

Labor Unrest

The Premier of Quebec finds reason to denounce the action of certain Union Strikes, in demanding a 44 hour week, and an increase of wages, with the shorter time of working. He characterizes their action as "a crime against the Canadian nation to make such demands at a time like this" of course Liberal working men, will not find fault with Premier Taschereau; the head of a strong Liberal Government, but meekly bow.

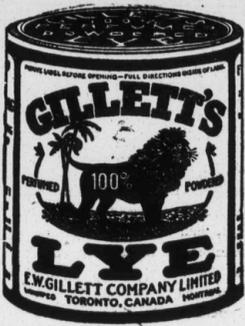
The new Dominion Government has gone on strike against the demands of workers on certain Government jobs, and the work is ordered stopped. Men working on various improvements on canals etc, not content with having previous demands agreed to. Advances in wages, and so on; struck for still more now, they want at least \$4 per day, and the new Liberal Government, has answer

ed with an emphatic NO. They are "sacked."

And now the Girls are into it, and little wonder if press reports be true; and the girls have quit work. The Penman No. 1 Mill, Paris, Ontario, is the scene of action. Drop after drop has taken place in wages, down to a 43 per cent cut. The girls claim they can only make 72 cents a day and they cant live decently on it, especially those of their number who have to refund \$2 a week, in payment of fares from the Mother Land. Some of the girls claim, they make less than \$4 a week. Certainly this should be looked into. Canadian fair play demands it.

Away at the East end of Nova Scotia, among the miners everything seems to be upside down, and now a lot of them, have to face the courts, as law breakers, and criminals. They exercised the "rough house" system, in the advocacy of their cause; rioting, smashing up premises, looting; and other devilish tricks. These are the gentlemen, who threaten the tactics of Bolshevism, if their demands are not submitted to. There are Russians among them, and goodness knows how many other nationalities. The courts should make short work of them, even if there are native born Cape Britoners, among them. "Fair play is bonny play," and Capital and Labor, can carry on better together, when the hoodlums are behind the bars.

The unrest in Amherst, is somewhat stilled. Good news to be sure. "Busy Amherst," has been quite a while, on the other side. We can always have a good word for Amherst. It is on the whole, one of our brightest Eastern cities. The car works there, form one of the most



important industries of the Maritimes, yet, for some reason or other, it is every now and then, down among the back numbers. There ought to be enough work from the Eastern section of the National Railways, to keep things busier in the Amherst Car Works, than they generally are. Business is stirring up them, again, and we hear that about 200 men are employed, principally in repair work. Further orders are expected, and we trust the Government will see to it, that the thoroughly equipped premises, of that Amherst Car Works, will be kept going to the busy hum and employment of industry; Amherst and her workers, deserve it.

In Moncton too, there is the stress of hard times and consequent unrest. Many are out of work, and it has been found necessary to form relief societies. Families have been found almost destitute, where food and fuel were absolutely necessary to tide them over for a while. No doubt this same story could be told of other places, all too numerous to mention. From whatever cause "the poor, we have always with us." It has however, come to be recognized that "Moncton is a hard place, for a poor man with a family." There is a general growl, not from the poor alone; against the unreasonably high rents asked by some landlords, and truth to tell, some of the houses would be well paid for; at half the rent now asked. Of course the landlords dont think so, they are out for their pound of flesh, even if it takes more than half a mans wages to pay it, or there abouts, as actually occurs sometimes. Again "no doubt this same story could be told of other places," but the fact remains, that high rents aggravate the unemployment position, and add much to labor unrest.

The wide world over there is labor unrest. Reasonable people of sound mind, face it bravely, and reason, with sacrifice, will win in the end. It is really no doubt, the aftermath of the late Great War. Germany sowed the wind, and she is reaping the whirlwind, and its rush and whirl, has struck the other nations in the struggle. Yet after it all, Germanys labor and capital have joined hand in hand again in the march for industrial supremacy. They are hitting hard against the industries of other nations already, and the intense love, which Germany have for the fatherland, leads her workers to toil in a spirit of sacrifice for the good of their country, and its commercial advancement, more than the idea of strikes and high wages. The more the workers of other countries, go out on strike, the better for Germany, and the better will German labor flourish.

SUMMERSIDE DEFEATED
SACKVILLE 7-4
Charlottetown, P. E. I., Feb. 22—The Summerside Crystal hockey team defeated Sackville, N. B., in the match played at Summerside last night by 7 to 4.

"Bluebeard" Landru goes to the gallotine. Too many women will make any man lose his head.

