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PEAT EXPERIMENTAL WORK TO CONTINUE

Machine Has Been Perfected Simplifying Work.

Already the Dominion Government has notified the Ontario Provincial authorities of its willingness to co-operate financially during another year in the peat experimental work at Alfred, Ont. The question as to the advisability of the expenditure of still further sums of money at the Alfred fields has been up in Cabinet Council at the Parliament Buildings, but no decision has yet been reached.

One result claimed by the joint Dominion-Provincial Commission is the perfecting of a machine which greatly simplifies the work of preparing the fuel substance. By its use the peat is dug from the ground, laid out for drying, and cut in sections, all in the one operation, greatly reducing the cost, which has heretofore been regarded as high. Experiments have also been carried on with another type of machine, patents for which are held in Europe.

According to Deputy Minister of Mines T. W. Gibson, this machine which has been developed at Alfred at Provincial expense, would become the property of the province if successful, and not hindered by patent by the men who developed it with provincial funds. It is understood that \$35,000 is the amount considered by the commission to be necessary from provincial coffers to carry on another year's experimental operations.

FAT DIVIDENDS FOR STOCK HOLDERS

One British Company Pays 425 Per Cent.

Two hundred and fifty Lancashire cotton mills, with a total capital of £12,000,000, paid in 1920 £3,500,000 in dividends, according to a report issued by the American Chamber of Commerce here today. One mill paid 425 per cent. The net decline in 357 representative securities in the London Stock Exchange during the past year, however, aggregated £114,000,000, the report states.

The total capital issues of the year, excluding Government loans, exceeded £284,000,000, as compared with £237,000,000 the previous year. New issues in December were £8,000,000, as against £33,000,000 in November. The cancellation of shipping orders continues, the report goes on, one prominent line having withdrawn an order for four large steamers, placed with Clyde shipbuilders and instructions have been given to slow down at the firm's own yards. The fact that the construction was given as the reason for this, ship-owners finding it cheaper to purchase existing tonnage rather than build new vessels, Lord Inchape, director of the P. and O. Steam Navigation Company, told the annual meeting of the Chamber that the future of shipping was none too rosy and that his company now was carrying passengers below cost, although the rates admittedly were high. The coal output continues highly satisfactory, being maintained at more than 5,000,000 tons weekly. Official reports state that the demand for British coal, notably from France and the Scandinavian coun-

NECESSITY FOR MODERATION.

In the current issue of the Leather Workers' Journal, Organizer Frank Lafortune, of the United Leather Workers' International Union, says:

"As this is my first message to the United Leather Workers I want to extend to them my greetings and in extending my greetings I would urge on all the members of the United Leather Workers' International Union the necessity for moderation. In these distressing times of peace the entire world has its eyes on the labor movement. All conventions and conferences of workers are closely watched and our enemies are ready to look for an excuse to discredit our International Labor Movement."

The Leather Workers of Canada have the same forces to combat that the Leather Workers have in the United States. Capital is international and for that reason more than any other, labor in Canada and in the United States cannot and will not be separated. The Canadian members have two forces to deal with in the industrial field. One is known as the Ultra-Conservative Group operating under the name of the National Catholic Union, and the other is known as the Ultra-Radical Group working under the banner of the One Big Union. Labor's problems, therefore, are of no little concern of the wage earners, but so long as man shall live and have his being, so long as there shall dwell in the human heart a desire for something better, so long as there is in the human mind the germ of the belief in human justice and human

tries, has fallen markedly. The result of this, coupled with increased production, is that export prices have declined. The total number of wholesale prices for December shows a further fall of 6.7 per cent. The depreciation on raw materials was 9.2 and on food values 4.8 per cent.

BUILDING MORE SHIPS THAN ENTIRE WORLD

Britain Now Has 3,709,000 Tons Under Construction.

Great Britain is now building more commercial ships than all the rest of the world combined, says a statement issued at New York this week by Lloyd's register of shipping.

On reports received up to and on December 31, 1920, shipping under way in the United Kingdom amounted to 3,709,000 gross tons. In the United States it amounted to 1,310,000 tons, and in all the countries of the world, 7,179,000 tons. Tonnage under construction in all countries on December 31, 1920, amounted to 7,561,000 tons. On a percentage basis, the report shows that Great Britain's share to be 51.6 per cent of the total, as compared with 38.1 per cent at the beginning of 1920. In the same period the share of the United States has decreased from 37.7 to 18.2 per cent. Tank steamers under construction at the beginning of this year amounted to 1,149,000 tons, of which 267,100 tons were in American yards, indicating an increase in internal combustion engines. Ships of this type building at the end of last year amounted to 454,000 tons. Liberty is opportunity to assert rights to harbor or pay privilege, to exercise facilities, to live a full, well-rounded life.

SHIPBUILDING IN B. C. MAKES RECORD

Production Increased During Year By 83,300 Tons.

Steel shipbuilding in British Columbia during the year just closed surpassed the production of 1919, which many thought would stand for a long time as the banner year in the industry. Last year there were 70,300 deadweight tons of steel vessels built in the coast yards, construction being entirely in Vancouver yards. For 1920, the figures were 83,300 tons, consisting of five freighters for the Canadian Government Merchant Marine, one coasting vessel for the Union Steamship Co. and five freighters to the private order of the Coughlan firm, either for sale later or for their own operation. Two of the five were sold, and three are being operated by the firm. The Wallace yards built two steel vessels during the year and are completing a third, while in Victoria two freighters were built for the Government. Two steel vessels are being built at Prince Rupert, but construction has been held up for some time owing to financial difficulties.

Following is the list of launches during the year, with the deadweight tonnage stated: Jan. 24—Canadian Inventor, 8,100; Feb. 24—Canadian Prospector, 8,100; Feb. 25—Chilkoot, 800; Mar. 25—Brakholm, 8,300; May 18—Margaret Coughlan, 8,800; June 29—Indus, 5,800; June 29—Canadian Winner, 8,100; Sept. 10—City of Vancouver, 8,100; Sept. 24—Canadian Traveller, 8,100; Oct. 14—Canadian Highlander, 8,100; Oct. 25—City of Victoria, 8,500; Dec. 23—S. F. Tolmie, 8,200.

By Yards.
J. Coughlan & Sons (steel), 60,200;
Wallace Shipyards (steel), 8,900;
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