

THE EVENING JOURNAL, ST. CATHARINES, ONTARIO TUESDAY, FERBIARY 19, 1420 ZARA 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 lo-ation relative to Fiunce, already ocupied by the soldier poet, is described in a U. S. Geographic Society bulletin, based on a communication from Kenneth McKenzie, follows:-"Starting from Flume, one sails down the channel called Quarnerolo, leaving Istria and the Gulf of Guarnero to the right. The Island of Arbe, bout half way to Zara, has an old thedral with a twelfth-century tow-Coming from Trieste one skirts the western shore of Istria, stopping perhaps at Rovigno and at Pola. The tay of an hour enables one to get a

hurried glimpse of the great amphitheatre and other Roman remains of Pola, under Austrian rule an important naval station and strongly fortifled. The language here is chiefly Italian. Istria would well repay the time devoted to a trip of several tays; but we pass on, stopping at one or two of the islands, to Zara, the most northerly town of importance in Dalmatia.

'Zara is noted all over the world for its maraschino. Aside from this, nowever, the town has many attracions 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 he narrow paved streets of a typical Italian city, such as we may imagine t to, have been two or three ce turies ago, excent that the hotels are re comfortable. There are many mediaeval churches in the town, ineresting achitecturally, and containing works of art. The cathedral in particular, a majestic Romanesque hurch, is richly adorned outside with many arcades of little columns and nside 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-colored costumes. There are Roman remains, too-columns and statues. Leaving Zara, the steamer comes out of the harbor, encircles the point land on which the city/stands, and low-lying shores, passing skirts 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." Loyal 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

Higher Railway Rates Necessary, Says E.W.Beatty Wage Increases on Canadian Roads More Than Interest on Whole War Debt

ADDRESS AT WINNIPEG Railway Situation In Coneda With

Railway Slightion in Condea With-out Parallel Any Place in the World, He Gaza. Minipeg.—Addressing t'. Cana-dian Club at a luncheon at the Royal Alexandra on the subject. "The New Railway Slightion of Alexandra land Pacific Railway Company, gave a plain infimation of a coming in-crease in rafes. Mr. Beatty sizid.—""Since T had the president and the source of the the region and not a politi-in the transportation, situation has in the transportation has in the transportation has in the transportation situation has in the transportation has in the transportation

is very great. The fact that he was ways. In due course, when the legal and other formalities have been trained in his earlier years in the parks in order to meet that new and Their affairs are more public, and service of the Canadian Pacific and peculiar political-railway competi- their officers better and more wide fulfilled, this consolidation will take place and the test of the possibility of successful administration of a vast system of railway under the has always, both personally and officially, retained a very sincere affection for Lis former company has net detracted from my appreciation of aegis of the Government will be made. It is probably the most am-bitious and comprehensive task him

"Mr. Hanna and I have a great which any Government or any peo- many problems in common and others which are individual because ple has taken upon themselves, exorarily and in emergent ne-It may be a test over a peculiar to the different systems of railway operation, in which we are cept temporarily and in emergent nerespectively involved. Occasionally period of years and the results may itamay be necessary in public utterbe expensive, but under honest manancre, for us to refer to each other agement with independent and nonor the interests which we represent, political administration, and above but I recognize that these refer-ences will be few, and far between, all with accurate information supled to the public as to the result because I can imagine nothing of f these operations, the people of much less public interest or public this country will be able to determine for themselves whether that National Kailways and Mr. Hanna. importance than my opinion of the unless it is Mr. Hanna's opinion of improvement should be made in it. I make no comment on the wisdom Mr. Hanna rather departed from the

sion of Government ownership of with his characteristic Scotch pawky rule a few weeks ago in Toronto, and railways in Canada. The matter humor, whatever that means, said has been settled by the representa-that the trouble with me was that tives of the people. I am sorry. I did not believe in public ownership. however, that a little more time and but that I would hope for its success, information were not given both to and that notwithstanding the fact the peope themselves and their par- that the Canadian Pacific had occuliamentary representatives, because I pied a vory unique and strong posi-would have been better satisfied that 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 failway situation and a particular humor is sometimes hard to underknowledge of what constitutes effi- stand, and his audience, a most incient railway service. The deci- telligent Toronto audience, misunsion has been taken, however, and derstood him and applauded his the consolidated system will be ad- prophecy of the advent of another ministered by a board selected by the railway system, bigger and better Government, with experienced rail-way operators and executives in im- "I imagine that Mr. Hanna and

tuons extraordinarily difficult. We of Canada, but one of the most cony Rates y Rates ays E. W. Beatty ceived a letter from Sir Joseph Maclay, British Minister of Ship-ping, in which he points to this fact as a conspicuous example of ping, in which he points to this interctione in Canada there has Facific. It is, therefore, prover its fact as a conspicuous example of been, I think, a prevailing decency in its own interests and that of its the effective way in which the work competition, which has been encour-shareholders, that its officers should of the Canadian railways ./as per-formed. "Since the war, there has been con-"Since the war, there has been con-"Since the war, there has been con-National Patterna and trade problems, and further the National Patterna and trade problems, and further the Solution of them to the best of their