BATHURST DEFEATED OXFORD FOR THE McLELLAN CUP

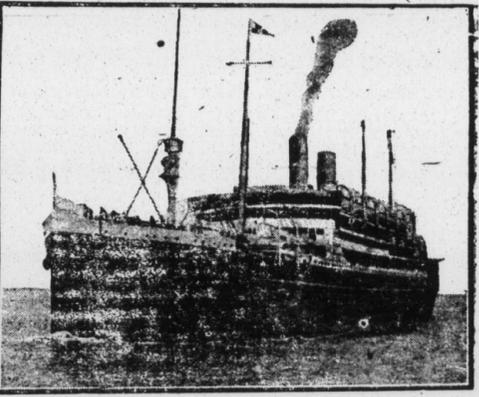
Bathurst defeated the Oxford curlers last night in the McLellan cup match at Bathurst by 13 points, the score by skips being as follows:

Bathurst	Oxford
Stout 19	McLean 12
McKay 21	Bissett 15
Totals 40	27



THE EMPRESS OF SCOTLAND

The Canadian Pacific Steamships line's "Empress of Scotland" has been chartered by Frank S. Clark, New York, for a cruise of 55 days to the Mediterranean, calling at the various European ports. She left New York on February 4th, with 200 passengers.



This spring the "Empress of Scotland" will carry on a regular service between Quebec, Cherbourg, Southampton and Hamburg. She is scheduled to leave Quebec on her first outward journey from Canada early in May.

The "Empress of Scotland" is the largest vessel in the Atlantic fleet of the Canadian Pacific, and one of the finest luxurious vessels in the service. This steamship has recently undergone a very comprehensive overhaul and has been adapted for burning oil fuel instead of coal. Her Second Class passenger accommodations have been increased and improved. Her Third Class accommodation has also been greatly improved, a new Third Class Dining Saloon having been arranged at the forward end of the ship, together with a Lounge and Smoke Room, and an additional Third Class Dining Saloon arranged aft. The boating capacity has been brought up to the most modern standard, new davits having been fitted throughout, and new boats of the latest collapsible type fitted under each existing lifeboat, these lifeboats also having been completely overhauled and made good.

The principal dimensions of the "Empress of Scotland" are as follows:

Length B. P.	677 ft. 6 in.
Breadth	77 ft. 0 in.
Depth	54 ft. 0 in.
	(to shade deck).
Gross Tonnage	24,600 tons

The vessel is of the Shade Deck type, with Bridge Deck over, extending fully half length, and with a long Forecastle Deck. Above the Bridge Deck there are Lower and Upper Promenade Decks extending the full length of the ship, the Bridge Deck and above the Upper Promenade Deck there is a Boat Deck. There are two complete Tween Decks, and a Lower and Orlop Tween Decks at the forward and after ends of the ship, elliptical stern, two funnels and four masts, and presents a most imposing appearance.

The "Empress of Scotland" is classed as Lloyd's, has a Board of Trade certificate as a Passenger Ship, and is well sub-divided by watertight bulkheads. There is a cellular double bottom extending fore and aft for almost the complete length of the ship, this bottom being carried well up the sides in way of the Engine and Boiler Rooms. Oil fuel is carried in the bunkers, and there are large cargo compartments both forward and aft of the Engine and Boiler Rooms. Ample Fresh Water is provided for in tanks at the sides of shaft tunnels and in the double bottom.

The vessel carries about 10,000 tons of dead weight, and has a sea speed of 17 to 18 knots.

Spacious and very well-fitted accommodation is provided for about 485 First Class, 450 Second Class and 960 Third Class passengers, together with a Crew of about 510.

The First Class accommodation is arranged on "B," "C," "D," "E" and "F" Decks in large State-rooms for one, two and three persons each, all these State-rooms being fitted with bedsteads, no upper berths being fitted in any of the First Class-rooms. In addition there are twenty-five large suites of rooms with private bath and toilet. All this accommodation is exceedingly well fitted up and equipped.

There is a large Dining Saloon situated on "F" Deck, capable of accommodating 430 people at one sitting, the tables being arranged for small parties of from six to two people. This room is decorated in the "Empire" style in white and gold, the furniture being of mahogany upholstered in red morocco. The centre of the Dining Saloon has a large open well extending over two decks in height, and there are fine paintings at both forward and after ends of the room. The First Class Lounge is on "C" Deck and is treated in the Louis XVI. style, having a fine lay-light over the centre of the room. A large marble mantelpiece with handsome mirror over is fitted at the after end of the Lounge, and has an electric fire of the latest type with great heating properties. A group of finely painted furniture is arranged round the fireplace, and the general type of furniture in this room is satinwood, with many large settees and easy chairs.

The Ballroom is situated at the forward end of "C" Deck, and is a very spacious room decorated in the Empire style, the walls being of inlaid satinwood with ornolou enrichments. There is a parquet floor for dancing, and an orchestra platform arranged in one corner of the Ballroom. The furniture round the sides of the room is of satinwood.

