

# The Weekly Monitor

Remember that Every added Subscription Helps to make This paper better For everybody

Featuring the News of Annapolis and Digby Counties

VOL. XLV—No. 12

BRIDGETOWN, ANnapolis COUNTY, N. S., WEDNESDAY, JANUARY 23, 1918

TERMS:—\$1.50 per Year in Advance. Single Copies 3 cents

## FRUIT GROWERS OF NOVA SCOTIA

### THREE DAYS' CONVENTION AT KENTVILLE CLOSED THURSDAY AFTERNOON

What a Hundred Hens on Each Farm in Nova Scotia Would Mean—Farmers Urged to Exert Every Effort for Increased Potato Production.

KENTVILLE, Jan. 18.—The Nova Scotia Fruit Growers' Association closed its three days' session here yesterday afternoon. The features of the morning session were an address by M. P. Pike, on "Dominion Orchard Experiments, in 1917." Mr. Pike gave statistics regarding the effects of different sprays on various classes of apples, as discovered in the experimental farm at Kentville.

A. E. McMahon, general manager of the United Fruit Companies of Nova Scotia, addressed the convention on the fertilizer situation. Mr. McMahon pointed out that the extreme high prices of fertilizers did not prevent the farmers and fruit growers from being extensive purchasers, which they would continue to be so long as fertilizer was available and the price received for farm and orchard products justified it.

Mr. McMahon pointed out the immense increase in price charged for all the staple commercial fertilizers. In 1914, his company had purchased one thousand tons of acid phosphate at 11.43 per ton, while last season they had to pay eighteen dollars and seventy cents per ton, with the prospect of much higher prices for the coming season. The farmers are determined to have the goods that give results and although nitrate of soda had reached a price of nearly \$100 per ton, the co-operative companies had already purchased three hundred tons. The supply is very short, but Mr. McMahon, while in Ottawa, had the assurance of the food controller that the government was making an effort to secure large quantities from the United States.

In the afternoon, R. D. L. Bligh, of Kentville, gave an address on potato production, calling for a tremendous effort on the part of the farmers during the coming season, to produce larger crops than ever before. He pointed out the necessity for such action. In speaking in the discussion following the address, Professor Blair showed that as a food product, rice came first, potatoes second, and wheat third.

Paul A. Murphy, of Charlottetown, and Professor W. H. Brittain, of Truro, gave addresses on potato diseases and potato spraying experiments. These addresses will be published in full in the annual report of the Fruit Growers' Association, for dissemination, among the farmers of the Valley.

## AMERICAN WHEELS ARE STOPPED

### INDUSTRY SUSPENDED IN TWENTY-EIGHT STATES

President Declares that He Fully Agrees With the Fuel Administrator as to the Necessity of the Step—A Number of Exemptions Granted.

WASHINGTON, January 21.—The nation's manufacturing industries in the twenty-eight States east of the Mississippi were virtually suspended Saturday in obedience to the government's order forbidding the use of fuel. Most of the plants engaged on war contracts were exempted from the order's operation in telegrams sent out last night, but a few of them learned of it in time and a great many of them closed down with the other factories.

The country at large knew nothing of exemptions except the few announced last night, and it was not until late this afternoon that the Fuel Administrator admitted officially that important war work was not affected by the order and gave out a list of hundreds of factories that may continue work on Government contracts only during the five days' closing period.

The day brought a statement of unequivocal support for the order from President Wilson, and a vigorous defense by Fuel Administrator Garfield of the step and the Government's purpose in taking it.

MEANT NO DISCOURTESY  
Opposition to the order apparently spent itself in debate in both Houses. During the day, Dr. Garfield replied to the Senate's request of Saturday that the order be suspended for five days, disclaiming any purpose to be discourteous, declining to comply, and again pointing out the necessity for enforcement of his order.

