



The Canadian Labor Press A WEEKLY NEWS LETTER

OUR NEW LOAN

The Minister of Finance is offering, on attractive terms, to exchange Victory Bonds maturing December 1, 1922, for new bonds bearing the same rate of interest and running for a further period of either five or ten years.

The Minister's proposals carry us back to the grim war days of 1917 when these bonds were first put out. Under the impetus of the patriotic appeal and the intensive campaign of the first Victory Loan Organization the issue was successful to a degree that the most optimistic had not dared to anticipate.

The 1922 maturity was particularly favoured by small investors and, even as it was important to Canada that they should have subscribed in the first instance, so is it desirable now from a national as well as a personal standpoint that their investment should continue.

Invested in Dominion securities the money is safe, and the interest return sure and profitable. The Minister makes a generous concession to home investors, as a large issue of Dominion bonds were floated in New York last April at 5 per cent.

It is hoped, and anticipated, that there will be a large percentage of re-investors from the ranks of the small investors who purchased bonds for the first time in 1917.

DO YOUR DUTY

Do you do your duty to our unions? Are you not just a little bit careless as to its welfare and progress? Do you ever attempt to build it up? Did you ever put yourself to the least inconvenience to get new members? These are questions that each member should ponder over, and if you find you have been neglectful and careless in the past, make a new start.

Listen to them when they are nominated to fill any position that comes vacant, and you hear them "most respectfully decline." This should not be. Is it any wonder that the pathway of the past is strewn with the wrecks of trade organization? Human endurance has its limit. Human energy its end.

Paying "dues" and "assessments" are not the only "duties" required of us. Every man must do more than that if he wants his union to be successful. The "labor movement" required the unflinching support and the untiring activity of every member within its folds.

Follow these instructions and you will find before very long that you have been more successful than ever you expected or even imagined.

A LIKELY MERGER OF RAILWAY UNIONS

C. B. R. E. and International Brotherhood of Railway Steamship Clerks May Amalgamate.

Montreal.—Two railway organizations may amalgamate as a result of a conference which opens between the Canadian Brotherhood of Railroad Employees and the International Brotherhood of Railway and Steamship Clerks.

The statement is made by A. R. Mosher, president of the Canadian Brotherhood of Railroad Employees, now in Montreal in connection with conciliation board proceedings, established to inquire into the wage dispute between the Grand Trunk Railway and its employees covered by the two organizations.

"If the amalgamation comes off the combination will prove a very powerful one," Mr. Mosher points out, "with a membership of about 20,000 in Canada. It will also tend to unify action among the

CANADA'S PLACE IN THE EMPIRE

By Professor Caldwell, McGill University, in "Answers," London, Eng.

A short while ago a great event in Canadian history took place. This was the removal of the embargo upon the import of Canadian cattle, while still alive, into England.

It will be difficult at once to understand the true significance of this step, but although it would seem to be purely a business matter, it will, in effect, have a great influence upon the relationship between the Old Country and her Dominion.

Unless the embargo upon Canadian cattle had been removed there was a grave danger that the three chief western provinces of Canada would set for themselves and look in other directions for freedom than Britain.

It is not difficult to see where they would turn. The virile and enterprising United States are their nearest neighbors, and if they turned there for solace, as Mr. Larkin, the High Commissioner for Canada, said to me the other day: "Where would the British Empire be then?"

The recent Fordney tariff of the United States has cut off from Western Canada the actualities and possibilities of a great deal of trade with the United States.

Moreover, the price of railway shipments of goods and cattle has of recent years been enormously high, so high, in fact, that farmers sometimes could not hope to sell their produce for a big enough price to pay the cost of transport.

Add to this the vexed question of the great deficit of the Canadian Government Railways, and the cost of the transcontinental line, and it will seem no wonder that the farmers have wished for years that the markets of the Motherland were really open for them for live cattle.

There are two great train routes in Canada. One runs north and south, from Canadian farms to American cities just across the border, while the other lies east and west across Canada, through Vancouver and Winnipeg, from the Atlantic to the Pacific.

If Canadian cattle ceased to travel from west to east, Canada would become more and more lost to Britain and the Empire.

For years it looked as if the Embargo were forcing them to travel permanently from north to south.

Then came the wise removal, and another link was forged binding Canada to the Commonwealth.

Now for a few more definite words about Canada and her place within the British Empire.

Firstly, Canada is a link between two great peoples. We, in Canada, understand the British people far better than the Americans do, and we understand the Americans far better than the British people do.

We are a "go-between" in the best sense of the word, as all wise Americans admit, between the British Commonwealth and the United States Republic.

That is our first duty as a link—and a very important one, for the world cannot continue to progress without understanding and getting in to better touch with the United States.

Then there is our liaison with France. At present, one-third of our population is French, and we have thus a means of creating and maintaining sympathy with France.

As an officer of the Montreal group of the Alliance Francaise, I think the sympathy of ours through Canada with France is a matter of great importance today, if the world is to be kept back from the suicide of the "next war."

