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EXTRACT FROM ORDER IN COUNCIL No. 2206.

"The Committee of the Privy Council further observes that as this war is being waged by the whole people of Canada, it is desirable that the whole people should be kept as fully informed as possible as to the acts of the Government which are concerned with the conduct of the war, as well as with the solution of our domestic problems; and for this purpose an Official Record should be instituted to be issued weekly for the purpose of conveying information as to all Government measures in connection with the war and as to the national war activities generally."

CANADIANS TO GET NAVAL PRIZE MONEY

They Will Share Pro Rata with Men of the British Service.

A royal proclamation dealing with the distribution of prize money to the fleet has been received by the Department of the Naval Service. In this distribution members of the Canadian navy who performed service at sea are included in exactly the same basis as those of the British navy.

The proclamation defines the necessary service "as having been borne for service at sea on the books of a sea-going ship of war which goes to sea, or on the books of a parent ship for service in armed sea-going tenders." Offensively armed auxiliary vessels serving with the fleet are classed as ships of war, as are also trawlers, drifters, armed boarding vessels, and ships of the military patrol.

Pilots, observers, and crews of naval airships of the Royal Navy Air Service and others who have had to fly continuously at sea while borne on the books of a British ship are also entitled to their proportion of the prize money, but no service on shore with the army or in training is considered.

The proclamation provides for the method by which the money shall be divided. The commander-in-chief of the Grand Fleet receives 1,000 shares, a squadron commander receives 750 shares, and it is graded down until the able seaman is given five shares and the ship's boy three.

Ontario's Forest Resources.

It is stated by the Commission of Conservation that Mr. Roland D. Craig, of the forestry staff of the commission, will commence at once a survey of the forest resources of Ontario, especially pulpwoods. Mr. Craig has just returned from British Columbia, where, as chief inspector of the Aeronautical Branch, Imperial Munitions Board, he has had under his supervision the production of spruce for aeroplane construction. Mr. Craig is the author of a report on the forest resources of British Columbia, to be published shortly by the Commission of Conservation.

Buy W. S. Stamps and let your money work.

JUDGMENTS ARE GIVEN OUT IN SUPREME COURT

*Results in Appeals in Alberta,
Saskatchewan and Mari-
time Province Cases are
Announced—Nova Scotia
Cases Up.*

HALIFAX TERMINALS CASE

In the Supreme Court on March 14 the appeal of Maritime Coal and Power Company v. Herdman was argued. This company runs trains between Strathcona and River Hebert in Cumberland county, N.S. Dr. Herdman, respondent's husband, travelled by train from River Hebert to Strathcona, where he left it to visit a patient. Afterwards he started to walk back to his home on the railway track, and his dead body was afterwards found between the rails less than half a mile from River Hebert, and blood was found on the rails near it. An engine and tender reversed, without lights, had passed over the track not long after deceased had left his patient's house.

In an action by his widow the jury found that the negligence of the company in not having lights and having a defective whistle caused the accident by which Dr. Herdman was killed, and that, to the knowledge of the company, the public habitually travelled on the track between the two places mentioned and the practice was never interfered with.

On these findings a verdict was returned against the company, which was maintained by the full court.

Jeuks, K.C., and A. G. Mackenzie, K.C., appeared for the appellants; Milner, K.C., and Hanway for the respondent.

In the Supreme Court on March 17 judgment was given in the following cases:—

MARITIME PROVINCES—

O'Leary v. Smith.—Appeal allowed with costs in this court and the Appellate Court and the judgment of the trial judge restored. The Chief Justice, dissenting, would dismiss the appeal.

Lewis v. Boutillier.—Appeal dismissed with costs, the Chief Justice dissenting.

Ackles v. Beattie.—Appeal dismissed with costs, Mignault J. dissenting.

Mitchell v. Tracey.—Motion by way of appeal from the Assistant Registrar dismissed with costs.

ALBERTA—

Grand Trunk Pacific Railway Company v. Dearborn.—Appeal allowed with costs throughout, Idington J. dissenting.

SASKATCHEWAN—

Reynolds v. Tonopah Mining Company.—Appeal dismissed with costs.

Union Bank v. Boulter-Waugh.—Appeal allowed with costs throughout, and judgment of the trial judge restored.

The argument was then heard in Halifax Electric Railway Company v. The King. This was a case of expropriation by the Crown of the electric company's land for purposes of the Halifax terminals. A part of the compensation was by exchange of lands, and the appeal is brought from the Exchequer Court judgment on one matter only, namely, that the court should have allowed substantial consideration for the advantages the company would have had if they could have retained the land taken by the Crown, for which they claim some \$500,000.

Judgment was reserved.

Jeuks, K.C., appeared for the appellants; Rogers, K.C., for the respondent.

In the Supreme Court on the afternoon of March 17 the first case on the Quebec list was called—the appeals of the Central Vermont Railway Company and the Grand Trunk Railway Company and Dame Margaret Bain. It is an appeal from a judgment rendered by the Court of King's Bench confirming

the judgment of the Superior Court and condemning the appellant, the Central Vermont Railway Company, to pay \$10,000 to respondent, and maintaining the action in warranty of the latter company against the Grand Trunk Railway. The respondent is the widow of one Hedges, a fireman in the employ of the G.T.R., who was killed in a collision near Bonaventure station. The accident occurred through the negligence of an engineer named Frost. The respondent exercised her claim under the Compensation Act against the Grand Trunk Railway and recovered \$2,025, and then took a common law action in damages against the Central Vermont Railway. The whole question on appeal is whether Frost was an employee of the Grand Trunk Railway or the Central Vermont Railway, and the answer was to be had from the construction of the contract between both railways as to the use of railway passageway of the Grand Trunk Railway between Montreal and St. Johns, P.Q.