Food Administrator Hoover in a statement interpreted the order to mean that no check would be put on the operations of any sort of food handling, manufacturing or distributing. In his statement supporting Dr. Garfield's issuance of the closing order, President Wilson agreed he was consulted and fully agreed with the Fuel Administrator as to its necessity. If the action had not been taken, he declares, immediate relief could not have been found for the fuel and transportation shortage.

"This war," he said, "calls for many sacrifices, and sacrifices of the sort called for by his order are infinitely less than sacrifices of life, which otherwise might be involved."

WAR IS DRASTIC  
WASHINGTON, January 19.—Fuel Administrator Garfield issued a statement tonight, reminding the public that while the fuel restriction order was drastic, war was drastic and the order was a necessary war measure.

"The order suspending temporarily the operation of industrial plants in portions of the United States, is drastic—Yes, war is drastic. This war is the most extensive and involves greater sacrifices than any war heretofore. The American people, led by the President, entered this war deliberately. They are staking everything for the realization of a great ideal, and the ideal is practical. We know that democracy must be a reality at home, as well as abroad, and its benefits must be shared by all, and its sacrifices borne by no single class.

"Capital and labor are embarked in this war because all Americans are in it and the American spirit cries out against the least suggestion that the burden be shifted to the backs of any one class, least of all of labor, for labor has less financial ability to meet the prolonged hardships of war than capital. We are realizing the truth now as never before that capital and labor are not two but one. Their problems present merely two aspects of the same vital question. The unselfish and patriotic impulses and the calm look ahead will lead the country to approve of the order now in force.

"Industry is an unbalanced condition. We lack many essentials—food, clothing, fuel. We have piled up enormous stores of things not essential to life, but very essential to war. We have piled up so high on our docks and in our storehouses that the ships available cannot carry them away as fast as they are piled up. For lack of bunker coal held back by traffic

## WARFARE ON THE HIGH SEAS

### CRUISER SUBMARINES ARE DOING MOST OF THE SINKINGS

Super-U-Boats, Each Mounting Two 5.9's Accomplish Their Work by Gunfire These Cold Winter Days—Fighting Taking on a New Phase.

LONDON, Jan. 21.—The submarine warfare has gradually taken on a new phase since the wintry weather set in. Submarines of the so-called cruiser type are now doing most of the sinkings, while the smaller submarines apparently are confining their work largely to mine laying.

The reason for this shifting of German technique is that small submarines are not good surface craft in stormy seas, while the cruiser type has proved wonderfully seaworthy, being actually more manageable than the modern torpedo boat destroyer in heavy weather.

These cruiser submarines carry two 5.9 guns and sixteen torpedoes and can remain at sea six weeks. The Germans have built a considerable number of these super-submarines since the first one visited American waters, but so many of them have been lost that there are now not more than seven or eight operating. These, however, are manned by the pick of the whole German navy, and their power for harm may be judged from the fact that these seven or eight vessels are able to keep up such a heavy toll of sinkings among Allied shipping.

MANY SINKINGS BY GUN FIRE  
A considerable proportion of the recent sinkings have been accomplished by gunfire. The cruiser submarine guns no longer are of the old type, which folded in to the body of the craft when it submerged and had to be unfolded before a U-boat could get into action. The new guns are of a species known technically as wet guns, being constructed of material which sea water does not harm. They are mounted on stationary platforms. Therefore they are always ready and can be fired the instant the deck of an emerging boat is above water.

An American torpedo boat destroyer had an encounter with one of these submarine cruisers a few days ago. The German was engaged in sinking three armed merchantmen from a range of four miles and had fired about thirty shots when the American destroyer appeared on the horizon, attracted by the sound of the guns.

U. S. WARSHIP DRIVES ONE OFF  
The destroyer opened fire at six miles with the wonderful American naval guns. The U-boat, however, was lying with decks almost awash and therefore was a most difficult target, and as the American drew in toward her at full speed, she submerged suddenly. The smoking muzzles of her wet guns disappeared beneath the waves only an instant after their last

EXCHANGE WILL CLOSE  
NEW YORK, January 21.—Closing of the New York Cotton Exchange "in co-operation with the spirit of the Fuel Administrator's fuel conservation order" has been decided upon by the Board of Managers of the Exchange.

