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U. S. Will Not Change Immigration Laws.

Chairman of House Committee Does Not Fear Effect of Alien Smuggling.

Washington.—Despite much complaint against the drastic nature of the new immigration law which was passed by the last session of Congress, there is no prospect of its relaxation. This is the opinion of Representative Albert Johnson of the state of Washington, who is chairman of the House Immigration Committee.

Representative Johnson says there is more or less smuggling of immigrants across the Canadian and Mexican borders but he does not think there is any more than usual. In fact, he believes smuggling under the new law and with an increased force of

inspectors and agents along the border has been made more difficult.

He pointed out today that under the new law the burden of proof is on a person entering the country to show he has been lawfully admitted. He can be apprehended in this country by authorities at any time and place and unless he can show he is lawfully in the country is subject to deportation.

Representative Johnson said immigration to this country now was almost at a standstill.

While the new quota is but 2 percent, on the basis of the 1890 census, Mr. Johnson says this is enough. He declares that in 25 years more the population of the United States will have increased 40,000,000 and will be over 150,000,000 and he believes that when this fact is considered the United States should go slowly in the admission of large numbers of immigrants. He expects no new important legislation on immigration the coming winter but does expect new naturalization legislation.

DALHOUSE IS BEST SPARROW DECLARES

Cambridge Debater Thus Passes Judgment on Canadian Teams.

(Toronto Globe)

"Dalhouse is the best debating team which we have yet encountered in this country," said Gerald Sparrow, Cambridge debater. He seemed rather amused at the tactics adopted at Bates College in Maine, which holds the reputation of being the foremost debating team in the country. Speaking of the Bates team he said:

"It is a strange thing to see them entering the debate as some form of contest. They have a manager, a trainer (who I suppose rubs them down) and a most peculiar card index system. When they desire a re-

buttal to any point they look up Index "A," Section 3, Sub Section 7, and there it is. Our only form of protection is to treat the debate humorously using a fine Italian hand against a sledge."

Bates does not rank as high as the Dalhouse team in Sparrow's estimation.

RADIO IN FAR NORTH

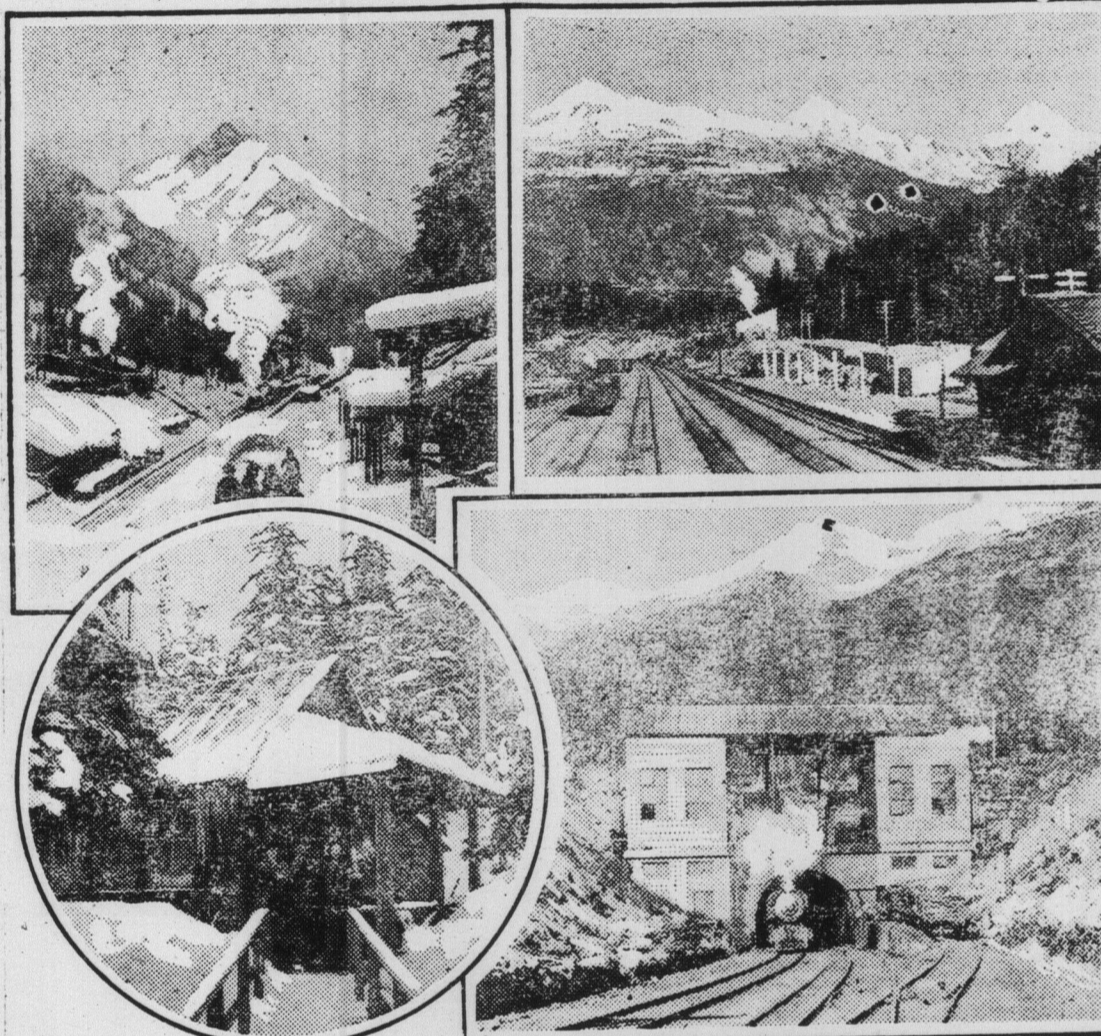
Operators on C. G. S. Arctic Report on Results Achieved.

