

## STRICKEN IN THE 300 MEMBERS OF UNION OUT ON STRIKE NOW

Completely Restored to Health By "Fruit-a-lives."

352 St. Valer Street, Montreal.

"In 1912, I was taken suddenly ill with Acute Stomach Trouble and dropped in the street. I was treated by several physicians for nearly two years, and my weight dropped from 225 pounds to 160 pounds. Then several of my friends advised me to try 'Fruit-a-lives' and I did, and by using them, I recovered from the distressing Stomach Trouble, and all pain and constipation were cured. Now I weigh 208 pounds. I can not praise 'Fruit-a-lives' enough."

"H. WHITMAN."

Fifty cents a box, 6 for \$2.50, trial size, 25c. At all dealers, or sent post-paid by Fruit-a-lives, Limited, Ottawa.

## RAILROADS ENJOYING ABNORMAL CONDITIONS

Messrs. J. S. Roche & Co., the New York brokers, in their market review, say:

"The slump which in 1911 affected our own transportation lines extended also to Canada, but the returns for the month of July on the three large Canadian railroad systems were the largest of any month of the current year to date, and, with the exception of last October, the largest of any month since recovery from the 1914 slump began."

"For the seven months of the current calendar year the gross earnings of the three Canadian systems aggregate around \$125,000,000. This is a gain of 37,000,000, or 41.5 per cent."

"What has happened to railroads in Canada has also happened to railroads here. The aggregate figures here are larger, of course, because the number of miles of track and the area of the active manufacturing and producing zone is greater. According to the calculation of the Bureau of Railway Economics, net operating income per mile of 90 per cent of all the railroads of the United States increased 45.5 per cent a little more than the percentage gained in results in Canada. In a rough way this may represent the gain in all business in the United States, and, in some measure, of our prosperity. Credit for this increased prosperity of the railroads cannot be claimed by the Democratic party any more than the Canadian increase can be claimed by the same beneficent power. And the prosperity of the country is no more due to Democratic methods than is that of the railroads."

"The railroads are enjoying an abnormal condition of operation produced by the war. The condition is no argument against increasing rates, but the larger amount of dividends ever declared in the United States in 1911, and, except for the large extra dividends on the Union and Central Pacific in 1914, the total dividends declared up to the time of the war showed a steady decline from 1911 onward. The condition of the railroads has been temporarily benefited by the war. But railroad rates need adjustment and increase just as much now as they did before the war, when the transportation business was marching steadily toward bankruptcy. This was due before the war to the continually lessening activity, already plainly apparent, of the country's business, which the tariff was moving unmistakably and irresistibly toward a period of greatest depression."

**PRIMARY TEACHER RESIGNS.**  
ST. THOMAS, Aug. 28.—Mrs. Addie McFadden, primary teacher in the public school here for several years, has resigned to accept an appointment at Kitchener, Ont.

**SOLDIER'S BABY DIES.**  
ST. THOMAS, Aug. 28.—John Sideman, the infant son of Pte. Joseph Williams died Sunday from cholera in infantum at the family residence, 257 Ross street.

"The little child's father left Canada with the 91st Battalion for active service."

**NORTHERN LIGHTS.**  
Early today a display of northern lights, brilliantly flashing and very beautiful, was visible in the northern sky. Telegraphers declared that the aurora borealis affected the wires considerably.

## IRRITATING RASH ON BABY'S CHEEKS Healed by Cuticura Trial Free

"When my baby was five months old a slight rash appeared on his cheeks and head. After a certain time the rash disappeared from his arms and head, but remained on his cheeks. He would tear them, sometimes causing them to bleed. The trouble irritated and made him restless at night."

"After washing his cheeks with Cuticura Soap and using the Cuticura Ointment I found improvement and soon the rash disappeared and my child was healed in a short time." (Signed) Mrs. A. C. Casteau, Robertsonville, Quebec, January 8, 1916.

**Sample Each Free by Mail**  
With 3-cp. Skin Book. Address post to "Cuticura, Dept. J, Boston, U.S.A." Sent throughout the world.

## BARGAINS IN USED Military Tents

500 Bell Tents  
100 Marquee Tents

All these tents are in usable condition, purchased from overseas battalion here.

**Harris & Co.**  
735 YORK. PHONE 2504. 4th

Several Hundred Other Cigar-makers Out of Employment as Result.

