

## ENGINEERS AND FIREMEN ON BRITISH RAILWAYS OUT ON STRIKE

London, Monday, Jan. 21.—A strike of the railway engineers, comprising engineers and firemen, started at midnight. The announcement of the strike was made at the headquarters of the organization.

The strike was called without the support of the national union of railwaymen and the railway clerks' organization, the members of which will continue at work unless coercion is employed to force them to take the strikers' places.

Passengers who left last night on port strike meetings at all the big railway centres, but it will be impossible to discover how far the strike has been effective for some hours.

Passengers who left last night on long distance journeys were warned by the railway officials that they might not reach their destinations, and most of the companies issued posters announcing a curtailment of the services and that goods and merchandise could only be handled at the sender's risk.

Among the first effects of the strike

in London was the stoppage of the usual midnight trains to Scotland, North Wales and other points, and consequent inability to despatch early editions of the London morning papers by rail. The newspaper managers have made the best preparations possible beforehand to meet this contingency, and the streets around London's newspaper row were lined with motors of all kinds hired to carry papers into the country districts.

J. H. Thomas, general secretary, and C. T. Cramp, president, in behalf of the national union of railwaymen, have issued a statement declaring that the intervention meeting called yesterday by the Trades Union Congress resulted in a basis which the railway companies regarded as acceptable, but as it failed to meet the approval of the engineers' union, there was no alternative but to adhere to their circular, issued Friday, denouncing the strike.

Preparations are in progress for motor services for the distribution of daily supplies and other essentials while the strike lasts.

## TWO MINING ENGINEERS BURNED

### Staying in Shack at Kirkland Lake Overnight on Way to Rouyn Camp.

Kirkland Lake, Ont., Jan. 20.—Trapped when the shack in which they were spending the night caught fire, two American mining engineers and promoters, well known in the Northern Ontario camps, lost their lives early this morning. The victims were William F. Greene, Buffalo, N.Y., aged about 50 years, and George Snowdon Andrews, of Washington, D.C., aged about 55 years.

The two men arrived here on Saturday on their way to the new camp at Rouyn, and stayed for the night in the office of the Kirkland Combine Mining Company, of which Mr. Greene was general manager. About 2:30 a.m. an employee of the company named Larouque saw smoke pouring from the building, and roused Andy W. Grierson, superintendent of the company, whose house was adjacent to the office, but was untouched by the fire. Grierson and Larouque made a heroic effort to rescue the two mining engineers, but succeeded in getting Greene out, but he was unconscious from the smoke and soon died. The flames spread so rapidly that it was impossible to save Andrews, whose body was entirely burned, only charred bones remaining.

F. F. Greene, in addition to being general manager of the Kirkland Combine, was financially interested in the Greene, Kirkland and Lebel Oromines in the district, and also in the Stabell Mine at Rouyn. G. S. Andrews, formerly a resident of New Liskeard, had been identified with mining in the North since the early Cobalt days, and formerly lived in New Liskeard.

The fire is supposed to have been started by an overheated stove.

## Alberta Farmers to Form New Co-operative Plan

A despatch from Edmonton says: Steps are being taken by the United Farmers of Alberta for co-operative marketing of general farm products under one board which would be distinct from the board in charge of the wheat pool. The annual convention adopted unanimously a resolution asking the executive to appoint a committee of seven "to survey a field of co-operative marketing, with power to organize the different commodities under the co-operative marketing system."

It was the belief that eggs, poultry and other products were not available in Alberta in quantities which would justify the overhead of individual pools, but that one pool might have control profitably of the several commodities.

## Ice Imprisoned Vessels Supplied by Aeroplane

A despatch from Christiania says: Aeroplanes are carrying supplies to 50 ships that are now wedged in the ice in the Cattegat and off the Danish coast. The aircraft drop sacks of food and other stores near the imprisoned vessels.

## ASQUITH ADVISES LIBERALS TO SUPPORT "NO CONFIDENCE" MOTION

A despatch from London says: Former Premier Asquith, leader of the Liberals, in a speech in the House of Commons advised Liberals to vote in favor of Labor and voted Conservative and a few abstained from voting.