"Since the war, there has been con-stituted the Railway Association of Canada, whose executive comprises the presidents of the principal rall-the presidents of the principal rall-taken by the Canadian Bacilia taken by the Canadian Bacilia taken by the taken by the Canadian Bacilia taken by the Canadian Bacilia taken by the taken by the Canadian Bacilia taken by

in the transportation, situation has taken place through the sudden con-summation of a plan for the acquisi-tion of the Grand Trunk and Grand Trunk Pacific Railway Companies with a view to their Theorporation into the system of the National Rail. libraries, hospitals, theatres and criticism than other institution

> ly known. They are easier to under "The foundation of competition stand though they are huge in size should be the same. The legislative and their ramifications are great, control of Parliament, the regulatory Since 1904 the rallways of Canada. control of the Dominion Railway have been required to justify every ommission should be the same in rate, act and practice which affect respect of all railways operating un-

> der the federal jurisdiction. This is not the case as yet, the Government having reserved by statute the the public or the public interest prises? aving reserved by statute special

> rights to the National Railways not SANE OPTIMISM NEEDED. enjoyed by private companies and withheld it in certain particulars "The problem of increased costs practically brings the railway com from the jurisdiction of the Board panies in common position with oth of Railway Commissioners, but I am er citizens of Canada. The cure fo hopeful that in time this will be it is greater production and trad remedied. The accounting methods expansion, hard work and thrift. I and financial returns of all comsometimes seems to me that we los panies should likewise be absolutely sight of the very fundamentals identical. Given these essential prewhich the prosperity of this country has been heretofore based. The foundation of our economic stability mises and the National Railways the independent administration which their officers desire and you will see ity rests upon perseverance, railways competing in this country and the rewards which come from under conditions which will stimu- it. We have no more right to ex late their efforts and redound to the pect to receive high wages and high advantage of all those who do busicompensation unless we can give an ness with them. Whether these conadequate return in service, than w ditions will prevail, I cannot say, behave a right to expect to appr ate and keep what does not below cause the almost irresistible inclination of those who supply the money to us. The necessity is preache is to demand a voice in its expendifrom one end of the country to the ture and in the management of the other, and it cannot be preach institutions for the financing of too often, because unless it is prac which they are responsible. ticed this country will not enjoy its share of the world's prosperity, and will not be able to meet the very MORE REVENUE NEEDED.

"I do not pretend to speak for the disquieting conditions which has National Railways, but no doubt, as resulted from the economical up heaval of the last five years. Heads in the case of the C.P.R., large sums of money are required to complete of financial interests see it, and adwork that has been heretofore imvise economy of all kinds. Indivi possible to undertake and to extend duals appreciate it and to some ex facilities to meet the rapidly increas-ing needs of the country. Neither of federal, provincial and much us can stand still; we must progress way operators and executives in im-mediate charge of the property, with Parliament, as is inevitable, in full control of the financial support to be general railway situation. Inciden-tally to that we could. I think, agree day with full responsibility for the expenditures of the monice with a state of the monice with a state of the country's prosperity. It has al-ways seemed to me that hard times do the country's prosperity. In or-sent era of prosperity. It has al-ways seemed to me that hard times do succeed any era of great spend ing or extravagance, and it is a ser four or by revenue. Operating increases if we are to receive our fair share else hard times will succeed our pre-

could be anything else so far a

PAGE THREE

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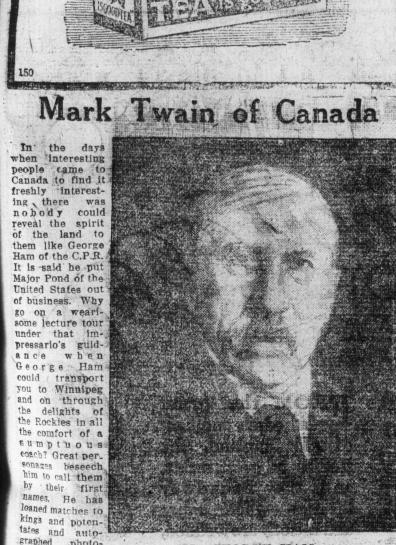