## ANOTHER FIRM ADDED

John McNeen & Sons' Men Included in Those Striking.

## ADJUSTMENT IS EXPECTED

Conference Between Employers and Owners Slated for Tomorrow.

Three hundred cigar-makers from five factories in the city are on strike, and several hundred more are out of employment today, because the owners of these factories refuse the new "bill," which became effective Monday afternoon at 5 o'clock.

The firms that agreed to meet the demands laid down in the new "bill" are: Brener Bros.; McLeod, Nolan & Co.; John McNeen & Sons; George Coleman, and J. J. Dyer.

These firms claim they will fight the proposition to a finish, and the cigar-makers maintain they will grant no further concessions.

The members of the local Cigar-makers' Union, No. 275, met in St. Peter's parish hall last night, and decided to walk out where firms had refused to meet with the demands of the "bill."

**Change in Situation.**  
The addition of the John McNeen & Sons firm to the list of shops where a strike had been declared, was a development of this morning. Last night the union men voted on the proposition, submitted by that firm, and after several ballots, decided favorably on it.

The cigar-makers, so they say, were given to understand that the McNeen proposition was to accept the bill in its entirety with the exception of some amendments to the packing clause. A compromise was suggested.

On the balloting of the union men it was decided that the strikers return to work at McNeen's this morning.

Officials of the McNeen firm claim that they refused to allow the men to work on their return, while the Cigar-makers' Union says the McNeen Company were fair in its agreement, and the men were called out again.

These officials say that the proposition was submitted some days ago, but was not considered until the strike was some hours old. The firm, say its members, made the offer in good faith, and it was not accepted until the strike had been called. The firm therefore did not consider that it had been deceived.

It is expected that another conference will be held between the bosses and the men tomorrow, and matters may be adjusted, so that some of the men can return to work.

The cigar-makers claim to be able to produce statistics that will prove to the public that the manufacturing of cigars is a highly profitable business. They are highly-maintained that the demands asked in their new "bill" would in no degree lessen these profits, and from this standpoint argue that their demands are only those which are actually worth, and what cigar-makers are paid in other cities, and I believe we are justified in asking an increase in view of the rising cost of living," said one of the cigar-makers to The Advertiser today.

**SOCIALISTS OF BERLIN CUT IN HALF BY WAR**  
Strength of the Kaiser's Political Antagonists Greatly Reduced.

Berlin, July 25.—(Correspondence of the Associated Press).—The membership of the Socialist labor unions of Berlin has been reduced more than half as a result of the war. On January 1, 1914, there were 331,056 members, and the number had fallen to 144,250 on January 1, 1916, a decline of 56 per cent. For the six months since January 1, figures are not available, but it is probable that further calls to the colors have left not more than 40 per cent of the members at home.

The membership totals given include, however, a large number of female members, so that the decrease of men members was considerably larger than the percentage indicated.

The number of unemployed has declined steadily. Money support had been granted January 1, 1915, to 15,334, but this total had dropped on January 1, 1916, to 2,457. The greatest decreases in unemployment were in the case of book printers, woodworkers and metalworkers.

The influence of the war on the unions' treasury is shown by the fact that while there was a decrease of one-fifth and a quarter million marks in receipts, the treasury balance increased some 330,000 marks in 1915 over 1914. This was, of course, due to the reduced calls made on the treasury. Striking items of difference were (in marks):

Kind of support granted. 1915, 1314.  
For strikes. 4,061 595,105.  
For strikers undergoing punishment. 2,865 149,172.  
Unemployed. 639,538 5,420,430.  
Sick benefits. 130,234 1,848,579.  
Legal aid. 8,957 42,608.  
The only increase was in the new item for support of widows whose husbands had been mustered in. This item aggregated 2,458,178 marks.

## ACCUSED ALDERMAN SCORED IN HAVING TRIAL TRAVERSED

Made Seat Secure for Balance of Year.

## CITIZENS REAP BENEFIT

Will Not Have to Finance Special Ward By Election Now.

Ald. Palmer scored at the police court session this morning, in deciding to have his case tried by a jury at the December sessions. In this way he can retain his seat in the council, something that some of his opponents are not exactly pleased with.

Had his case tried this morning, and he had been found guilty, he would have had to vacate his seat, and the council, costing the citizens several hundreds of dollars would have resulted. Now he can go on without let or hindrance until the end of the year.