But Canada has another aspect just as important. Besides being a link, she is also a lesson. Today all countries of the world are looking round to find some means of ensuring national stability.

The realization that world prosperity cannot be ensured by violence and war is a lesson that has been severely driven home.

Ireland and India are two countries whose economic and political methods need a great deal of revision, and it has often been suggested that a scheme similar to the Dominion idea should be applied to them.

Whether that is so, or not, at least they could both with profit be run with that economic soundness which characterizes Canada. In short, they could learn a lesson from us which would be worth many revolutions and campaigns of propaganda.

To come nearer home, there is a great deal being said today in Britain by boards of trade and inter-Empire trading associations about the organization for the Empire and for the world, of the Empire's resources.

Again, a study of Canada's economic history will obviously afford to the Motherland a great many lessons about that necessary free economic development of all parts of the British Empire, that must go on if that Empire is to hold together.

"TIMES" MAY REVERT TO WALTERS.

The Northcliffe will case has been settled. The settlement is, of course, subject to the approval of the Court, but there is little doubt that it will be confirmed.

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Now Canada, like the United States of America, has a population composed of millions of people from all parts of the world. There are Ceecho-Slovakians, Germans, Poles, Russians, Norwegians, Greeks, Ro-

BROADCASTS

From Overseas and Across the Border.

IRELAND AND THE LEAGUE OF NATIONS. The question of Ireland's entry into the League of Nations was raised in the Dail by Mr. Gavan Duffy, late Foreign Minister. Mr. Desmond Fitzgerald, who has just taken office, replied that the Government are considering the desirability of making a formal application for admission.

CASTLE WHERE WILHELM STAYED FOR SALE. Highcliffe Castle, on the Hampshire coast, where the ex-Kaiser resided during a private visit to this country in 1907, is to be sold. The castle, which looks across Christchurch Bay, was built early last century by Lord Stuart de Rothesay, on the site of an earlier structure, to which Lord Bute, Premier in 1763, retired. It was during his short residence at Highcliffe Castle that the ex-Kaiser visited Christ church Priory, where he entered his name in the visitors' book. Immediately below his signature was that of Louis Raemaekers, the Dutch cartoonist, who so mercilessly exposed him during the war.

PRINCE OF WALES IN DINING CAR. The Prince of Wales made many devoted friends while travelling by the Cornish express recently. His Royal Highness entered the dining saloon and enquired of the head attendant why the saloon was so empty. He was informed that it was "reserved for His Royal Highness."

THE KING SELLS ROYAL YACHT. Alexandra, the King's yacht, is for sale, according to an Admiralty advertisement. She is for immediate disposal, without restrictions as to sale abroad, except that her disposal to ex-enemy nations will not be permitted.

Drop in Money Values Changes Vienna. Austrian money has been responsible for certain changes in styles in the second smartest city in Europe. The people there make lovely pocketbooks and bead bags, and once upon a time these served a purpose.

FLASHES. In Utopia the rents are just as high as here, but the tenant requires title to the property after he has paid for it seven times.

The greatest problem that man has is man.

The composing room cynic says that the flapper type is display type.

The easiest way to live on the fat of the land is to invent some kind of reducing exercise.

The poor fish may be trimmed at intervals, but at that he has more fun than the selfish.

A pistol will protect the honor of a man's home, but a virtuous wife will do it much better.

When a man sits down to wait for his ship to come in, it usually turns out to be a receivership.

When one of these old boys gets the flapper craze it seems peculiarly fitting to call him a sexagenarian.

It isn't really necessary to cross the ocean yourself. You can get the address of some continental hotel-keeper and send him the money.

A Conservative is one who has his coal shortage indicates that at least half the stiffs will be compelled to shut down by Christmas.

Still, it won't help much if beer comes back 50 years or more after everybody has lost the taste for it.

Free country? Bah! And the courts trying to interfere with a striking Red's inalienable right to wreck a train.

Considering the general mess of things, it seems rather unfair to refer to the unshabbed places as "wild."

Another thing that persuades a young married man to settle down and attend to business is an annual set of twins.

A feminine writer says no wife should suffer in silence. But if she is silent, how can she keep from suffering?

Correct this sentence: "You have done right," said the arrested motorist. "I was making 40 miles and deserved rebuke."

If the boy is no account, it may be because he has a charge account.

After all the chief difference between a working girl and a society leader is in the quality of their cigarettes.

WHERE DO PINS GO?

Our everyday life is full of interesting little problems. Take the old question as to where pins go in the winter time. We have all decided that we don't know and that we don't want to.

But there are many other conundrums. Consider the great pin question for instance. This is extremely mysterious, because a pin is virtually indestructible. The number of pins made in the course of the year, and lost, stolen, or strayed, but never by any chance seen or heard of again, probably exceeds the estimated population of the globe to a considerable extent.