BRILLIANT NAVAL VICTORY  
British Sink the Breslau and Beach the Goeben.

LONDON, January 20.—In a naval action between British and Turkish forces at the entrance to the Dardanelles, the Turkish cruiser, Midulla, formerly the German Breslau, was sunk and the Sultan Yavuz Selim, formerly the German Goeben, was beached. This announcement was made by the Admiralty tonight.

The official statement says: "The Goeben and Breslau—Turkish names Sultan Selim and Midulla—with destroyers were in action with the British forces at the entrance to the Dardanelles this Sunday morning. The Breslau was sunk. The Goeben escaped, but has been beached, evidently badly damaged, at Nagara Point, in the narrows of the straits.

"The Goeben is now being attacked by naval aircraft.

"Our losses reported are the monitor Raglan and a small monitor, the M-28.

Minard's Liniment Co., Limited.  
Sirs.—I have used your MINARD'S LINIMENT for the past 25 years and whilst I have occasionally used other liniments, I can safely say that I have never used any equal to yours.

If rubbed between the hands and inhaled frequently, it will never fail to cure cold in the head in 24 hours. It is also the best for bruises, sprains, etc.

Yours truly,  
J. G. LESLIE  
Dartmouth.

Liverpool Advance: While the weather during the past week has been very unfavorable for our fishing fleet, several of the craft have made excellent catches. The crew of one of the fleet, the Helen G. McLean, we are credibly informed, cleared \$125 to a man in one day's fishing.

## WARFARE ON THE HIGH SEAS

### CRUISER SUBMARINES ARE DOING MOST OF THE SINKINGS

Super-U-Boats, Each Mounting Two 5.9's Accomplish Their Work by Gunfire These Cold Winter Days—Fighting Taking on a New Phase.

LONDON, Jan. 21.—The submarine warfare has gradually taken on a new phase since the wintry weather set in. Submarines of the so-called cruiser type are now doing most of the sinkings, while the smaller submarines apparently are confining their work largely to mine laying.

The reason for this shifting of German technique is that small submarines are not good surface craft in stormy seas, while the cruiser type has proved wonderfully seaworthy, being actually more manageable than the modern torpedo boat destroyer in heavy weather.

These cruiser submarines carry two 5.9 guns and sixteen torpedoes and can remain at sea six weeks. The Germans have built a considerable number of these super-submarines since the first one visited American waters, but so many of them have been lost that there are now not more than seven or eight operating. These, however, are manned by the pick of the whole German navy, and their power for harm may be judged from the fact that these seven or eight vessels are able to keep up such a heavy toll of sinkings among Allied shipping.

MANY SINKINGS BY GUN FIRE  
A considerable proportion of the recent sinkings have been accomplished by gunfire. The cruiser submarine guns no longer are of the old type, which folded in to the body of the craft when it submerged and had to be unfolded before a U-boat could get into action. The new guns are of a species known technically as wet guns, being constructed of material which sea water does not harm. They are mounted on stationary platforms. Therefore they are always ready and can be fired the instant the deck of an emerging boat is above water.

An American torpedo boat destroyer had an encounter with one of these submarine cruisers a few days ago. The German was engaged in sinking three armed merchantmen from a range of four miles and had fired about thirty shots when the American destroyer appeared on the horizon, attracted by the sound of the guns.

U. S. WARSHIP DRIVES ONE OFF  
The destroyer opened fire at six miles with the wonderful American naval guns. The U-boat, however, was lying with decks almost awash and therefore was a most difficult target, and as the American drew in toward her at full speed, she submerged suddenly. The smoking muzzles of her wet guns disappeared beneath the waves only an instant after their last

EXCHANGE WILL CLOSE  
NEW YORK, January 21.—Closing of the New York Cotton Exchange "in co-operation with the spirit of the Fuel Administrator's fuel conservation order" has been decided upon by the Board of Managers of the Exchange.