While this debate is going on, the real storm centre of the political situation lies in the threatened railway strike.

The still more serious menace of a coal strike grew more ominous on Thursday. The miners' vote in favor of demanding the wage agreement that ended the 1921 strike was announced. The men by a vote of 110,000 to 305,000 demand higher wages. The agreement does not expire until April 17, so the crisis is not imminent.

ate, but if Labor negotiates its first hurdle of a railway strike, a second and more difficult obstacle awaits it in the form of the miners' attitude.

A dockers' strike is also pronounced inevitable by Labor experts and the sky has suddenly become clouded with many important wage disputes, apparently produced by the approaching advent of a Labor Government and the belief of the workers that their own Cabinet must support their demands.

Asquith's "no confidence" motion in the form of an amendment to the address in reply to the King's speech, was presented by John R. Clynes, who scored the Baldwin Government both for what it had done and what it did not do during the last twelve months.



HOW THE DIXMUDE MET ITS FATE

The great dirigible airship, the Dixmude, which with a French crew of half a hundred, has disappeared mysteriously, is now believed to have been struck by lightning, far above the clouds, during a terrific storm over Africa. Romance and tragedy mingle in the story of the airship, which was surrendered by Germany, and applied by France for her own use. Defying the elements of the air, it started off on a long cruise, and except for the finding of the body of its commander there is no trace of the missing ship. The sketch shows what apparently happened to the Dixmude far up in the air.

## MEXICAN REBELS HOLD UP EXPRESS TRAIN

### Freight Train Laden With Ammunition Captured by Revolutionists.

A despatch from Mexico City says:—Rebels held up a passenger train at Aragon Station early Thursday morning. The express car was robbed of 40,000 pesos.

After forcing passengers to leave the train the rebels placed signals for a clear track in order to attack a freight train carrying ammunition which was following the passenger train from Laredo. The engineer of the freight train, when attacked by the rebels, unable to see the passenger train, opened the throttle in an effort to escape, and the engine of the freight train purchased four destroyers from the United States Government, and that they are expected to arrive at Tampico early next week where they will be manned by Mexican crews. It was asserted that a part of the American crews will remain for some time to instruct the Mexican crews. The arrival of the destroyers is expected to end quickly the rebel blockade of Tampico.

The War Department stated that the rebels have three old Mexican gunboats outside of that port.

## Notorious Chinese Bandit, Slayer of Missionary, is Shot

A despatch from Peking says:—Leo Yang Jen, notorious bandit, who men recently shot and fatally wounded Prof. Bernard Hoff and kidnapped Mrs. Kilen, both United States missionaries, was killed in a battle at Kwantling, the Foreign Office has been advised.

Mrs. Kilen was rescued several days ago.

Jen had terrorized the Provincial borders of Honan and Hupeh for two years.

## Ocean Floor Subsided as Result of Earthquake

A despatch from Tokio says:—The repairing of deep sea cables, severed by the earthquake of September 1, has disclosed that at one point off Oshima Island the bed of the ocean has subsided 200 feet for a distance of eight miles. To the east of Oshima the damaged cable had to be fished up from a newly created abyss more than 4,000 feet deep.



A LONG JOB.

—From John Bull.

## CANADIAN NATIONAL RAILWAYS SHOW REVENUE INCREASE OF \$17,646,935

A despatch from Montreal says:—In an official statement issued by Sir Henry W. Thornton, chairman and president, the net revenues of the Canadian National Railways for the year 1923 are placed at \$20,127,447, being an increase of \$17,646,935 in the net revenues over 1922. The statement says:

"The following represents briefly the financial performance of the Canadian National Railways for the year 1923, as compared with the year 1922:

	1923	1922	Increase
Operating revenues	\$24,622,447	\$23,656,888	\$21,005,559
Operating expenses	23,535,900	23,176,874	2,358,024
Net revenues	20,127,447	2,480,012	17,646,935

