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Bowels

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the World Corea, the South America, and not ur own land, need ssionary is wel-Men everywhere of those Cananselves in order

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Movements

HERE'S A GIRL WHO PREFERS MARRIAGE TO PAINFUL TEETH

Neb. 13. Once upon a macker, Oak Park, shudthought of a dentist's that was before last Noan aching molar sent ha office of Dr. Fred C. Sher-

THE GIVINGS IN THE FORWARD MOVEMENT

St. Pauls, Objective \$7,000. Receivd to date \$6832: Welland Avenue \$7000, \$5000. Memorial \$3160, \$3000. Louth and Grantham \$2000, \$2007.

Merritton \$1660, \$1266. Thorold \$3700, \$3385. Lundy's Lane, Niagara Palls, pozon

Niagara on the Lake \$1700, \$500. Queenston \$2050, \$1120. Grimsby \$3200. \$2732. Beamsville \$4050, \$3100. Jordan Seation \$3450, \$3045.



Canada at the National Chemical Exposition, Chicago.

The importance and magnitude of our Chemical Industries form a sensational chapter in the Industrial history of Canada, that has become known the world over. Development followed development during the war with amazing rapidity and still continues. Some idea of the progress war with amazing rapidity and still continues. Some idea of the progress made, may be gathered from the fact that up to a few months prior to the end of the war all Synthetic nitrates for explosives produced on this continent, were of Canadian origin. Our production of acetone was equally phenomenal. It is no wonder, therefore, that Canada occupied such an important position at the National Chemical Exposition recently held at Chicago, admitted to be the greatest industrial event in the history of that city. In addition to the large attendance from Chicago, over twenty thousand members of various scientific societies, Universities, manufacturing concerns and others interested in commercial and scientific development, attended

members of various scientific societies, Universities, manufacturing concerns and others interested in commercial and scientific development, attended the exposition. These included, The American Institute, Mining and Metallurgical Engineers, American Electrochemical Society, Technical Association of Pulp and Paper Industry and others.

The Government of Canada and the Province of Ontario, realizing the importance of this opportunity of telling abroad the story of our resources were represented by exhibits, and by some of their best men. The Canadian National Railways had an exhibit illustrating the mineral, forest wealth, water powers and raw materials of the country. water powers and raw materials of the country.

During the Exposition two addresses were delivered by C. Price-Green,

Commissioner, Industrial & Resources Dept., Canadian National Railways, on Canadian National Resources and the great field afforded in Canada for enterprise and investment of Capital, which were widely reported in the American Press and many scientific publications.



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Specialty from Woulders

Wanted to operate moulding machines Light work, big pay. Average weekly hours about fifty. Steady work and employees insurance.

ZABA RULED BY VENICE.

Winged Lion of Saint Mark Caps Gate In the Town Wall. Zara, where Gabriele d'Annunzio is

eported to have landed, and its location relative to Fiume, already occupied by the soldier-poet, is described in a U. S. Geographic Society bulletin, based on a communication from Kenneth McKenzie, follows:-"Starting from Figure, one sails down the channel called Quarrierolo,

eaving Istria and the Gulf of Guarnero to the right. The Island of Arbe, about half way to Zara, has an old cathedral with a twelfth-century tow-Coming from Trieste one skirts the western shore of Istria, stopping perhaps at Rovigno and at Pola. The stay of an hour enables one to get hurried glimpse of the great amphitheatre and other Remains of Pola, under Austrian rule an importthey motored out to were married by the Choice cut flowers, potted plants and floral designs, at all times at Italian. Istria would well repay the Walker's Florist 104 St. Paul Street, time devoted to a trip of several days; but we pass on, stopping at one or two of the islands, to Zara, the most northerly town of importance

> "Zara is noted all over the world for its maraschino. Aside from this, however, the town has many attractions to offer. On landing from the steamer in the land-locked harbor, we find ourselves in front of a gate in the town wall. Over the gate is the winged lion of Saint Mark, often met with here and elsewhere in Dalmatia, and a symbol of the former dominion of the Republic of Venice. Passing through the gate, we enter the narrow paved streets of a typical Italian city, such as we may imagine it to have been two or three cen turies ago, except that the hotels are more comfortable. There are many mediacyal churches in the town, interesting achitecturally, and containing works of art. The cathedral in particular, a majestic Romanesque church, is richly adorned outside with many arcades of little columns and side with marbles and paintings. It is in the best Italian style of the middle ages. Its campanile is a landmark.