photo-MR. GEORGE HAM. gravures of his features for ad-

miring authoresses of best sellers. There did once seem to be a time when the truly great would not venture to come to Canada without first ascertaining whether George Pane could receive them. He is said to have got so "fed up" with dukes and royal bodies that he did not mind, or a change, escorting untitled personalities of international fame. Many men whose signatures command imperious power would no more think of forgetting to send him their Christmas cards than they would dream of neglecting a royal command. He is so very much persona grata with all kinds of people in Who's Who, when he arrives in London e court circular has to be enlarged to publish the invitations issued in his honor. Now he has achieved the signal honor of an unpaid-for mention in the exclusive Morning Post. It feels relieved to know that even if the League of Nations be jeopardized, the official entertainer of the C. P. R. is keeping his health and revelling in his high spirits. This right though aristocratic London paper says George Ham is the Mark Twain of Canada. It claims his jests are beyond computation. He ill yet so down to fame as having originated one loke. He has been generous with his humor as he has been a profitable acquaintance professional jokesmiths. As he never has patented any of his inmitable quips he often laughs at them when he hears them on the stage, intil he realizes that they were of his own making. You may have eard of the Cincinnati millionaire he took to Muskoka. While there he plutocrat was attacked by brigands from Toronto. The chief brigand later complained to the police that in the encounter his watch and hain had been stolen. It should be added that George Ham was not with his Cincinnati charge when the watch and chain were stolen. housands of personages who have enjoyed seeing Canada have testified how much their enjoyment was due to his kindly wit and indefatigable. ention. They have paid tribute to the courtesies he knows so well to extend in behalf of his railway. But perhaps one of the best es ever paid this incomparable humorous ciccrone of the railway; Was a copy of verses by Mr. Neil Munro, the Scottish author. He how George Ham had "freighted laughter ten thousand miles," acting as uncle, aunt, brother, father and grandfather to a party British scribes. They think in Britain that not to have known George and of the C. P. R. is to display ignorance of the Empire's geography. Winnipes Telesram

within the island, the largest being Loch Fad, which is about a quarter of a mile wide and about nine times that in length. The famous old home of the marquis dates from the year 1608. Arran is another of these kingdoms in the same firth. The Marchionesa

The kingdom contains only fifty

square miles, but has a population

of Graham rules over its 5,000 inhabitants. 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 deep forest and moorland, and all

of it is mountainous. Only 300 acres, are tillable, and there are 160 inhabitants. The island provides deer and other 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 boasis a population of 37,000 people. t has splendid lochs, where splendid fishing is to be had, and red deer still roam over the moors and forest land. This land has a stirring history,

for the people have always been fighters and have many times defeated the royal troops.-Answers.

Solved Labor Problem. The Malays and Bataks of Sumatra ave solved their labor problem in a inique way. An important part of their food is the cocoanut, and this also forms an important part of their commerce. They have trained monkeys to pick nuts, in which they show reat dexterity. Carl D. La Rue of sumatra writes to Science saying hat trained cocoanut-picking monteys sell at from \$8 to \$20, accordng to their skill. He adds that they re very savage, and will inflict ; erious bite whenever they get a hanca. 1,

Mirrors,

In the early part of the sixteenth ntury mirrors first became articles household furniture and decoraon. Previous to that time - from twelfth to the end of the fifenth century-pocket mirrors on mall hand mirrors, carried at the irdle, were adjuncts to ladies' tol-The pocket mirror consisted 1109 small circular plaques of polished ctal fixed in a shallow circular box **Japanese Report** overed with a lid.

orway Extracting Salt from Ocean. Experiments in Norway with a w to extracting salt from ocean ther by means of electricity have ries will be started for this pur-

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expenditures of the monies voted was number one and which was for such purposes. The result of number two. I say this without any er. The extraordinary recent costs is necessary for the realization of maintenance and operation can be these consequences to be obtained of maintenance and operation can be these consequences to be obtained the can be obtained the can be consequences to be obtained to be obtained to be and the can be consequences to be obtained to be obtained to be and the can be consequences to be obtained to be and the can be obtained to be and the can be consequences to be obtained to be and the can be and the can be consequences to be obtained to be and the can be and the c in Canada is now completely chang- know what a wise and experienced in Canada is now completely chang-ed, and the country must depend for some time at least for additional rail-way facilities, where needec, upon the National Railways or the Cana-dian Pacific, because with preponddian Pacific, because with prepond-frankness and agree between our-and railway service which can be gance and imprudence. I am an opthe 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

ways and the Canadian Pacific to appreciate these needs and their financial ability to meet them.

