

A Note of Confidence

ABOUT THE INDUSTRIAL SITUATION.

The Country Becoming Alive and in a Mood to Meet the Difficulties, as Shown by the New Move in the Miners' Dispute.

Has the tide turned? Trade figures may not be better yet, but there is no doubt about the determination to alter and improve the industrial outlook. Mr. Middleton Murry, in the Adelphi, always a seer, says in his magazine:

"We come, as ever, back to fundamentals. People have a way of resenting being brought down to bed-rock. It is necessary and salutary, for it is abhorrent to human dignity that a man's left hand should be ignorant of the behaviour of his right. That is no true belief which does not insist upon being squared with all a man's thoughts and actions and it seems to me that a true connection between religious belief and political creeds can only be established if we think in terms of 'rights' and more in terms of 'obligations'."

The Thing that Chiefly Matters.

"In the old phrase of the catechism it is 'my duty towards my neighbour' that chiefly matters, and, if the conception were real to us, it would take as a good real nearer the millennium than the rights of man, or the rights of property. Noblesse oblige, if you like, provided you remember that noblesse is the privilege of any man who cares to make it his."

"And the Socialists should give up dreaming of the golden age to be; and the Tories give up dreaming of the golden age that was. The present days are better, even though they may seem dark; and the future lies not with that country which expatriates or exterminates, but with that which most swiftly forces its men to work on the old terms, but with that which can push through the present universal deadlock of capital and labour to a more widespread sense of the responsibility of each man for his neighbour."

"Let us hope that country will be England. It has been in the van of Western progress too long for any true-bred Englishman not to feel instinctively that England will yet show the way out of the confusion that has fallen upon the West. But, whether England, which was the first to plunge into the unknown of the industrial system, will be the first to emerge from it, or whether English industrialism will speed onwards to new and extreme developments of which we do not dream—these things are hidden."

The Compass of True Individualism.

"But there is a compass by which we may steer across the uncharted ocean of the future; and that is a true individualism. If every man would strive for the possession of his own self, he would reach a point at which he knows that all manner of things which seemed important, are not important at all; that wealth does not produce happiness, and that happiness itself is not a thing to be aimed at, that circumstance is as it must be, that the only change worth having will be a change in men's attitude to circumstance, and therefore to their fellows, that in so far as this change comes to pass (and each man must do it for himself) men will be content to do as well as they can, and not falsely dream that, if outward things were otherwise, they might be otherwise also."

The remark that "we might do worse than substitute for the white heather as a symbol of good fortune the prosaic but practical round table" has an illustration in the decision to hold a joint enquiry between the coalowners and the miners' representatives.

"The coalmining industry, while struggling with acute adversity, is given a great opportunity. The adversity—though it may seem harsh to say so—has created the opportunity and conceivably, if wrongly regarded, may also destroy it as indifferently as a crocodile will destroy its young," says the Times.

"It is a truth enshrined in a proverb that adversity makes a man wise but not rich. The saying is not less true of an industry. But in that wisdom there may be the seeds of a future and enduring prosperity. In the case of the coal industry the use of the opportunity has been for some months in the balance."

"The scale has at last inclined favourably; and if now forces that were ranged for combat can be harnessed to co-operative and constructive effort, the industry may achieve a triumph not only over external circumstances but over internal dissensions and tendencies leading rapidly to confusion. It is the resolution of the miners' delegate conference at Blackpool that has made a potential opportunity actual. The resolution must not be misunderstood and things must not be read into it that are not there."

"This is the opportunity; that the joint committee should be able to show unequivocally that the way of conference leading to a genuine co-operation is more to be desired even than the way of negotiation—good though that may be—upon contentious claims leading to an agreement."

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that, in reality, is no more than a truce.

"Reservations, mental or actual, that interfere with the purpose or with the prosecution of the inquiry, must be of the nature of a betrayal. To carry into the inquiry the slogan of the Minority Movement—Down with the class peace policy—would be fatal. So would any reluctance to examine with an open mind the factors which the miners believe are making against the welfare of the industry, or their claim that the present demarcation of the industry is too narrow and should be enlarged so as to include ancillary undertakings, such as by-product plants and selling agencies."

The First Requisite.

"The mere suspicion that a colliery owner may be able to bear a loss at the pit because there is a profit on the marketing of the coal—however small a proportion such transactions may bear to the operations of the industry as a whole—must act like poison on the confidence which the first requisite of a joint investigation designed to foster a spirit of co-operation."

"The depression of the industry is widespread. The recovery of its prosperity means more to the nation than the reduction of the number of the unemployed—important though that single consideration is—for our coal exports are an essential means of paying for a large part of our imports of foodstuffs."

"Coal is, besides, a raw material for all our manufactures. It follows that the mining industry cannot think of its prosperity in terms that exclude consideration of the condition of other industries. So it is set the task of regaining its lost trade by means that will facilitate the recovery of other industries. In that way alone can its own recovery be finally assured."

Our Montreal Letter

(From Our Own Correspondent)

A TERRIBLE TOLL OF HUMAN LIVES BY AUTO ACCIDENTS.

The year 1925, up to date, shows a terrible toll of human lives by auto accidents. The number of children killed by automobiles number 21, the total auto fatalities 39, and the total non-fatal auto accidents 476, showing an increase of 25 per cent. over last year's record. The Safety League officials are doing their best to try and check the toll, due not only to reckless driving but also to the carelessness and heedlessness of children.

Felled by two girl cyclists, Robert Gagnon, aged seven, rose to his feet apparently unhurt, walked unaided to his home at 594 Fabre Street, collapsed at the doorway, and was dead at 8.30 o'clock, one hour after the accident. Doctors diagnosed the case as cerebral hemorrhage. The fact that his head was injured in an auto accident when he was two years of age may, it is thought, have been a contributory cause of his death.