"The figures for 1923 are subject to slight alterations, as some of the items entering into both revenues and expenses are estimated, but the adjustment will only slightly affect the above statement. This statement speaks for itself, and complete detailed information with respect to all matters of interest relating to the National Railway System will be published in the annual report, which is now in preparation; but the administration desired promptly to acquaint the people of Canada with the general result. It is not possible to enter upon a detailed discussion of the company's affairs at this time, but the directors and chairman feel justified in taking advantage of this opportunity to express the hope that the service rendered in 1924 will merit the same generous support as has been received from the public during the past year. The board especially desires to acknowledge the fine and alert service rendered by officers and employees alike, which has greatly contributed to the favorable results for the year."

## Natural Resources Bulletin

The Natural Resources Intelligence Service of the Department of the Interior at Ottawa says:

In a general way Ontario people have very little information of the primary production of coal in Canada. Their initial introduction to the coal supply is usually in carload lots, averaging, for the larger hopper cars 60 tons. This coal, too, is largely of United States origin. A million tons sounds like a large figure, yet the coal output of Canada for the twelve months ending September last showed an increase of 1,770,488 tons over the average for the three previous years. Canada had available for use for the year ending September last 28,845,440 tons, of which 12,608,584 tons had been produced from Canadian mines, giving work to 29,203 employees. Nova Scotia was the largest producer, the output of that province being 5,067,434 tons; Alberta being next, with a total of 4,938,653 tons. New Brunswick produced 216,844 tons, British Columbia 2,171,871 tons and Saskatchewan 238,764 tons. Ontario, which is well supplied with both metallic and non-metallic minerals, is dependent upon outside sources for coal supplies, and a knowledge of what other provinces have available is interesting.

## WORLD FIGHT AGAINST OPIUM LAUNCHED

### First International Opium Conference Arranged by League of Nations.

A despatch from Paris says:—A world fight against opium and the narcotic drug evil took definite form on Thursday when the League of Nations issued invitations to the first International Opium Conference to be held at Geneva the first Monday in November, and a second conference on the third Monday of the same month.

The first conference will include delegates from countries having Eastern possessions, where opium-smoking exists. The second conference, which will include representatives of practically all countries of the world, will push The Hague Convention decision to secure a broad agreement concerning opium and its derivatives, and definitely limit the production of opium.

A report that Prof. Manley O. Hudson of the Harvard Law School may have won the Bok Peace Plan prize has created interest in League of Nations circles. Prof. Hudson was attached to the legal section of the League during the summer months of last year.

## Two Merchant Ships Believed Sunk by Old Mines

A despatch from Hamburg says:—Instruments of the war, harmless for years, are believed to have found victims at last in two merchant ships in the North Sea. These vessels, with all hands, are thought to have been sunk by the floating English mines which once constituted part of the blockade of the North Sea against the German fleet.

Mines have been brought to the surface during recent violent storms in the North and Baltic seas. A number have been picked up and exploded to assist in the breaking up of huge ice fields in landlocked coastal waters.

## Weekly Market Report

TORONTO.

Manitoba wheat—No. 1 Northern, \$1.11 1/4.

Manitoba oats—No. 3 CW, 46c; No. 1 extra feed, 45c.

Manitoba barley—Nominal.

All the above track, bay ports.

Ontario barley—63 to 65c; yellow, 98c.

Buckwheat—No. 2, 69 to 72c.

Ontario rye—No. 2, 70 to 72c.

Peas—Sample, \$1.45 to \$1.50.

Millfeed—Del. Montreal freights, bags included: Bran, per ton, \$28; shorts, per ton, \$31; middlings, 337; good feed four, 210.

Ontario wheat—No. 2 white, 38 to 39c; No. 2 white extra, 38 to 40c; Ontario corn—Nominal.

Ontario flour—Ninety per cent ship, in jute bags, Montreal, prompt shipment, \$4.60; Toronto basis, \$4.60; bulk seaboard, \$4.25.

Man. flour—1st pat, in jute sacks, \$6.20 per barrel; 2nd pat, \$5.70.