where a government-owned and be, and he is wise in making it as end to that condition, unless the revoperated railway and a privately- attractive as possible. He has re- enues are readjusted to meet these owned and operated railway not greatly different in the matter of mileage, both with, of course, ade-the Canadian Northern, Intercolonial, cannot be increased indefinitely and quate credit, have in their hands the Transcortinental, Grand Trunk and our great struggle from now on will

a highly competitive condition. How effective this competition will be effective this competition will be tems and has concluded the National fic and the other is by decreased cost will depend upon its honesty and its Railways are, or will be, the greatest in the carrying of traffic. No ordin-

Botshevik Uprising

On Saghalen Island

to be introduced into the competi-tion, and facilities provided in ac-and I do not imagine it is of much ary increases in the cost of labor ary increases in the cost of labor tion, and facilities provided in ac-cordance with political expediency or if political rewards follow the extent of the support or otherwise which is granted by shippers to the National Railways, then I should say the competition would be unfair and of doubtful commercial or national

which were unusual and of great way's service is consistently better think be the first to appreciate the

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 ourwas well and efficiently done; was selves are confronted with conditions was well and enterity done, was selves are contronted with conditions of operating which are almost with out precedent, and which, with the largest measure of support we can lic. The Canadian Pacif's is a ditarte both receive, still render these energy izen of Canada, not the first citizen serious setback."

Intertainment of the second second

or by revenue. Operating increases fous commentary on the common cannot be taken care of by the form- sense and santy of people that it of maintenance and operation can be these consequences to be obtained secured only, in view of the prevail- timist: I do not see how anyou ing high prices, by paying a transportation charge at least equal to Canada is concerned, with its nat the increased cost of operating. You tural wealth and the virility of its are all aware that in 1918 railway people, but with great optimism car wards which such investments might bring. Therefore, I think it may be fairly stated that such additional construction as takes place within the next few years will depend upon the willingness of the National Rail-

ida; the rates were at the same time warnings of the times, or with his "Mr. Hanna has recently adopted increased and they brought in \$43,- eyes on his own future fail to ob-the role of prophet for the National 000,000 additional revenue to the com- serve the economical pitfalls, im-

Ancial ability to meet them. MEANS KEEN COMPETITION. "This is a situation which is with-out parallel any place in the world where a government owned and part.

or by revenue. Operating increases fous comm

"In conclusion I would seriously urge upon you all the paramount necessity of quiet same considera tion of Canada's economic problems almost exclusive right to remedy transportation insufficient at most places throughout Canada and the United States: he time rates themselves may be loweras they develop. It is, I think now conceded that most of the error made in past years have been du to a too ready acquiescence in tillconsidered policies and a serious in difference by the people as a who to the correctness or otherwise fairness. If political methods are railway system in the world. I do ary increase in business will be sufthe conclusions reached. I am, think, quite within the mark in say ing that our principal railway and

of doubtful commercial or national or worst railway is not necessarily are, or have been, persistent users of ists should prevail as little as now. "During the course of the year, the railway companies of Canada had to meet a great many problems, due to the emergencies which prevailed service they render, and if one rali- zens of this country. You will I indispensable to a correct conchrsion. Appeals to prejudice and traimportance and which required new ways service is consistently better think be the first to appreciate the ditional hostility are fruitless of more efficient, its service more ex- say that a to time in the history permanent good. Given the proper with competently. For that purpose methods to secure their being dealt with competently. For that purpose the Canadian Railway War Board was constituted and through it the efforts of all railways were' co-rightly regarded as the best, whe-rightly regarded as

A CITIZEN OF COUNTRY. "There is little if any, ...erit '-

interests of the country as a nole. and I would have every confidence that our errors would be re-

island of Saghalien are reported. Im- | find a new center of influence in Si- | believed to have foundered in midportant Japanese mining and petrol- beria with which to co-operate. He Atlantic and some loss of life is feareum plants have been attacked. A declared that the Cossacks undoubt- ed, according to radio messages re-A rescue party in 30 sledges has edly were still an influence in Rusceived here last night. The British been sent to the scene. sia. steamer Ovonian, bound from New Count Tsunetada Kato, special am- It is officially reported that Vladibassador of Japan to Siberia, in an vostok is under martial law. interview at Seoul on his way here

Important Mining and Petroleum Plants Attacked, De- from Omsk, said that Japan was BRITISH SHIP FOUNDERS clare Reports From Tokio. compelled either to withdraw her HALIFAX, N. S., Feb. 9 .- The ported picking up two of the crew. TOKIO, Feb. 9 .--- Bolshevik upris- troops from Siberia or to determine British steamer. Bradboyne, bound The Bradboyne registered 3,190 ings agaainst the Japanese on the to assist Russia unreservedly and from New York for Cherbourg, is tons.

Orleans for Liverpool, reported that she had rescued 23 of the crew and the British steamer Monmouth re-