tasks.

In making these appeals to the Government, the Federation of Letter Carriers of Canada was represented by its President, W. Hoop, Winnipeg, and Alex. McMordie, Toronto. Mr. Hoop said in part:

"Three years ago that class had secured a raise of 25 cents. It was wholly inadequate. A man could not live and raise a family and be physically fit himself on the wage of a letter carrier. Minimum pay of \$2.50 a day in the West was 'starvation wages' in view of the high price of everything, including coal.

"The civil servant always comes last in regard to an increase of wages. We should have a raise of at least 50 cents a day."

## NINE MEN LOST.

Dominion Dredge No. 6, employed in harbor work on the Nova Scotia coast, went on the Shag Ledges, near the Strait of Canso, on January 17th, and was a total wreck. Capt. Hatfield and the crew of eight men all perished. The No. 6 was also known as the "Cape Breton." She was being towed from Isaac's Harbor to Sydney and broke away from the tugs in a heavy sea. Her boats were launched, but were swamped by the waves. The captain and crew of the tug "Roebling" made heroic efforts to save the dredge crew, but could accomplish nothing. Most of the lost men were from Lunenburg.

If you gave your last cent, what sacrifice would that be compared with the sacrifice of the wife who gives her husband, the children who give their father?