

NEW CHIEF FOR PHILADELPHIA

"Treat 'em rough," the slogan of the Marine Corps, appears also to be that of their Brigadier-General, Smedley Darlington Butler, who dons a policeman's uniform as Director of Public Safety in Philadelphia, and tells the reporters, "It may be necessary to discharge the entire police force." However, the new director's pugnacity is no surprise. The Marines call him "The Fighting Quaker," and we read that it was for his willingness to "treat 'em rough" that Philadelphia's new mayor, W. Free-land Kendrick, induced President Coolidge to grant him a year's furlough. That the City of Brotherly Love requires rough treatment, a Philadelphia paper implies when it observes, "Vice is rather well entrenched in this town," and adds that the city is a "wet burg," where "the morale of the police force is low," and where General Butler will have "the open and secret opposition of many politicians." "I'm expecting a hard time on this job," said the General, when interviewed for the Philadelphia Inquirer, "the Department of Public Safety is going to open up with all six guns on the criminal and the vicious. The casualties will be heavy, but they will delight Philadelphia who want to see their city rid of evil-doers." Then he said:

"I don't care whether the State laws or city ordinances are right or wrong. That question is not one with which I am empowered to deal. But I do know that all of these laws and ordinances are going to be enforced as they were never enforced before. "I know the police force is tainted, but I also know that somewhere in this country I can get hold of 4200 honest men. A bluecoat doesn't have to be a Philadelphia. I'll get them from Los Angeles, Houston, New Orleans and other points, if necessity forces me to take such action. Just for a starter, I have fifty applications from former marines. I know they'll do what they are told, and there are plenty more like them."

"The trouble in a police department is usually one of bread and butter. The best guaranty I can offer is that my bread and butter is in no danger if I lose this job. I'm losing pay and chances of promotion in coming up here."

"Grafting on the force is the real foot of the police corruption evil. If policemen can get \$150 or \$200 a month from law-breakers in return for closing their eyes to what is going on and with no fear of dismissal, it is small wonder that they stoop to graft."

General Butler intends to "remold the department throughout," and declares, "When I get through with it the criminals and the vicious element will scurry to cover whenever they see a bluecoat. I'm going to make my men feel proud of their jobs and proud of their own honesty and immunity to corruption." That, he thinks, is "the foundation of a fine police force." Outlining his plans further, he said:

"My first official act will be to call all the city's policemen into a place big enough to hold the half off-duty at a time and then I'll tell them just what I demand that they shall do. The public likes a circus, but this circus won't stop because the public happens to get tired of it. They may kid me for wearing a police uniform, but that will be the least of my worries."

"There probably won't be any anxiety manifested anywhere to keep me here after my year's leave-of-absence is up—and I may not be here a year."

"The cop who leaves the force is the one with a side-line that pays him from \$150 to \$200 a month. He may not be a bad fellow. But we won't stand for that sort of a fellow. Where there is closing up to be done, I'll be there in person. That means that there will be no ignoring orders."

To a reporter from the Philadelphia Bulletin, General Butler said:

"The thing I crave is action, and plenty of it. I told Mr. Kendrick I wasn't going to brook any political interference. The minute that happens, I go out. They won't know I've gone. I'll leave the key on my desk, take the first train to Washington, and wire back that the director's job is vacant. First, last and all the time, I am a soldier, and I expect to be so for the rest of my life. This is only another responsibility that comes in a soldier's life, that's how I regard it."

General Butler's qualities are thus described in a statement issued to the press by the Navy Department:

"Soldier, engineer, camp-builder, holder of two Congressional Medals of Honor, the record of Brig.-General Smedley D. Butler, fighting man extraordinary of the Marine Corps, stamps him as one of the most brilliant soldiers of the United States."

"Descendant of an ancient Quaker family which settled in Pennsylvania in the time of William Penn, General Butler enlisted in the Marine Corps

Electric Traffic Cop at Railway Intersections



Above.—Interior of the Canadian Pacific Westmount Interlocking tower, showing the control levers and the illuminated plan, the light bulbs appearing as black spots.

Right.—Exterior of tower with view of tracks showing some of the signals switch plant.