BRILLIANT NAVAL VICTORY  
British Sink the Breslau and Beach the Goeben.

LONDON, January 20.—In a naval action between British and Turkish forces at the entrance to the Dardanelles, the Turkish cruiser, Midulla, formerly the German Breslau, was sunk and the Sultan Yavuz Selim, formerly the German Goeben, was beached. This announcement was made by the Admiralty tonight.

The official statement says: "The Goeben and Breslau—Turkish names Sultan Selim and Midulla—with destroyers were in action with the British forces at the entrance to the Dardanelles this Sunday morning. The Breslau was sunk. The Goeben escaped, but has been beached, evidently badly damaged, at Nagara Point, in the narrows of the straits.

"The Goeben is now being attacked by naval aircraft.

"Our losses reported are the monitor Raglan and a small monitor, the M-28.

Minard's Liniment Co., Limited.  
Sirs.—I have used your MINARD'S LINIMENT for the past 25 years and whilst I have occasionally used other liniments, I can safely say that I have never used any equal to yours.

If rubbed between the hands and inhaled frequently, it will never fail to cure cold in the head in 24 hours. It is also the best for bruises, sprains, etc.

Yours truly,  
J. G. LESLIE  
Dartmouth.

Liverpool Advance: While the weather during the past week has been very unfavorable for our fishing fleet, several of the craft have made excellent catches. The crew of one of the fleet, the Helen G. McLean, we are credibly informed, cleared \$125 to a man in one day's fishing.

## WARFARE ON THE HIGH SEAS

### CRUISER SUBMARINES ARE DOING MOST OF THE SINKINGS

Super-U-Boats, Each Mounting Two 5.9's Accomplish Their Work by Gunfire These Cold Winter Days—Fighting Taking on a New Phase.

LONDON, Jan. 21.—The submarine warfare has gradually taken on a new phase since the wintry weather set in. Submarines of the so-called cruiser type are now doing most of the sinkings, while the smaller submarines apparently are confining their work largely to mine laying.

The reason for this shifting of German technique is that small submarines are not good surface craft in stormy seas, while the cruiser type has proved wonderfully seaworthy, being actually more manageable than the modern torpedo boat destroyer in heavy weather.

These cruiser submarines carry two 5.9 guns and sixteen torpedoes and can remain at sea six weeks. The Germans have built a considerable number of these super-submarines since the first one visited American waters, but so many of them have been lost that there are now not more than seven or eight operating. These, however, are manned by the pick of the whole German navy, and their power for harm may be judged from the fact that these seven or eight vessels are able to keep up such a heavy toll of sinkings among Allied shipping.

MANY SINKINGS BY GUN FIRE  
A considerable proportion of the recent sinkings have been accomplished by gunfire. The cruiser submarine guns no longer are of the old type, which folded in to the body of the craft when it submerged and had to be unfolded before a U-boat could get into action. The new guns are of a species known technically as wet guns, being constructed of material which sea water does not harm. They are mounted on stationary platforms. Therefore they are always ready and can be fired the instant the deck of an emerging boat is above water.

An American torpedo boat destroyer had an encounter with one of these submarine cruisers a few days ago. The German was engaged in sinking three armed merchantmen from a range of four miles and had fired about thirty shots when the American destroyer appeared on the horizon, attracted by the sound of the guns.

U. S. WARSHIP DRIVES ONE OFF  
The destroyer opened fire at six miles with the wonderful American naval guns. The U-boat, however, was lying with decks almost awash and therefore was a most difficult target, and as the American drew in toward her at full speed, she submerged suddenly. The smoking muzzles of her wet guns disappeared beneath the waves only an instant after their last

EXCHANGE WILL CLOSE  
NEW YORK, January 21.—Closing of the New York Cotton Exchange "in co-operation with the spirit of the Fuel Administrator's fuel conservation order" has been decided upon by the Board of Managers of the Exchange.

