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Special Articles

The War Savings Certificates and Red Tape.
By H. M. P. Eckardt.

Brazil Resumes Cash Payments.
By W. W. Swanson, Ph.D.

Banking and Business Affairs in the U. S.
By Elmer H. Youngman.

Conditions in the West.
By E. Cora Hind.

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Education Pays

EDUCATION pays! A recent table compiled by the United States Bureau of Education shows that boys with a high school education not only derive a greater amount of enjoyment out of life by having their faculties trained, but from a purely monetary standpoint are away ahead of the boys who do not receive a high school education. According to the compilation it is shown that a boy who spends the two years, from his fourteenth to his sixteenth birthday, at a high school, is able at the age of eighteen to earn \$500 a year, as compared with \$350 earned by the boy who started to work at fourteen years of age and remained on the job until eighteen. At twenty years of age high school boys are making \$750 as compared with \$470 for the other class, and so on up to twenty-five years of age, when the average high school boy is earning \$1,550 as compared with \$688 received by the boy without any high school training.

In this age of hurry, and in our desire to get rich quick, many parents make the mistake of putting their children to work as soon as they leave the public school. Too often they put them into what are known as "blind alley jobs," positions where the immediate returns are probably greater than in situations which have a future, but in the last analysis do not furnish many opportunities for advancement. The age is past for hit-and-miss haphazard trained workmen. In an office an employer would much prefer to have a boy with a high school education than a helper who was denied that opportunity, while in factory 99 out of 100 employers of labor prefer a technically trained workman to a man who has never had the advantages of a technical or high school education.

The marked success made by many of the manufacturing establishments in Europe and the United States is due very largely to the presence of large numbers of technically trained workmen and if Canada is going to compete after the war with other nations it is imperative that she should have technically trained workmen to man her shops. This is true of every industry, whether it be textile manufacturing, paper making, steel manufacturing, or any other industry. The trained man not only makes more money for his employer, but makes more money for himself. Education pays!

The Slow American

AS a rule the Americans are not considered slow in anything that they have in hand. Their reputation is well established in the other direction. About the last thing in which one would expect them to be slow is the manu-

facture of airplanes. The flying machine, if not entirely an American invention, is one to which our neighbors have given much attention, several of them having won the very front rank in the early operations of the new vehicle. Nevertheless, it is in respect of this invention that the Americans are now told that they are quite behind the age. Announcement having been made of the intention of the American authorities to supply a large fleet of air machines the proposed specifications have attracted the notice of Mr. C. C. Grey, editor of the British aviation journal, The Aeroplane. One requirement is that the machine at a height of 10,000 feet shall have a speed of not less than 102 miles per hour. To most readers that would seem to be quite smart going. But Mr. Grey remarks that "the notion of calling a 100-mile-an-hour machine a pursuit airplane would be distinctly humorous if it were not so tragic." A machine of that speed, he says, would have small chance of getting home when pursued by the German machines now at the front. A speed of 150 miles an hour is needed and the British editor says it can be produced.

Another Scrap of Paper

THE action of the Dominion Government in disfranchising a large number of naturalized citizens against whose conduct there is no shadow of complaint has been followed by another step of an extraordinary character, the nature of which can be best understood by reference to a case to which it applies. By a recent Order-in-Council it is declared that a person, "if he is not a natural born British subject," is prohibited under heavy penalty, from entering any shipbuilding yard without the permission in writing of the Minister of Marine and Fisheries. Under the operation of this law a shipbuilder down in Nova Scotia is prohibited from entering his own shipyard without a permit from Ottawa. He is a Norwegian, who came to Canada twenty years ago, became naturalized in due course, and has ever since been discharging the duties of citizenship. He acquired land at Sheet Harbor, Halifax County, and established a factory for the conversion of the hardwoods of the country into forms for shipment to Europe. The British embargoes on the importation of wood goods shut him out of his chief market. Thereupon he turned his attention to shipbuilding. A few weeks ago a large four masted schooner of 700 tons was launched from his yard. He is getting out the materials for another vessel. And now he is told that, although he is a British subject and a citizen of Canada he cannot enter his own shipyard without a permit from Ottawa!

If there are any people in Canada, natives or imported, who fail to observe our laws let them be prosecuted and punished. But how is