From statistics which cover all railroads and cities on the North American Continent it has been adduced that pedestrians on city streets are much more liable to meet with an accident than are the travellers by train, yet few of those who rely upon the railroads to carry them with safety and despatch from one place to another appreciate the enormous amount of energy and money which is expended annually on the installation and maintenance of the myriad safety appliances and devices which insure the safe and quick handling of rail traffic. Because, with few exceptions, every industry contributes to the upkeep and operation of the railroads, science of late years has contributed more to railroad engineering than to anything other than medicine. As new appliances are evolved, so they are tested for their practicability, and being found serviceable are placed into use. That Canadian railroads are not behind those of other countries in the adoption of improved appliances is evidenced by the fact that the Canadian Pacific Railway has recently installed electrical Interlocking Plants at all points where its rail crossings were unprotected along the line from Montreal to St. John, N.B., and at various points elsewhere. These electrically operated plants at points where the lines of two companies cross, eliminate all danger of trains crashing into one another at crossings, and considerably facilitate train movements.

Electrically operated interlocking plants have been operated by this Company for many years, and although not actually revenue bearing they have afforded an additional degree of safety which can hardly be reckoned in dollars and cents. As an instance of what these plants are and do—trains approaching Montreal from all over the continent, with a few exceptions, converge at Montreal West, and run over the same tracks from there to Windsor Street Station, a distance of 4.6 miles. Taking into consideration the empty ones and those given over to freight, it is obvious that hundreds of trains use these tracks daily, and it is to safely govern these trains that three electrical interlocking plants have been installed, at Montreal West, Westmount, and the Windsor Street Station.

The one at Westmount was last installed, replacing the hand lever system which controlled trains entering

or leaving the Glen Yards and using the main lines. The signal tower, which houses most expensive apparatus, is entirely fire proof, and has two stories and a basement. The top floor contains the interlocking machine or levers by which the signals and switches are controlled, an illuminated plan of the tracks under control and telephones giving direct communication with the towers at Montreal West and Windsor Station and the train despatcher and yardmaster at the Glen Yard.

On the ground floor is the power apparatus, the switch boards, relays and other necessary apparatus, and the basement, specially ventilated, contains 55 cells of storage battery with a capacity of 160 amperes hours, or sufficient to operate the plant for one week without recharging.

The track plan, directly over the levers, is electrically lighted, and by watching small light bulbs, the operator is able to mark the approach and progress of all trains. A bell rings when an approaching train is within one mile of the plant, and continues to ring until the signal-man clears the signals and sets the switches over the route.

The levers operating the switches and signals are so interlocked that a signal cannot be given for a train to pass through the plant until a route for it has been set up, and it is impossible for a conflicting move to be made which would endanger it or any other train. When the operator has cleared a signal the switches are so locked that they cannot be changed until the train has passed over them. Should a train be required to travel over a route other than the one originally set up for it, the signal man cannot make the change without operating what is known as the "Time Release," a clockwork mechanism which opens and closes electric circuits, unlocking the levers after a time limit of from one to three minutes. The speed with which trains may travel over some routes is limited, and the object of the time release is to prevent the operator from changing the route so that a fast train would proceed over a slow track.

This safety apparatus, unheeded by the travelling public generally, cost a great deal to install, and the Canadian Pacific receives no return for this except that which accrues through the additional safety and despatch of its trains.

Conference of the Methodist Church, and his brother, Hon. John Robson, once premier of the Province.

With the Robson party in 1859, was Edward father of Rev. J. H. White, recently superintendent of Methodist Missions. The "Edward White" is the latest addition to the fleet of four mission boats operated along the whole British Columbia coast by the Methodist Missionary Society.

UNCOVER PART OF OLD ROMAN WALL

LONDON, Dec. 29.—A large portion of the old Roman wall of London has been uncovered during excavations Houndsditch, in the East End of London.

The length of the wall uncovered is over 100 feet. It is eight feet nine inches in width, and about the same in depth. It is faced with square stones and filled with fragments of Kentish rag stone into which cement had been

poured. The excavators had reason to appreciate the strength of this Roman mortar when they came to remove the wall.

It is further strengthened with courses of broad Roman tiles at intervals. These tiles are made of clay which has been baked, and specimens of Roman bricks have also been found. At the foot of the wall there was a pediment of darker stone.