Wandering among the narrow streets, we come upon several open squares and market-places, where in the morning scores of peasants may be seen in the brilliant-coloned cos umes. There are Roman remains,

-columns and statues. Leaving Zara, the steamer comes ut of the harbor, encircles the point of land on which the city stands, and skirts low-lying shores, passing among innumerable islands. All at once a narrow opening appears: we go through it, and find ourselves in the spacious harbor of Sebenico, with the town rising from the water to a fort crowning the hill."

Loval to British Crown. There are a number of diminutive water-surrounded monarchies off the coast of Scotland. They each have their kings, but are subject to the British crown. One of them is the Isle of Bute, in the Firth of Clyde, which is owned by the Marquis of

The kingdone contains only fifty square miles, but has a population of 11,000 people. There are six lakes within the island, the largest being of a mile wide and about nine times that in length. The famous old home the marquis dates from the year

Arran is another of these kingdoms in the same firth. The Marchioness of Graham rules over its 5,000 in nabitants. It is nineteen miles long and ten miles broad. It was on this island that Robert the Bruce is said to have hidden in a cave for some time and there planned one of his expeditions to recover the crown. The ruins of a castle, once the home of one of Scotland's kings, is on the

Sir John Bullough rules over the island of Rhuth, which is one vast game preserve. Nearly all this island s deep forest and moorland, and all of it is mountainous. Only 300 acres are tillable, and there are 160 inhabi tants. The island provides deer and

ther game for the nobility: The largest of these island groups is doubtless Lewis Island, one of the outer Hebrides group, off the west coast of Scotland. It covers an area of nearly 700 square miles and boasts a population of 37,000 people. t has splendid lochs, where splendid ishing is to be had, and red deep till roam over the moors and forest

This land has a stirring history or the people have always been fighters and have many times defeated he royal troops .- Answers.

Solved Labor Problem.

The Malays and Bataks of Sumatra have solved their labor problem in a nique way. An important part of their food is the cocoanut, and this also forms an important part of their ommerce. They have trained mon keys to pick nuts, in which they show creat dexterity. Carl D. La Rue of Sumatra writes to Science saying hat trained cocoanut-picking mon keys sell at from \$8 to \$20, accordng to their skill. He adds that they re very savage, and will inflict a rious bite whenever they get a

Mirrors.

In the early part of the sixteenth entury mirrors first became articles of household furniture and decoraion. Previous to that time - from he twelfth to the end of the fifenth century-pocket mirrors of nall hand mirrors, carried at the dle, were adjuncts to ladies' tol The pocket mirror consisted small circular plaques of polished etal fixed in a shallow circular box vered with a lid.

forway Extracting Salt from Ocean. Experiments in Norway with a ow to extracting salt from ocean ter by means of electricity have cen successful, and two salt facase in the near future.

WANTED—Telephone operators. Apply Chief Operator Bell Telephone bours demurrage was caused to out precedent, and which, with the way companies dealt with the public strength of the country in that all duced to a minimum and the economy of operating which are almost with old-time aloofness with which rail-out out precedent, and which, with the way companies dealt with the public strength of the possibility of

ARREST MADE IN CONNECTION WITH BEAMSVILLE OUTRAGE

(Continued from page 1) It is evident that a blow from the lub knocked her senseless and it is uspected that there may have bten nother man implicated.

Young Moore it is understood saw man running agross the fields when he got to where his sister lay, but it was quite dark and hard to disinguish anyone's face,

FRIDAY, FEBRUARY 13, 1920

The Forward Movement Campaign A Four Weeks' Programme

January 18-Day of Intercession. The World Situation. January 25-National Aspects of the Appeal. February 1-Foreign Aspects of the Appeal. February 8-Summary, and Call for

in the transportation situation has taken place through the sudden consummation of a plan for the acquisition of the Grand Trunk and Grand Tru in the transportation situation has cianplace and the test of the possibility of successful administration of a vast system of railway under the aegis of the Government will be made. It is probably the most ambitious and comprehensive task which are Covernment will be many problems in common and respect of all railways operating under the many problems in common and respect of all railways operating under the foundation of competition. "The foundation of competition should be the same. The legislative and their ramifications are great. Since 1904 the railways of Canada have been required to justify every rate, act and practice which affect-

