

labor in the garden?

Was not the Lemieux Act inoperative to prevent a three months strike at Springhill? Is it fair to either Labor or Capital?

Can the Wages Lien Law protect the laborer? Are not its limitations unjust and arbitrary? Can it be enforced?

Is there not some foundation for the assertion made by dwellers in "the Jungle" that governments legislate only for those who are making millions, by oppressing and robbing the laboring man? Is not this suspicion answerable for such recent political overturns as those in Cape Breton, Colechester, Cumberland, Maisonneuve, and other labor centres?

Is not the time appropriate for the consideration of some of the labor problems that have arisen, when a strong Liberal government is in power in Canada? Would not MacKenzie King just now be more useful in Canada than in China? Might he not help the older ministers, in view of recent developments, to consider the relations of stock companies, insurance and loan companies, and other wild-cats of the aristocracy to humbler citizens of the country?

Rosy stories of prosperity, proofs that the laboring man is more comfortable in Canada than in other lands, cannot persuade the thoughtful, reading mechanic and laborer that he receives all that is his due, even if he rank himself far below kings of finance, insurance magnates, bankers, and captains of industry, for whom lawyers scheme and governments make laws.

And cannot something more be done to soften the lot of the farmers, the hardest workers of all?

Sir. Hiram Maxim is at one with John Burns in his assertion that the British workman spends too much on drink. In his place in parliament a while ago, Mr. Burns stated that the workmen on the banks of the Clyde spent £4,000,000 annually in drink. This amount is disputed by some. Let me put it down therefore at £3,000,000 or \$15,000,000. What does this large sum represent. Let me tell of something which recently happened on the Clyde. There was much rejoicing in Greenock over the announcement that a firm of ship builders had received an order from Germany for five large steamers for the Volunteer fleet, which plies between Holland and New York. The five steamers were to cost \$1,800,000. The building of them would have given employment to a large number of men for over a year. A German firm had offered to build them for \$2,000,000. It withdrew that tender and offered to do them at the Clyde price and not ask any payment for some 18 months. The order went to Germany. It is supposed the German government loaned the money to the builders free. The government thought perhaps it was better to do that than to provide funds or work for the unemployed, and though this is protection it is almost justifiable. If five big steamers can be built for \$1,800,000 then for \$15,000,000, the money said to be spent on the Clyde, over 40 steamers could be built. The building of that number of steamers would mean all hands fully employed on the Clyde. Drink is not only a big social question, it

is the biggest economical problem of the day. The abolition of the drink traffic would put socialism completely out of business.

Says the Star:—"A Montreal gentleman, recently returned from the works of the Nova Scotia Steel & Coal Co., and states that this corporation is not only doing exceedingly well in its coal department, but that the steel plant is also busy and orders are being entered in goodly numbers. Concerning the Wabana ore field in Newfoundland, this gentleman, who is a mineralogical expert, states that the company's field is being proven, and comes fully up to the most sanguine expectations. Already an immense subterranean field out under the waters near Wabana has been investigated, with the result that a body of ore of fine quality and immense magnitude is in sight. The company has, therefore, nothing further to worry about in this respect."

"An important meeting of British rail makers is called for Friday in London to discuss the serious situation created by the keen competition of the Dominion Steel Company and a Russian firm neither being in the international rail combination. Those concerned maintain that if a new compact cannot be devised to contest unlooked for competition, it would be better to break up the combination and give British makers a free hand."

To which the Montreal Star replies:—

"The British rail makers are easily scared if they cannot stand the loss of the few foreign orders received by Dominion Steel."

Of the boom in N. S. Steel the Montreal Star says:—"There were some good buying orders in the stock from people who keep posted on the property, and some other buying was possibly based on the interview in last night's Star with a scientist who had recently returned from the Wabana ore fields, where matters have taken on a much rosier hue in regard to the known extent of the company's areas. This information combined with authentic reports on the business being done at the steel plant proved sufficient to create a much healthier sentiment in regard to the company's future."

The late Mr. George Stubley, J. P. of Carlton, Yorkshire, who sixty years ago was earning 12s a week as a 'fettler' in a woolen mill, left a fortune of £298,195. While he and his brother, the late Mr. James Stubley were boys, earning but a small amount weekly, they lost their father and had to support their younger brothers and sisters. Despite this they managed to save steadily and when they had accumulated £150 started the woolen manufacturing business which is now widely known as Messrs G. and J. Stubley, Limited, of Wakefield, and Batley. Mr. George Stubley was eighty-five years old when he died in April last, but regularly visited his mills almost up to the time of his death.