BRILLIANT NAVAL VICTORY  
British Sink the Breslau and Beach the Goeben.

LONDON, January 20.—In a naval action between British and Turkish forces at the entrance to the Dardanelles, the Turkish cruiser, Midulla, formerly the German Breslau, was sunk and the Sultan Yavuz Selim, formerly the German Goeben, was beached. This announcement was made by the Admiralty tonight.

The official statement says: "The Goeben and Breslau—Turkish names Sultan Selim and Midulla—with destroyers were in action with the British forces at the entrance to the Dardanelles this Sunday morning. The Breslau was sunk. The Goeben escaped, but has been beached, evidently badly damaged, at Nagara Point, in the narrows of the straits.

"The Goeben is now being attacked by naval aircraft.

"Our losses reported are the monitor Raglan and a small monitor, the M-28.

Minard's Liniment Co., Limited.  
Sirs.—I have used your MINARD'S LINIMENT for the past 25 years and whilst I have occasionally used other liniments, I can safely say that I have never used any equal to yours.

If rubbed between the hands and inhaled frequently, it will never fail to cure cold in the head in 24 hours. It is also the best for bruises, sprains, etc.

Yours truly,  
J. G. LESLIE  
Dartmouth.

Liverpool Advance: While the weather during the past week has been very unfavorable for our fishing fleet, several of the craft have made excellent catches. The crew of one of the fleet, the Helen G. McLean, we are credibly informed, cleared \$125 to a man in one day's fishing.

## WARFARE ON THE HIGH SEAS

### CRUISER SUBMARINES ARE DOING MOST OF THE SINKINGS

Super-U-Boats, Each Mounting Two 5.9's Accomplish Their Work by Gunfire These Cold Winter Days—Fighting Taking on a New Phase.

LONDON, Jan. 21.—The submarine warfare has gradually taken on a new phase since the wintry weather set in. Submarines of the so-called cruiser type are now doing most of the sinkings, while the smaller submarines apparently are confining their work largely to mine laying.

The reason for this shifting of German technique is that small submarines are not good surface craft in stormy seas, while the cruiser type has proved wonderfully seaworthy, being actually more manageable than the modern torpedo boat destroyer in heavy weather.

These cruiser submarines carry two 5.9 guns and sixteen torpedoes and can remain at sea six weeks. The Germans have built a considerable number of these super-submarines since the first one visited American waters, but so many of them have been lost that there are now not more than seven or eight operating. These, however, are manned by the pick of the whole German navy, and their power for harm may be judged from the fact that these seven or eight vessels are able to keep up such a heavy toll of sinkings among Allied shipping.

MANY SINKINGS BY GUN FIRE  
A considerable proportion of the recent sinkings have been accomplished by gunfire. The cruiser submarine guns no longer are of the old type, which folded in to the body of the craft when it submerged and had to be unfolded before a U-boat could get into action. The new guns are of a species known technically as wet guns, being constructed of material which sea water does not harm. They are mounted on stationary platforms. Therefore they are always ready and can be fired the instant the deck of an emerging boat is above water.

An American torpedo boat destroyer had an encounter with one of these submarine cruisers a few days ago. The German was engaged in sinking three armed merchantmen from a range of four miles and had fired about thirty shots when the American destroyer appeared on the horizon, attracted by the sound of the guns.

U. S. WARSHIP DRIVES ONE OFF  
The destroyer opened fire at six miles with the wonderful American naval guns. The U-boat, however, was lying with decks almost awash and therefore was a most difficult target, and as the American drew in toward her at full speed, she submerged suddenly. The smoking muzzles of her wet guns disappeared beneath the waves only an instant after their last

EXCHANGE WILL CLOSE  
NEW YORK, January 21.—Closing of the New York Cotton Exchange "in co-operation with the spirit of the Fuel Administrator's fuel conservation order" has been decided upon by the Board of Managers of the Exchange.