would have been better satisfied that tion within the Empire, in a few the decision then represented the months' time it would be number view and desire of the vast majority two instead of number one, and that of the people of this country, espe- was where the shoe was pinching. cially of the business communities. As I say, Mr. Hanna intended this who have a particular stake in the to be a humorous remark, but Scotch railway situation and a particular humor is sometimes hard to underknowledge of what constitutes effi-stand, and his audience, a most in-

ministered by a board selected by the railway system; bigger and better Government, with experienced rail-Parliament, as is inevitable, in full discuss with the utmost candor the National Railways or the Cana-

dian Pacific, because with prepond- frankness and agree between ourerating mileage under the control of selves as to which was then number the Government, it is not likely that one and which was number two. Of much capital would be attracted to course, it would be the same railnew railway enterprise for the re- way, but as I have said, Mr. Hanna wards which such investments might is a very wise man. Five years hence bring. Therefore, I think it may he may even be wiser than he is be fairly stated that such additional construction as takes place within the next few years will depend upon the next few years which years were next few the next few years will depend upon the willingness of the National Railways and the Canadian Pacific to appreciate these needs and their fin-

ancial ability to meet them. MEANS KEEN COMPETITION. "This is a situation which is without parallel any place in the world

was well and efficiently done; was selves are confronted with conditions

plain intimation of a coming in on the executive Committee, and f business methods fail to accomplish in common

made. It is probably the most ambitious and comprehensive task which any Government or any people has taken upon themselves, except temporarily and in except the many problems in common and others which are individual because period of years and the results may be expensive, but under honest management with independent and nonpolitical administration, and above all with accurate information supplied to the public as to the result of these operations, the people of this country will be able to determine for themselves whether that system is the best and if not what improvement should be made in it. I make no comment on the wisdom or otherwise of this further extension of Government ownership of cient railway service. The decision has been taken, however, and derstood him and applauded his the consolidated system will be ad- prophecy of the advent of another

way operators and executives in im- "I imagine that Mr. Hanna and mediate charge of the property, with myself could sit down today and control of the financial support to be general railway situation. Incidengiven, and the Government of the tally to that we could, I think, agree day with full responsibility for the without much discussion as to which expenditures of the monies voted was number one and which was for such purposes. The result of number two. I say this without any this means that the railway situation hesitation or reservation, because I in Canada is now completely chang- know what a wise and experienced ed, and the country must depend for man Mr. Hanna is. I can say with some time at least for additional rail- equal confidence, I think, that five way facilities, where needet, upon years from now Mr. Hanna and I could discuss the question with equal conclusion.

A CHEERFUL PROPHET.

"Mr. Hanna has recently adopted the role of prophet for the National Railways. He is a cheerful prophet and he role of the war debt of Can mean that he should disregard the ada; the rates were at the same time warnings of the times, or with his eyes on his own future fail to observe the economical pitfalls impaired and he role of the war debt of Can mean that he should disregard the ada; the rates were at the same time warnings of the times, or with his eyes on his own future fail to observe the economical pitfalls impaired and he role of the war debt of Can mean that he should disregard the ada; the rates were at the same time warnings of the times, or with his eyes on his own future fail to observe the economical pitfalls impaired and the rates were at the same time warnings of the times, or with his eyes on his own future fail to observe the economical pitfalls impaired and the rates were at the same time warnings of the times, or with his eyes on his own future fail to observe the economical pitfalls impaired and the rates were at the same time warnings of the times, or with his eyes on his own future fail to observe the economical pitfalls impaired and the rates were at the same time. phiet, and he paints a glowing picture of the future of the properties in wages by the enormous sum of under his charge. This is as it should \$34,000,000. There can be only one western provinces playing a great out parallel any place in the world where a government-owned and operated railway and a privately-owned and operated railway not greatly different in the matter of methods are operated railway not greatly different in the matter of methods are operated railway not greatly different in the matter of methods are operated railway not greatly different in the matter of methods are operated railway not greatly different in the matter of methods are operated railway and a privately-owned and operated railway not greatly different in the matter of methods are operated railway and a privately-owned and operated railway not greatly different in the matter of methods are operated railway and a privately-owned and operated railway not greatly different in the matter of the future of the satisfactive as possible. He has recently taken his pencil in hand and and added together the joint mileages of the Canadian Northern, Intercolonial Transcortinental, Grand Trunk and Canada. It is true, I think, that this will provoke a highly competitive condition, thow of freight carried on all systems and has concluded the number of engines and cars of all descriptions, tons of freight carried on all systems and has concluded the National Railways are, or will be, the greatest fairness. If political methods are If political methods are railway system in the world. I do ary increase in the iness will be sufto be introduced into the competition, and facilities provided in accordance with political expediency or if political rewards follow the competition of the competition of the competition of dispute his figures as to mileage, and I do not imagine it is of much public importance whether the gross and material which the railway competition in the competition of the competit or if political rewards follow the earnings of the combined systems parties have experienced in respect to the support or otherwise are greater or less than the Canadian years. which is granted by shippers to the National Railways, then I should say less, although the mileage is greater, very well informed on the competition would be unfair and the competition would be unfair and but I do say that the test of the best railroads. I know that many of you of doubtful commercial or national value.