Police Sergeant Thibault, who later investigated at the scene of the accident, learned from other children that the little boy had been playing by himself on the sidewalk a few yards from his dwelling. As the girls rode up Fabre Street on their bicycles he started to cross the road.

Before the cyclists could swerve he was before their machines. The near bicycle knocked him down and the other passed over him.

The girls stopped to render the youngster assistance, but as he jumped to his feet apparently unhurt, and ran towards his home, they judged, it is thought, that he had suffered no ill-effects, and continued their ride.

Dr. J. A. Manseau, of 783 Laurier Avenue, east, and Dr. F. A. Martin, of 483 Fabre Street, were called, when the parents found the boy unconscious in the doorway. They saw from the first that there was no hope of saving his life, as they afterwards told police of the Rachel Street station.

FOLLOW LIFE IN ITS PROPER COURSE.

Dear Friends—There are many people who deviate from the proper course in life. A life of ease and indolence seems to grasp a firm hold on them. They may be tall of stature, physically, mentally, and intellectually, they appear one hundred per cent. fit, but they are "Sleeping Giants", chloroformed with inertia, handicapped tight with no ambition, chasing after specks and bubbles in the air, and proclaiming to all that they are failures and unable to captain their own ship safely, through the storms of life's tempestuous sea. They never take issue with themselves, and try to shake off the galling chains that make them derelicts in life.

A writer says: "In bad weather, when there are heavy fogs and storms at sea, the navigator is obliged to take his bearings frequently to know where he is. If he does not do this, he cannot intelligently direct his course, and is liable to wreck his ship by running on hidden rocks."

Every man is the navigator of a life ship, and if he doesn't early form the habit of taking his bearings, to find out where he is and whither he is going, he may, in middle life, find his ship on the rock of failure. If you

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R. J. LOUIS CUDDIHY.

Sprinter at 75

Old Man Who Revels in Long Walks Enters for One Mile Race.

Much disgusted because his entry for the Bradford to Morecambe walk has been refused on account of his age, Mr. Thomas Hall, aged seventy-five, has entered for the mile race at the Sheffield United Harriers' sports. It was only five years ago—when he was seventy—that he took up long distance walking.

"It cures all ailments, including rheumatism," he said. "Since I started I've not had the slightest illness." He has walked from London to Brighton, Manchester to London, Sheffield to London, and Manchester to Morecambe.

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Just Folks.

By EDGAR GUEST.

GETTING THE BABY TO EAT.

Not often have I praise for guile Or sought that savor of deceit, But at that trickery I smile By which the babe is made to eat. I chuckle as I hear her say: "Now, Peter Rabbit, we will play! Come, show your dad how Peter takes The carrot pie his mother makes."

Her little mouth she opens wide And in the spoon of carrot drops, The self-same artifice is tried With those detected spinach tops: 'Tis wisdom swindling innocence, But when I see the game commence I put my honor on the shelf And start to swindle her myself.

These three-year-olds, I've come to know, Enjoy the things they shouldn't eat. If they could have their way they'd stow Their stomachs full of sickly sweets; So age beside the table board Must play the trickster and the fraud And cover thick with pretty lies The vegetables babes despise.

Let moralists proclaim that truth Alone deserves a word of praise, They have forgot the ways of youth. And all the tricks a mother plays; They've overlooked the pretty lies Which every parent must devise, And every artful, clever feat Required to get a babe to eat.

Six Years Under Sea

Scuttled German Ships in Good Condition.

The salving of the German destroyers scuttled in Scapa Flow in 1918 is revealing that everything within them is in surprisingly good condition, though they have been at the bottom of the sea for nearly six years.

All sorts of curious electric fans, gun sights, lamps, engine-room fittings, and electrical gear are being assiduously cleaned and polished. In S-65 the destroyer most recently raised, a packet of leave passes was found, almost as clean as when printed. A copy of The Daily Mirror also was discovered in this vessel.

CUNARD ANCHOR-ANCHOR DONALDSON PASSENGER SAILINGS

FROM MONTREAL TO June 19—Antonia, P.Y., Cher., London June 19—Athenia, P.Y., Cher., Glasgow June 20—Aurania, P.Y., Cher., Liverpool June 27—Aurania, P.Y., Cher., London July 3—Lettitia, P.Y., Cher., Glasgow July 10—Saturnia, P.Y., Cher., London July 11—Ascania, P.Y., Cher., London July 17—Athenia, P.Y., Cher., Glasgow July 18—Antonia, P.Y., Cher., London July 24—Aurania, P.Y., Cher., Liverpool July 31—Lettitia, P.Y., Cher., Glasgow AUG. 1—Aurania, P.Y., Cher., London

FROM NEW YORK TO June 17—Berenaria, P.Y., Cher., S'ampton June 20—Scythia, Q'town, Liverpool June 20—Cameronia, L'derry, Glasgow June 20—Laconia, Q'town, Liverpool June 24—Mauretania, P.Y., Cher., S'ampton June 27—Carmania, Q'town, L'pool June 27—Andania, P.Y., Cher., Glasgow June 27—Andania, P.Y., Cher., Glasgow June 27—Franconia, Norway, 'Cruise' July 1—Aquitania, Cher., S'hampton July 1—Lancasteria, Med., Norway Cruise July 2—Samaria, Q'town, Liverpool July 4—Tuscania, M'ranean Cruise July 4—Asyria, L'derry, Glasgow July 8—Berenaria, Cher., S'hampton July 8—Caronia, Q'town, Liverpool "Sails from Boston."

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