Eug. Lafleur, K.C., and A. E. Beckett, K.C., for the appellant, the Central Vermont Railway Company; H. Jodoin, K.C., for the appellant, the Grand Trunk Railway Company; Surveyer, K.C., and Ogden, K.C., for the respondent.

In the Supreme Court judgment was reserved in the appeals of the Central Vermont Railway Company and the Grand Trunk Railway Company v. Bain.

The next case heard was Gano Moore Company, Limited, v. Burtner Coal Company. It is an appeal from the judgment of the Superior Court sitting in review at Montreal, maintaining the judgment of the trial court. It is an action by the respondent for \$26,653.23, as the price and value of coal sold and shipped. The appellant pleaded that any amount due had become compensated under the laws of the state of Pennsylvania by a larger sum due appellant as liquidated damages for breach of contract. The trial court maintained the respondent's action on the ground that in the absence of a written contract complete admissions from the respondent had not been obtained according to article 1235 C.C., and consequently the court refused to allow appellant to prove by testimony the existence of the contract.

Walker for the appellant; J. C. Lamothe, K.C., for the respondent.

In the appeal of Gano Moore Company v. Burtner Coal Company judgment was rendered dismissing the appeal with costs without the Court calling on the respondent's counsel.

Argument then proceeded in the appeal of Lachance v. Blodeau. It is an appeal from the judgment of the Superior Court sitting in review at the city of Quebec, affirming the judgment of the trial court and dismissing the plaintiff's action. The appellant took an action to have it declared that the construction of a shop by respondent was encroaching on the public road, that it was constituting a public as well as a private nuisance, and that the respondent should be ordered to demolish it. The parties are residents of Ste. Anne de Beaupré.

Grant, K.C., and Prévost, K.C., for the appellant; Lemieux, K.C., and St. Laurent, K.C., for the respondent.

In the Supreme Court of Canada on March 20 argument was heard in the case of Findlay v. Howard. It is an appeal from the judgment of the Court of King's Bench reversing the judgment of the Superior Court sitting in review at Montreal, and modifying the judgment of the trial court. The action is one in damages for breach of a partnership agreement, which had for its object a general real estate and insurance business. The amount claimed was \$350,000. The trial judge, Lafontaine J., awarded respondent \$80,000. The Court of Review modified this judgment by reducing the award to \$22,000. Then the Court of King's Bench increased this award in respondent's favour to \$40,000. From this last judgment both parties appealed to the Supreme Court, the appellant Findlay asking that the judgment of the Court of Review be restored, and the respondent Howard, by way of a cross-appeal, asking that the judgment of the trial court be restored. The main question in the appeal resolves itself largely into

STANDARD WHEATS FOR PRAIRIE GROWERS

High Baking Strength and Earliness Essential says Official Bulletin.

In a bulletin on "Standard Wheats for the Prairies," an Experimental Farms note issued by the Department of Agriculture states:—

In the Prairie Provinces high baking strength and earliness are essential in any variety of wheat. Canadian wheat commands a place in the markets of the world on account of the high baking strength that they possess, while earliness is the farmer's protection against loss by frost, and enables him to produce grain having a sound, plump berry and of a uniform quality.

Now there are being grown over the prairies varieties that are unsuitable as wheats for export. Being low in baking strength, poor in colour and shape of kernels, these varieties are a menace to our reputation for hard spring wheat. The most of these have been brought in by speculators or else have been introduced by men who see a strange head in their field of wheat and immediately are possessed with the idea that they have found a new and wonderful variety. No disparagement is intended by this remark to the work of those men who have carefully selected and produced varieties of value; it refers only to the hasty introduction by some enthusiast of a kind of wheat which has not been tested out and of which neither he nor any one else has any certain knowledge. For the introduction of unknown sorts of wheat the grain grower is as much to blame as the speculator. Instead of procuring varieties of proven merit, he is anxious to try something new that will surpass in yield any variety known. Too often these much-lauded varieties are absolutely inferior sorts, and their propagation threatens the reputation that we now hold for our wheat, a reputation that we cannot afford to lose, especially at this critical time of trade readjustment.

The ideal wheat is a hard, red wheat of high baking strength, maturing sufficiently early to escape frost, and giving the highest possible yield in conformity with these other requirements. The varieties Marquis, Early Red Fife, Pioneer, Ruby, and Prelude are wheats that have been introduced by the experimental farms to meet the varied conditions of the prairies. These wheats all conform to the above standard, and their adoption according to their adaptability to local conditions would do more than anything else to reduce the annual injury from frost and maintain the quality of our wheats, on which our place in the markets of the world depends.

one of quantum of damages.

Eug. Lafleur, K.C., Aimé Geoffrion, K.C., and G. H. Montgomery, K.C., for the appellant; W. N. Tilley, K.C., J. L. Perron, K.C., and Cook, K.C., for the respondent.

In the Supreme Court on March 19 judgment was reserved in the appeal of Lachance v. Blodeau.

Argument was afterwards heard in the appeal of Malone v. The King. It is an appeal from a judgment in the Exchequer Court awarding appellant \$1,000 as compensation for timber cut on his timber limits by the respondent's officers and servants while engaged in the construction of the National Transcontinental railway in the years 1909, 1910, and 1911, outside of the right-of-way. Appellant had claimed \$40,080 and at trial reduced his claim to \$29,466.

St. Laurent, K.C., for the appellant; Lafleur, K.C., for the respondent.

Canada's Tungsten.

About 3,415 pounds tungsten, having a value of \$3,007, were produced in the Dominion last year, as shown by a report of the Department of Mines just issued.