BRILLIANT NAVAL VICTORY  
British Sink the Breslau and Beach the Goeben.

LONDON, January 20.—In a naval action between British and Turkish forces at the entrance to the Dardanelles, the Turkish cruiser, Midulla, formerly the German Breslau, was sunk and the Sultan Yavuz Selim, formerly the German Goeben, was beached. This announcement was made by the Admiralty tonight.

The official statement says: "The Goeben and Breslau—Turkish names Sultan Selim and Midulla—with destroyers were in action with the British forces at the entrance to the Dardanelles this Sunday morning. The Breslau was sunk. The Goeben escaped, but has been beached, evidently badly damaged, at Nagara Point, in the narrows of the straits.

"The Goeben is now being attacked by naval aircraft.

"Our losses reported are the monitor Raglan and a small monitor, the M-28.

Minard's Liniment Co., Limited.  
Sirs.—I have used your MINARD'S LINIMENT for the past 25 years and whilst I have occasionally used other liniments, I can safely say that I have never used any equal to yours.

If rubbed between the hands and inhaled frequently, it will never fail to cure cold in the head in 24 hours. It is also the best for bruises, sprains, etc.

Yours truly,  
J. G. LESLIE  
Dartmouth.

Liverpool Advance: While the weather during the past week has been very unfavorable for our fishing fleet, several of the craft have made excellent catches. The crew of one of the fleet, the Helen G. McLean, we are credibly informed, cleared \$125 to a man in one day's fishing.

## LIGHT EVERY FARM

helps to keep on the farm, comforts and Economies

and labor saved, abundance of clean, light for house and

pump the water, cows, separate, operate the

Digby, N. S. Annapolis Counties.

SMAR, DIGBY, N. S. ing Company

## ing the Churches

St. James, Bridgetown. Next Sunday (2nd Sabbath) will be: Holy Communion, 8 a. m.; Holy Communion, 11 a. m.; Holy Communion, 7 p. m. Belleisle, 2:30 p. m. Col. the work of the church in Field.

## WEEK DAYS

Bridgetown. 7:30 p. m., Bible class; 8 p. m., Service of Intercession in behalf of the war; 7:30 p. m., Holy Communion, Monday, Tuesday, and Friday evenings of the 10 o'clock. A cordial invitation to all.

United Baptist Church. Richardson, pastor. Sunday, 10 a. m., 7 p. m. Monday, Tuesday, and Friday evenings of the 10 o'clock. A cordial invitation to all.

Methodist Church. Memorial Church, Queen St. Rev. F. C. Simpson. Every Sabbath morning at 11 a. m. Sabbath school at 10 a. m. Meeting Wednesday evening 7:30 p. m. cordially welcomed at all

Methodist Church. Meeting Wednesday 7:30 p. m. League Friday, 7:30 p. m. Sunday, Jan. 23. Sunday School 10 a. m. 11 a. m., and 7 p. m.

Methodist Church. Meeting Wednesday 7:30 p. m. League Friday, 7:30 p. m. Sunday, Jan. 23. Sunday School 10 a. m. 11 a. m., and 7 p. m.

Methodist Church. Meeting Wednesday 7:30 p. m. League Friday, 7:30 p. m. Sunday, Jan. 23. Sunday School 10 a. m. 11 a. m., and 7 p. m.

Methodist Church. Meeting Wednesday 7:30 p. m. League Friday, 7:30 p. m. Sunday, Jan. 23. Sunday School 10 a. m. 11 a. m., and 7 p. m.

Methodist Church. Meeting Wednesday 7:30 p. m. League Friday, 7:30 p. m. Sunday, Jan. 23. Sunday School 10 a. m. 11 a. m., and 7 p. m.

Methodist Church. Meeting Wednesday 7:30 p. m. League Friday, 7:30 p. m. Sunday, Jan. 23. Sunday School 10 a. m. 11 a. m., and 7 p. m.