A double Smoke Room is situated on "B" Deck and "C" Deck, that on "B" Deck being in the form of a broad balcony looking down on the Smoke Room below on "C" Deck. The decorations of this room are very pleasing, being in the Dutch style with oak walls, tiled frieze, and oak beams on ceiling having old ships' lamps of the hanging type. A fine oak staircase with carved newel posts is arranged at the forward end of the Smoke Room, with two very fine paintings at the head of the staircase, and a fireplace with a similar type of electric fire to that in the Lounge is fitted at the after end of the room, where there are also two fine paintings. Leather-covered settees and easy chairs are supplied, the furniture being generally of oak.

At the forward end of the Boat Deck there is a First Class Winter Garden treated in white with green treillage on the walls and having large casement windows and a fine dome light overhead. The floor is laid with parquetry and the furniture is of painted wickerwork. Stone fountains with gilt copings over same are fitted at the forward end of this room, also fine electric braziers to give heat. Extensive Promenade space for the First Class is provided for on "B" and "C" Decks, the forward end of "C" Deck being screened off in steel with large glass windows. The length of each promenade space is over 400 feet.

The Second Class Passengers are accommodated on "B" and "C" Decks in state-rooms for four and two persons each, and in addition there are a large number of one-berth rooms. All these rooms are large and well fitted up.

The Dining Saloon is situated on "F" Deck, and is decorated in Louis XVI. style, with satinwood sideboards and mahogany furniture. There is seating accommodation for about 70 persons at one sitting.

On "C" Deck there is a Second Class Palm Court finished in a treillage scheme of green and white, and furnished with wicker furniture. This room is prepared for dancing.

On the same Deck is the Smoke Room, which is carried out in white with an oak dado and oak furniture. The Second Class Lounge is situated on "D" Deck and is in the Empire style, the decorations being carried out in white.

Ample Promenade space for the Second Class Passengers is provided for.

The Third Class are accommodated on "C" Deck and "H" Deck at both the forward and after ends of the ship. The State-rooms are for from six to four persons each, and are fitted up in the latest style for such accommodation on the Atlantic service.

The Dining Saloons are capable of seating a total of over 380 persons at one sitting. The after Lounge and Smoke Rooms are situated on "D" Deck, and are in oak, and similar rooms are arranged forward on

"F" Deck. Ample Promenade space is arranged for. All the public Lavatories and Bathrooms are fitted up with the most modern improvements in sanitary fittings. In addition to the foregoing the vessel is equipped with Barbers' Shops, Book-stalls, Dispensaries, Hospitals, Information Bureaux, etc., and an electric elevator for First Class from "F" Deck to Boat Deck. A manuevrer and stenographer are carried. The Kitchens and Pantries for First and Second Class are situated amidships on "F" Deck, between the Dining Saloons, thus ensuring a quick and efficient service. All the latest improvements have been supplied, and these spaces are equipped in the most up-to-date fashion. Separate kitchens, pantries, etc., are fitted up both forward and aft for supplying the Third Class Dining Saloons. The vessel is ventilated and heated in a very elaborate manner, the air in the Public Rooms and Cabins being changed automatically every few minutes without creating any draughts. The cargo handling equipment is operated by powerful steam winches, and is quite up to the most modern requirements. The watertight doors are operated by hydraulic power controlled either individually or collectively from the Navigating Bridge.

A telephone system is installed, between the various principal Officers' Rooms and Offices, etc. There is a complete system of Wireless Telegraphy, including a long range installation and apparatus for receiving wireless bearings. Submarine signalling and electric clocks are fitted, also the most modern type of Gyro Compass, these various scientific devices giving increased safety in navigation. The vessel is fitted with large bilge keels to minimize rolling. Large provision storerooms, both insulated and ordinary are arranged fore and aft. The ship is propelled by two sets of quadruple expansion engines driving twin screws direct. The two sets of engines, together, will indicate 17,500 h.p., and at about 80 revolutions per minute will give a speed of 17 to 18 knots at sea. The boiler installation comprises eight double-ended boilers with six furnaces each, and one single-ended boiler, with three furnaces, the working pressure being 220 lbs. per square inch.

This vessel was originally fitted with coal bunkers and burned coal on her service across the Atlantic. In order that her speed may be fully maintained, and taking into account the great advantages which are associated with the use of oil fuel in passenger ships, she has, during her present re-conditioning, been fitted with oil fuel bunkers for carrying oil fuel, and a complete installation for burning oil fuel in the boilers. This will make it quite certain that this vessel will be able to maintain her speed and time scheduled with more certainty than if she remained as a coal-burning ship. At the same time sufficient of the coal bunkers have been left intact, and the furnace fittings for burning coal stored in the ship, so that at short notice, if the oil-fuel supply fails, it is possible to reconvert the vessel to a coal-burning ship, and so prevent the laying-up of the vessel should oil fuel not be available.

The installation of auxiliary machinery is very complete, the steam-heating, lighting, and refrigerating plants are of the most up-to-date kind, and ensure that the comforts of passengers in respect to these matters are amply provided for.

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