Yet these hundreds of millions of pins disappear like "snow in thaw" as quickly as they are manufactured. Nobody ever tries to lose a pin. Nobody deliberately throws pins away as they do match sticks. Where do they go? Nobody knows. It is one of the unsolved mysteries of life.

Of course, Dame Nature herself is the most amazing spring cleaner there is. By the end of winter the country is washed and scrubbed and scoured and holtstoned and furniture polished. Now comes the question: Where do leaves go to? There are thousands of leaves on a big oak or ash or beech, yet in January there is not an average of half a leaf per tree in all Canada; and by the time spring half over a dead leaf, except in the very depths of a thick wood, is pretty hard to find. The countless leaves have all been swept up or buried and the countryside cleared of all last year's lumber.

These are among the great mysteries, but there are minor ones equally puzzling. The moment there is a taxi strike or street car stoppage, out come hundreds of four-wheelers and other vehicles. At any other time one would have to go to a museum to find a single specimen.

Simultaneously with these ancient vehicles, at such times of transport shortage, the old horse bus reappears. There is a poem entitled "The Busman's Farewell to His Knifeboard," which seems to suggest that the last bus had been used for firewood.

But no! The occasion brings them forth. Where have they been hibernating?

"EDITH" IS 2,000 YEARS OLD. While sojourning in Dorset, Mr. Arnold Mitchell, the architect, of Hansover square, made an interesting discovery of value to archaeologists. In one of the villages he came upon a marble Greek statue of great antiquity. The statue, which has suffered face injury from exposure, is of a woman, and is now in the Ashmolean Museum at Oxford, where it is considered a valuable addition to the exhibits there. It has been given the name of "Edith." Dr. Percy Gardner, professor of Classical Archaeology at Oxford University, and one of the greatest living authorities, puts the age of the statue at 2,000 years, his opinion being that this remarkable

BEARERS OF GIFTS TO U.S.A. HONOURED.

The British delegation now on way to the United States to present a statue of Burke and busts of Chatham and Lord Bryce have had striking manifestation of the enthusiastic and cordial appreciation of the American people, being honoured, the s.s. Adriatic by a special banquet at a public meeting. At the banquet the toast of H. M. the King was proposed by the Hon. Willard Saulsbury, a former member of the Senate, and that of the President of the United States by Sir Charles Wakefield, ex-Lord Mayor of London, who heads the British delegation. At a subsequent meeting Mr. Saulsbury expressed the gratitude of the Americans for the magnificent statue as well for the busts, the gift of Sir Charles Wakefield through the Sulgrave Institution.

As the marble is the coarse grain material of the islands, Prof. Gardner has formed the opinion that the statue came from the neighborhood of Smyrna. On the side of the head there are two holes. These, Gardner says, were clearly cut for the fixing of a gold or bronze ornament.

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To Holders of Five Year 5 1/2 per cent Canada's Victory Bonds

Issued in 1917 and Maturing 1st December, 1922.

CONVERSION PROPOSALS

THE MINISTER OF FINANCE offers to holders of these bonds who desire to continue their investment in Dominion of Canada securities the privilege of exchanging the maturing bonds for new bonds bearing 5 1/2 per cent interest, payable half yearly, of either of the following classes:—

- (a) Five year bonds, dated 1st November, 1922, to mature 1st November, 1927.
(b) Ten year bonds, dated 1st November, 1922, to mature 1st November, 1932.

While the maturing bonds will carry interest to 1st December, 1922, the new bonds will commence to earn interest from 1st November, 1922, GIVING A BONUS OF A FULL MONTH'S INTEREST TO THOSE AVAILING THEMSELVES OF THE CONVERSION PRIVILEGE.

This offer is made to holders of the maturing bonds and is not open to other investors. The bonds to be issued under this proposal will be substantially of the same character as those which are maturing, except that the exemption from taxation does not apply to the new issue.

Holders of the maturing bonds who wish to avail themselves of this conversion privilege should take their bonds AS EARLY AS POSSIBLE, BUT NOT LATER THAN SEPTEMBER 30th, to a Branch of any Chartered Bank in Canada and receive in exchange an official receipt for the bonds surrendered, containing an undertaking to deliver the corresponding bonds of the new issue.

Holders of maturing fully registered bonds, interest payable by cheque from Ottawa, will receive their December 1 interest cheque as usual. Holders of coupon bonds will detach and retain the last unexpired coupon before surrendering the bond itself for conversion purposes. The surrendered bonds will be forwarded by banks to the Minister of Finance at Ottawa, where they will be exchanged for bonds of the new issue, in fully registered, or coupon registered or coupon bearer form carrying interest payable 1st May and 1st November of each year of the duration of the loan, the first interest payment accruing and payable 1st May, 1923. Bonds of the new issue will be sent to the banks for delivery immediately after the receipt of the surrendered bonds. The bonds of the maturing issue which are not converted under this proposal will be paid off in cash on the 1st December, 1922.

W. S. FIELDING, Minister of Finance.

Dated at Ottawa, 8th August, 1922.