Flour—Extra No. 2 Timothy, per ton, truck, Toronto, \$14.50 to \$15; No. 2, \$14.50; No. 3, \$12.50; mixed, \$12.

Straw—Car lots, per ton, \$9.

Cheese—New, large, 2 1/4 to 2 1/2c; 2 1/2c; 2 1/2c; 2 1/2c. Old, large, 2 1/2c to 3c; twigs, 2 1/2c; triplets, 2 1/2c; 30 to 32c.

Butter—Finest creamery prints, 46 to 47c; No. 1 creamery, 48 to 49c; No. 2, 42 to 43c.

Eggs—Extras, fresh, in cartons, 52 to 58c; fresh, extras, loose, 50 to 51c; extras, storage, in cartons, 43c; extras, 40 to 41c; firsts, 35 to 36c; seconds, 29 to 30c.

Live poultry—Spring chickens, 4 lbs. and over, 28c; chickens, 3 to 4 lbs., 22c; hens, over 5 lbs., 22c; do, 4 to 5 lbs., 15c; do, 3 to 4 lbs., 15c; roosters, 15c; ducklings, over 5 lbs., 19c; do, 4 to 5 lbs., 18c; turkeys, young, 10 lbs. and up, 22c.

Dressed poultry—Spring chickens, 4 lbs. and over, 30c; chickens, 3 to 4 lbs., 25c; hens, over 5 lbs., 28c; do, 4 to 5 lbs., 24c; do, 3 to 4 lbs., 18c; roosters, 18c; ducklings, over 5 lbs., 24c; do, 4 to 5 lbs., 20c; turkeys, young, 10 lbs. and up, 28 to 32c; geese, 22c.

Beans—Canadian, handpicked, 1 lb., 7c; primes, 6 1/2c.

Maple products—Syrup, per imp. gal., \$2.50; per 5-gal. tin, \$2.40 per gal.; maple sugar, lb., 25c.

Honey—50-lb. tins, 11 to 12c per lb.; 10-lb. tins, 11 to 12c; 5-lb. tins, 12 to 13c; 2 1/2-lb. tins, 3 to 4c; comb

honey, per dozen, No. 1, \$3.75 to \$4; No. 2, \$3.25 to \$3.50.

Smoked meats—Hams, med., 25 to 27c; cooked hams, 37 to 39c; smoked rolls, 19 to 21c; cottage rolls, 22 to 24c; breakfast bacon, 25 to 27c; special brand breakfast bacon, 30 to 33c; backs, boneless, 30 to 35c.

Cured meats—Long clear bacon, 50 to 70 lbs., \$18.50; 70 to 90 lbs., \$18; 90 lbs. and up, \$17; lightweight rolls, in barrels, \$37; heavyweight rolls, \$32.

Lard—Pure tierces, 17 to 17 1/2c; tubs, 17 1/2 to 18c; pails, 18 to 18 1/2c; prints, 19 to 20c; shortening tierces, 14 1/2 to 15 1/4c; tubs, 15 to 15 1/2c; pails, 15 1/2 to 16c; prints, 17 1/2 to 18c.

Heavy steers, choice, \$7 to \$7.75; butcher steers, choice, \$6.50 to \$7; do, good, \$6 to \$6.25; do, med., \$5 to \$5.75; do, com., \$4.50 to \$5; butcher heifers, choice, \$6.25 to \$7; do, med., \$5 to \$6; do, com., \$4.50 to \$5; butcher cows, choice, \$4.75 to \$5.25; do, med., \$3.50 to \$4; canners and cutters, \$1.25 to \$2; butcher bulls, choice, \$4.25 to \$5.25; do, com., \$2 to \$3; feeding steers, good, \$5.50 to \$6.50; do, fair, \$4 to \$5; stockers, good, \$4 to \$4.75; do, fair, \$3.50 to \$4; milkers and springers, \$7 to \$10; calves, choice, \$11 to \$12.50; do, med., \$8 to \$9.50; do, com., \$7 to \$7.75; do, grassers, \$3 to \$4.50; lambs, choice ewes, \$12 to \$12.50; do, bucks, \$10.50 to \$11; do, culls, \$7 to \$8; sheep, light ewes, \$5.50 to \$6.50; do, fat, heavy, \$4 to \$4.50; do, culls, \$2 to \$3; hogs, fed and watered, \$7.75; do, f.o.b., \$7.25; do, country points, \$7, do, select, \$8.50.