"During the course of the year, the railway companies of Canada had to meet a great many problems, due to the emergencies which prevailed which were unusual and of great way's service is consistently better.

but I do say that the test of the best railroads. I know that many of you are, or have been, persistent users of the railroads, that you have competent critics and that you have competent critics and that you have come in contact with their operations in a more intimate way than most citicate and sane consideration which is service they render, and if one railroads. I know that many of you are, or have been, persistent users of the railroads, that you have competent critics and that you have come in contact with their operations in a more intimate way than most citicate and sane consideration which is service they render, and if one railroads. I know that many of you are, or have been, persistent users of the railroads, that you have competent critics and that you have come in contact with their operations in a more intimate way than most citicate and sane consideration which is service they render, and if one railroads. I know that many of you are, or have been, persistent users of the railroads. The difficulties which confront use are not insurmountable if the solution of them are given the moder-into an open contact. The difficulties which confront use and "biggest" are not necessarily are, or have been, persistent users of the railroads. I know that many of you are, or have been, persistent users of the railroads. I know that many of you are, or have been, persistent users of the railroads. I know that many of you are, or have been, persistent users of the railroads. which were unusual and of great way's service he render, and if one rail- zens of this country. You will a sion. Appeals to prejudice and trainmortance and which required new importance and which required new than another's, if its officers are accuracy of my statement when I

ordinated to meet the extraordinary ther its mileage be somewhat more now. demands through the movement of or somewhat less than its rival's.

war traffic and soldiers. The work

"The National Railways and our-A CITIZEN OF COUNTRY.

Atlantic shipping by delays on Can- largest measure of support we can lic. The Canadian Pacific is a cit- creased beyond the possibility of idlan railways. I have recently re- both receive, still render these ones izen of Canada, not the first citizen serious setback."

Higher Railway Rates

Necessary, Says E. W. Beatly

Celved a letter from Sir Joseph
Maclay, British finister of Shipmin in which he points to this
floor as computed with the work of the Canadian railways was performed.

Address AT WINNIPEG

Address AT WINNIPEG

Railway Situation in Canada Without Parallel Any Place in the
World, Le Says,

Winnipeg.—Addressing t*. Canadian Club at a luncheon at the Royal
dian Club at a luncheon at the Royal
dian Club at a luncheon at the Royal
dian Club at a luncheon at the Royal
we also know that the public is a grave inboth appreciate that the people is a to both the most conboth appreciate that the people is a grave inboth appreciate that the people is a grave inboth appreciate that the problems are the problems are the problems are the problems are the problems and the agrave inties corridence is secured. We know too, that no sentiment will control the success of our efforts.

"Heretofore in Canada there has been conthe offective lway in which the work of the Canadian railways was performed.

"Since the war, there has been constituted the Railway Association of Malical Railways to Turther its inCanada, whose executive comprises the presidents of the principal rails
ways in Canada, and in the organiation of which is contained various committees from the operations, flush, or any other system, which is somewhat with the problems and dated into the National Raifways, of the canadian Pacific, or any other system, which is somewhat with the problems and administration of the Canadian Pacific, and there is no occasion, so fair as the Canadian Pacific, and there is no occasion, so fair as the Canadian Pacific, and there is no occasion, so fair as the Canadian Pacific, and there is no occasion, so fair as the Canadian Pacific, and there is no occasion, so fair as the Canadian Pacific, and there is no occasion, the commander of the command

Winnipeg.—Addressing the Canadian Pacific, of any dian Club at a luncheon at the Royal Alexandra on the subject, "The New Railway Situation," E. W. Beatty, Railway Situation," E. W. Beatty, Railway Company, gave a long to the people of the rail the business of railroading and political methods being adapted to corporations, when their stake in the rail the business of railroading and political influence being used where the state in the country is so great, and their incompany to the people of the people of the railroading and political influence being used where the state in the country is so great, and their incompanies, who are constituted to dated into the National Railways, other railway, is concerned for the but there is always the danger of people to regard them as souliess political methods being adapted to corporations, when their stake in the constitution of the Canadian political influence being used where the state in the constitution of the canadian political influence being used where the state in the constitution of the canadian political influence being used where the constitution of the canadian political influence being used where the constitution of the canadian political methods being adapted to corporations, when their stake in the constitution of the canadian political methods being adapted to corporations.

plain intimation of a coming increase in rates.