Ottawa.—Marvellous results achieved in the realm of radio are indicated in the report made to the radio branch of the department of Marine and Fisheries by Operators Coast, of Toronto, and R. Finnie, of Ottawa, who returned from the far north on the Canadian government steamer

Arctic. The picture of officers of the Canadian vessel, far away in the northern ocean, listening to reports of the Willis-Firpo fight, broadcast from Pittsburgh, is drawn in one of the brief paragraphs of the report. Messages were received over a distance of 2,100 miles and could probably have been received over a further distance, states the report.

All normal activities were temporarily suspended in the busiest quarter of Genoa, Italy, when a swarm of bees suddenly descended upon the streets, buzzed excitedly among the pedestrians, who took to their heels, and finally mixed themselves in a gigantic cluster to a single lamp-post. There they remained until the street lamps were lighted and then disappeared.

LINING THE CONNAUGHT TUNNEL



Upper left.—In spite of heavy snowfalls and below zero weather the work of lining the Connaught Tunnel is continued throughout the winter months. The closed-wrapped bridge of Mount Abbott and Ross Peak stand at western entrance of the little town.

Upper right.—Glacier, B.C., showing Mount Macdonald, 9,832 feet, through which the five mile Connaught Tunnel passes. Eagle Peak, 9,350, is in the center of the picture and Mount Sir Donald, one of the most beautiful peaks in the Canadian Rockies, with its altitude of 10,828 feet, is in the distance.

Lower left.—The resident engineer's bungalow nestles among giant evergreens on the banks of the Illecillewaet River, which ventilates the "big hole."

Lower right.—Western Portal of the Connaught Tunnel, showing the fan house and the two huge 14 ft. steel fans which ventilate the "big hole."

High up on the crest of the lofty Selkirk with half a dozen of the finest mountain peaks in the world hunching their snow-clad shoulders about its rows of trim brown houses, lies the picturesque town of Glacier on the main line of the Canadian Pacific Railway through British Columbia. Three and a half miles distant from this little construction centre, which has virtually been called into being through the lining of the Connaught Tunnel, hangs the great Illecillewaet Glacier on the slopes of Mount Macdonald and two miles nearer nestles Glacier House, the annual mecca of thousands of summer tourists.

Few of the surrounding peaks at Glacier are less than 9,000 feet in altitude. The famous Cheops, Mount Sir Donald, Ross, Eagle and Abbott Peaks encircle the little settlement. In winter time a blanket of snow enfolds town and mountains alike. In spring the brilliant yellow slide lilies follow the ever-receding snow line as it climbs higher and higher up the mountain sides. Life is enlivened in the summer time by the crowds of guests who throng Glacier House and transform the scene again with generous splashes of orange, crimson and russet.

Common interest in the great engineering project under way has brought about a very definite community spirit at Glacier. For almost every youngster's daddy works in the big tunnel in one or other of the various branches of work which the lining demands, and every household is regulated by a schedule of working hours which begin at 8 a.m. and end at 4.15. Half a hundred children attend the little brown school house and various clubs for the grown-ups provide interests of a recreational and cultural nature.