## How to Treat Your Town

Praise it.  
Improve it.  
Talk about it.  
Be public-spirited.  
Tell about its business men.  
Remember it is your home.  
Take a real home pride in it.  
Tell of its natural advantages.  
Help the public officers do the most good.  
When strangers come to town, use them well.  
Support local institutions that benefit your town.  
Don't call your best citizens frauds and impostors.  
Look ahead of self when all the town is to be considered.

## A Short Winter Course for Farmers.

Three years in succession the men and women of rural Ontario have flocked to the provincial university—the University of Toronto—to attend short cultural courses organized for them by the Department of University Extension. So enthusiastically were these courses received that the first Short Winter Course for Farmers in February, 1921, was attended by no fewer than 279 people. In the following year there were 225 students in the course and last year there were 84.

This year the course is being offered for the fourth time during the two weeks from February 4 to February 18. Its reception has, however, been far from gratifying to its organizers and the Dept. of University Extension is being forced to the conclusion that the farmers of Ontario either do not want the course or are not in a position to spend two profitable weeks in Toronto. Consequently W. J. Dunlop, Director of University Extension, is considering the opening of the course to city people.

In the first three years nearly 600 people from the rural communities of the province availed themselves of this opportunity for broadening their minds and enriching their thoughts through a brief introduction into the realms of such cultural subjects as history, economics, English literature and psychology. The lack of enthusiasm this year would seem to indicate that this noble end comprises the sum total of the people in rural communities who are desirous of getting an introduction into the higher realms of thought by means of a short course.

Mr. Dunlop recently expressed considerable reluctance to discontinuing the course in future years because he feels that the people in Ontario who would appreciate such an annual event. He added that he was somewhat at a loss to explain the fewness of the applications received at his office as a special request had been made that those intending to take the course should make notification by January 25th, in order to facilitate arrangements.

The course recommends itself by its very cheapness. The registration fee is but \$2, tuition is free, board and lodging may be obtained at from \$3 to \$10 per week and the only other cost is railway fare. Three lectures are given each morning during the course and the afternoons are devoted to visits to the Royal Ontario Museum, the Parliament Buildings, the University Buildings, and other points of interest. No academic qualifications are necessary and there are no examinations to bring back memories, pleasant or otherwise, of school days.

The subjects which it is proposed shall be dealt with this year in the Farmers' Course have been especially adapted to meet the interests. In addition to the usual lectures in English literature, history, and rural economics, there are to be six lectures by a practical farmer on "Agriculture in the National Life." There will also be a course of four lectures in public speaking, which should prove attractive to those who wish to enter local or provincial politics, or even to preside at local social functions. There will be a continuation of the lectures given last year in public health, particularly viewed from the standpoint of problems of hygiene on the farms. While it is realized by those in charge of the course that it would be impossible to deal intensively with even one subject in so short a length of time, it has been found that the students were able to obtain, in the time provided, a good insight into the subjects offered and that they were enabled to pursue the subject further through their own reading. It is pointed out that the course serves, above all, as a mental stimulus.

## Only Woman in the World Holding Sea Captain's License

A despatch from New York says:—"Aye, Aye, Madam!"

Thus does the crew of the good schooner Ruth Martin answer their skipper. What is more, they take a certain pride in the unusual salutation, because Mrs. Jennie E. Crocker, of Cliftondale, Mass., is said to be the only woman in the world holding a captain's license for an ocean-going sailing vessel and another certificate entitling her to act as first mate of any pleasure craft.

Nelson A. Crocker, lord and master of Captain Crocker ashore, is her first mate afloat.

Mrs. Crocker has sailed all the seas of the world with her husband since they were married, 19 years ago.