## ENGLAND AND FRANCE PLAN FOR TUNNEL BENEATH CHANNEL

Negotiations Under Way for the Construction of Joint Bore.

PARIS, Aug. 28.—France has taken all the necessary steps to enter into negotiations with England to build jointly a tunnel under the English Channel to connect the two countries, the long-talked-of project which the war has revived because it has demonstrated as nothing else could, the value of the tube to both countries.

Had the tunnel been in existence during the present conflict, it would have been of immeasurable value to England and France for the transportation of troops and supplies and would have liberated French and British war vessels from one of their biggest tasks.

**Cost of Tunnel.**  
The plans were outlined by M. Sarthou, chief engineer of the Nord Railway Company, who is one of the strongest advocates of the project. He said:

"The tunnel will cost \$16,000,000, half of which would be borne by England and half by France. Each country would bore one-half of the tunnel. Well, Britain is spending just now \$6,000,000 per day and France \$4,000,000, so that two days' war would cost more than the cost of making the tunnel."

"It is proposed to make two tunnels, one for traffic from France to England, another from England to France. Some people seem to think a cross-channel tunnel might be a danger, because it might fall into the hands of the enemy. To capture the French tunnel would not be an easy task. The mouth of the tunnel on French soil would be ten miles from the coast, and in order to reach it the enemy would have to capture Calais, and negotiate the intervening hills of an average height of 150 feet."

**Safe From Foe.**  
"The tunnel on the French side would begin its journey under the sea at St. Omer. No one could reach it, and it is possible for an enemy to reach the mouth of the tunnel and get at the electric plant. The motive power could be in the tunnel, and the tunnel immediately rendered useless by filling it with poisonous gas."

"One can hardly exaggerate the services the tunnel would have to perform to England and France had it been in existence when hostilities broke out. During the 20 hours of daily use (for four hours must be deducted out of view of the 24 for upkeep and repairs, etc.) between 100 and 120 trains could have been sent in each direction."

"At 500 tons per train that represents 50,000 to 60,000 tons a day each way, much more than is necessary."

"Apart from the diminution in delays, risks, losses, and difficulties of every nature, the British fleet would have been liberated from one of the heaviest parts of its task and free to serve the cause of the Allies in other directions."

**CHICAGO PROVISION MARKET.**  
(Reported by Thomson & McKinnon.)  
Pork—Sept. 1, 1916, 22 1/2; 2, 22 1/2; 3, 22 1/2; 4, 22 1/2; 5, 22 1/2; 6, 22 1/2; 7, 22 1/2; 8, 22 1/2; 9, 22 1/2; 10, 22 1/2; 11, 22 1/2; 12, 22 1/2; 13, 22 1/2; 14, 22 1/2; 15, 22 1/2; 16, 22 1/2; 17, 22 1/2; 18, 22 1/2; 19, 22 1/2; 20, 22 1/2; 21, 22 1/2; 22, 22 1/2; 23, 22 1/2; 24, 22 1/2; 25, 22 1/2; 26, 22 1/2; 27, 22 1/2; 28, 22 1/2; 29, 22 1/2; 30, 22 1/2; 31, 22 1/2; 32, 22 1/2; 33, 22 1/2; 34, 22 1/2; 35, 22 1/2; 36, 22 1/2; 37, 22 1/2; 38, 22 1/2; 39, 22 1/2; 40, 22 1/2; 41, 22 1/2; 42, 22 1/2; 43, 22 1/2; 44, 22 1/2; 45, 22 1/2; 46, 22 1/2; 47, 22 1/2; 48, 22 1/2; 49, 22 1/2; 50, 22 1/2; 51, 22 1/2; 52, 22 1/2; 53, 22 1/2; 54, 22 1/2; 55, 22 1/2; 56, 22 1/2; 57, 22 1/2; 58, 22 1/2; 59, 22 1/2; 60, 22 1/2; 61, 22 1/2; 62, 22 1/2; 63, 22 1/2; 64, 22 1/2; 65, 22 1/2; 66, 22 1/2; 67, 22 1/2; 68, 22 1/2; 69, 22 1/2; 70, 22 1/2; 71, 22 1/2; 72, 22 1/2; 73, 22 1/2; 74, 22 1/2; 75, 22 1/2; 76, 22 1/2; 77, 22 1/2; 78, 22 1/2; 79, 22 1/2; 80, 22 1/2; 81, 22 1/2; 82, 22 1/2; 83, 22 1/2; 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