Mr. Beatty said:—"Since I had the pleasure of visiting Western Canada in May last, a very important change in May last, a very important change in the executive Committee, and reactions in the executive Committee, and reactions in the desired result. I was very glad to read Mr. Hanna's strong plea for independent administration, which means business administration, which means business administration because I would distill to accomplish in common.

"There is always in the minds of the desired result. I was very glad to read Mr. Hanna's strong plea for independent administration, which means business administration because I would distill to accomplish in common. cause I would distike to see post of ed or privately owned. It is sup-Commission should be the same in rate, act and practice which affect-

I make no comment on the wisdom or otherwise of this further extension of Government ownership of railways in Canada. The matter has been settled by the representatives of the neople. I am sorry, however, that a little more time and information were not given both to the peope themselves and their parliamentary representatives, because I make the comment of the peope themselves and their parliamentary representatives, because I make the comment of the peope themselves and their parliamentary representatives, because I make the comment of the peope themselves and their parliamentary representatives, because I make the comment of the peope themselves and their parliamentary representatives, because I make the comment of the peope themselves and their parliamentary representatives, because I pied a very unique and strong positive and in the comment of the peope themselves and their parliamentary representatives, because I pied a very unique and strong positive and in the comment of the peope themselves and their parliamentary representatives, because I pied a very unique and strong positive and the preached the proposition of those who supply the money is to demand a voice in its country and the rewards which come from and the rewards which country ture and in the management of the other, and it cannot be preached institutions for the financing of too often, because unless it is prac-which they are responsible. share of the world's prosperity, and MORE REVENUE NEEDED. "I do not pretend to speak for the disquieting conditions which have National Railways, but no doubt, as resulted from the economical upin the case of the C.P.R., large sums heaval of the last five years. Heav of money are required to complete work that has been heretofore impossible to undertake and to extend facilities to meet the rapidly increasing needs of the country. Neither of use an stand still; we must propries us can stand still, we must progress must also see it, and practice it, or if we are to receive our fair share else hard times will succeed our pre-

of the country's prosperity. In or sent era of prosperity. It has alder to do this we must have money, and money can be obtained only in two ways, by stock or bond issues, or by revenue. Operating increases lous commentary on the common tanks of needle that it ways seemed to me that hard times cannot be taken care of by the form-sense and sanity of people that it er. The extraordinary recent costs is necessary for the realization of of maintenance and operation can be these consequences to be obtained met only in one way and that is by by experience instead of by a careincreased revenue to the companies, ful appreciation of the trend of
and in this we need the sympathetic events and by modification and prosupport of the people who demand a dence anticipate and prevent the high standard of railway operation natural consequences of extrava-and railway service which can be games and imprudence. I am an op-secured only, in view of the prevailing high prices, by paying a transcould be anything else so far as
portation charge at Teast equal to
the increased cost of operating. You
are all aware that in 1918 railway
people, but with great optimism can

those whose concurrence permitted are the adoption of these policies. There is no time in the history of this country when the views of extremimportance and which required new methods to secure their being dealt with competently. For that purpose the Canadian Rallway War Board was constituted and through it the efforts of all rallways were consistence of all rallways were consistence of all rallways were consistence of the rallways which will be rightly regarded as the best, who were consistence of the rallways than another's, if its officers are accuracy of my statement when the history recognition of the diversity of economic necessities which inegitably the regarded as the best, who is the rallways than another's, if its officers are accuracy of my statement when the history of this country has there been more of this country has there been more for an appreciation of the diversity of economic necessities which inegitably regarded as the best, who is the rallways than another's, if its officers are accuracy of my statement when the history of this country has there been more of this country has there been more for an appreciation of the diversity of economic necessities which inegitably exists in a country the size of Candian Rallway with the rallways which will be rightly regarded as the best, who the interests of the country as a "There is little if any, merit in that fidence that our errors would be re-