Engineers, foremen, carpenters, machinists, drillers, electricians, laborers and train crews make up the wage earners among the 500 residents of Glacier. Single men live in a well ordered camp. Here, as in the little homes where the men with families live, all the conveniences of a modern city are enjoyed including electric lights and running water piped from a nearby mountain stream.

The lining of this five mile tunnel, the longest on the American continent, with a steel reinforced concrete jacket represents one of the most interesting engineering projects now under way anywhere in the world.

Beneath 6,000 feet of mountain the Connaught Tunnel cuts under Mount Macdonald between the stations of Connaught and Glacier. With the opening of this underground short-cut in 1916 the Canadian Pacific Railway overcame the many difficulties which the old Rogers Pass route had presented. Track curvature to an amount corresponding to seven complete circles was eliminated; the summit attained by the Railway was reduced by 552 feet; the trackage was shortened by four and a half miles and more than four miles of snow sheds which had been necessary on the slopes of Mount Macdonald were dispensed with.

The lining of the "big hole" was begun in 1920 and when this work is completed the Connaught Tunnel will stand as one of the finest and most complete engineering jobs in the universe. Undertaken in the name of safety, the Connaught Tunnel has always been a "safety first" proposition. Throughout its construction days, during the eight years it has been in operation and the four years that it has already taken to line it, it has been singularly free from accident.

Nearly 500,000 sacks of Canadian cement will have gone into the lining of the Connaught Tunnel when it is finished. Practically all the machinery used in the work is Canadian made, including the huge compressors and powerful motors. The four types of reinforced steel collapsible forms, which are used in the various stages of their lining process, came from a western Canadian plant and the Sydney E. Jenkins Company, B.C., Limited, construction engineers are in charge of its lining.

The tunnel's concrete jacket is completed in sections 22 feet long, each section taking about four or five days to prepare, when it is sometimes necessary to do considerable blasting, one day to fill with concrete and three days in which to set. Six complete sets of forms are at work within the tunnel which means a completed section for every working day in the week, or a total of 132 feet in six days.

More than 100 powerful flood lamps illuminate the tunnel at these six working points. Owing to the remarkable ventilating system, which in itself is one of the most interesting and important features of the tunnel, working conditions are excellent. At the western portal two great steel fans, driven by two 500 h.p. four cylinder semi-Diesel engines, turn at the rate of 255 revolutions a minute driving a brick breeze through the five-mile length of this great underground passage. The ventilation thus created makes it possible for trains to pass through the tunnel with practically no discomfort to passengers and for workmen to remain at their tasks for eight consecutive hours without detriment to health or vigor.

One comes upon many surprising things in the course of a walk through the great double-tracked tunnel. Grains of wheat fallen from the thousands of cars of Canada's 1923 bumper crop which have passed through on their way to the port of Vancouver have taken root for many yards within each portal and the tiny field mice ever in search of provender scamper across the tracks within the very heart of the tunnel. At two points in the tunnel wall doors lead through the solid quartzite rock to the pioneer bore and here in this miniature tunnel one finds two brilliantly illuminated and immaculate "white lunches." White capped chefs preside in these underground restaurants dispensing steaming bowls of soup and fragrant coffee to the small army of workers who are bringing to completion the lining of the Connaught Tunnel.

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WOULD BE WORTH MILLIONS TO CANADA

Winnipeg.—"If Canada were represented by a Minister at Washington, it would be worth millions of dollars a year to our Dominion," stated Hon. P. C. Larkin, High Commissioner for Canada in London, in addressing members of the Canadian Club here Monday. Intimate trade relations with the United States surely warranted such an appointment he said.

CANADA READY TO PUT TREATY INTO EFFECT.

Ottawa.—"Canada is prepared to put into effect the Canadian-Australian trade treaty tomorrow, provided that Australia is ready," said Hon. J. A. Robb, Acting Minister of Finance, on his return from Quebec. Negotiations are being carried on now, said Mr. Robb. When they will be concluded depends entirely upon Australia. The treaty extends to Australia the entire British Preference, Mr. Robb said.

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While on a visit to Rochester, Eng., a Kent novelist bought a painting from an antique dealer for £8. At the British Museum the picture was found to be a Rubens, and the owner was offered £10,000 for it. A farmer of Ebersbach, Bohemia, enjoyed smoking so much that in his will he requested that his pipe and tobacco pouch be buried with him. When he died his wife honored his wishes and of her own accord added a box of matches.

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