Methodist Church. Meeting Wednesday 7:30 p. m. League Friday, 7:30 p. m. Sunday, Jan. 23. Sunday School 10 a. m. 11 a. m., and 7 p. m.

## From Industrial Agent To Flight Commander

Interesting descriptions of incidents in the lives of flying men in England are given in letters to friends written by Acting Flight Commander G. W. Curtis, formerly Industrial Agent of the Canadian Pacific Railway in Montreal, who is now a flying instructor in England. The school in which he teaches is a vast expanse of country close to a beautiful seaside resort. He writes: "The view from the air is superb, and we often fly over the sea, and dive down near the British warships, and wave to the sailors. When diving we only travel at the rate of about 175 miles an hour! I am kept very busy instructing, and am turning out a lot of expert pilots. The tank. A lot of chaps from Borden come to us to get small lessons, and then they are sent to France. We do all kinds of fancy performances—loop the loop, roll, make spinning nose dives, side slips, and vertical turns."



ACTING FLIGHT COMMANDER G. W. CURTIS.

He describes how "little excitements" happen when one aeroplane gets into the "wash, or slip-stream of air" made by a preceding navigator. The letters indicate that Acting Flight Commander Curtis is a lucky master of the high school in which he soars. He says: "We have a lot of smashes, but very few deaths, considering everything. None of my pupils has been killed yet."

Acting Flight Commander Curtis has lately been recommended by his commanding officer for a first lieutenantcy, and expects to be sent to France at any time. He joined the Royal Flying Corps on November 15th, 1916.

## Accidents at Dalhousie

Miss Mary Todd fell on the ice Sunday, Jan. 13th, dislocating her hip.

Mr. Oliver Shipp, while working at Anderson's Lake camp, on Wednesday last, accidentally cut himself, severing the left heel cord.

WAR IS DRASTIC  
WASHINGTON, January 19.—Fuel Administrator Garfield issued a statement tonight, reminding the public that while the fuel restriction order was drastic, war was drastic and the order was a necessary war measure.

"The order suspending temporarily the operation of industrial plants in portions of the United States, is drastic—Yes, war is drastic. This war is the most extensive and involves greater sacrifices than any war heretofore. The American people, led by the President, entered this war deliberately. They are staking everything for the realization of a great ideal, and the ideal is practical. We know that democracy must be a reality at home, as well as abroad, and its benefits must be shared by all, and its sacrifices borne by no single class.

"Capital and labor are embarked in this war because all Americans are in it and the American spirit cries out against the least suggestion that the burden be shifted to the backs of any one class, least of all of labor, for labor has less financial ability to meet the prolonged hardships of war than capital. We are realizing the truth now as never before that capital and labor are not two but one. Their problems present merely two aspects of the same vital question. The unselfish and patriotic impulses and the calm look ahead will lead the country to approve of the order now in force.

"Industry is an unbalanced condition. We lack many essentials—food, clothing, fuel. We have piled up enormous stores of things not essential to life, but very essential to war. We have piled up so high on our docks and in our storehouses that the ships available cannot carry them away as fast as they are piled up. For lack of bunker coal held back by traffic

## King Honors C.P.R. Official

SIR ARTHUR H. HARRIS, who has been made a Knight Commander of the British Empire for his services in Canada as Director of Overseas Transport, is a son of the late Henry Vinton Harris of Devonport, Devonshire, England. Educated at the Devonport and Stoke Grammar School he came to this country in the seventies, entering the services of the Grand Trunk Railway, and rising to the position of General Freight Agent Through Traffic.



SIR ARTHUR H. HARRIS, Director of Overseas Transport.

He is a member of St. James' Club, Montreal; Rideau Club, Ottawa; and the Montreal Royal Golf Club. In 1888 he married a daughter of the late William E. Lamb, B.C.L., of Montreal, granddaughter of the late Hon. Wm. Morris, at one time Receiver-General of Canada, and niece of the late Hon. Alexander Morris, First Governor of Manitoba and the North West Territories.