The foundations of the new building cover what was evidently the course of the old Hounds' Ditch, which formerly drained Moorfields and ran into the Thames. The Ditch evidently ran alongside the Roman wall at this place, and was once the receptacle of all the filth and sewage from that part of the old city.

Coins of all ages have been found, including one of Tetricus, a centurion in command of Gaul, a fine sixpence of Queen Elizabeth, and many tradesmen's tokens.



CIVIC ELECTIONS 1924

For Mayor, Aldermen, School Trustees and Police Commissioners

PUBLIC NOTICE is hereby given to the Electors of the Municipality of Fernie and Fernie School District, that I require the presence of the said Electors at the Council Chamber, City Hall, Pellatt Avenue, Fernie, B.C., on the 14 day of January, 1924, at Twelve o'clock noon Coast Time (one o'clock p.m. local time) for the purpose of electing persons to represent them in the Municipal Council as Mayor and Aldermen, and in the School Board as School Trustees, and on the Board of Police Commissioners as Police Commissioner.

The Mode of Nomination
The candidates shall be nominated in writing; the writing shall be subscribed by two Electors of the Municipality as proposer and seconder, and shall be delivered to the Returning Officer at any time between the date of the notice and Two P.M. Coast Time (Three P.M. Local Time) of the day of nomination; the said writing may be in the form numbered 5 in the schedule of the Municipal Elections Act and shall state the names, residence and occupation or description of each person proposed, in such manner as sufficiently to identify such candidate; and in the event of a poll being necessary, such poll shall be opened on Thursday, the 17 day of January, A.D. 1924 at the Council Chamber, City Hall, Pellatt Avenue, Fernie, British Columbia, of which every person is hereby required to take notice and govern himself accordingly.

Qualification for Mayor
The persons qualified to be nominated and elected as and to hold the office of Mayor of any city shall, save as otherwise provided in the Municipal Act, be such as are British subjects of the full age of twenty-one years who have been for the six months next preceding the date of nomination and are registered in the Land Registry Office as owners of land or land improvements within the city of the value, as assessed on the last assessment roll, of one thousand dollars or more over and above all registered judgments and charges, or who are the holders of lands within the city acquired by them by agreement to purchase under the "Soldiers' Land Act," or the "Better Housing Act," or the "Soldiers' Settlement Act, 1917," of the Dominion, or the "Soldiers' Settlement Act, 1919," of the Dominion, and have paid the sum of one thousand dollars or more upon the principal of the purchase price under such agreement to purchase.

Qualification for Aldermen and Police Commissioner
The person qualified to be nominated and elected as and to hold the office of Alderman of any city shall, save as otherwise provided in the Municipal Act, be such as are British subjects of the full age of twenty-one years who have been for the six months next preceding the date of nomination and are registered in the Land Registry Office as owners of land or land improvements within the city, of the value, as assessed on the last assessment roll, of five hundred dollars or more over and above all registered judgments and charges, or who are the holders of lands within the city acquired by them by agreement to purchase under the "Soldiers' Land Act," or the "Better Housing Act," or the "Soldiers' Settlement Act, 1917," of the Dominion, or the "Soldiers' Settlement Act, 1919," of the Dominion, and have paid the sum of five hundred dollars or more upon the principal of the purchase price under such agreement to purchase.

Qualification for School Trustee
Any person who is a British subject of the full age of twenty-one years, actually residing within the District, and having been for the six months next preceding the date of nomination the registered owner, in the Land Registry Office, of land or real property in the Fernie School District of the Assessed Value, on the last Municipal Assessment Roll, of five hundred dollars or more over and above any registered judgment or charge, and being otherwise qualified to vote at an election of School Trustees in the said Fernie School District.

Given under my hand at Fernie, British Columbia, this 3rd day of January, A.D. 1924.

ARTHUR J. MOFFATT,
Returning Officer.

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SYNOPSIS OF LAND ACT AMENDMENTS

PRE-EMPTIONS

Vacant, unreserved, surveyed Crown lands may be pre-empted by British subjects over 18 years of age, and by aliens on declaring intention to become British subjects, conditional upon residence, occupation, and improvement for agricultural purposes.

Full information concerning regulations regarding pre-emption is given in Bulletin No. 1, Land Series, "How to Pre-empt Land," copies of which can be obtained free of charge by addressing the Department of Lands, Victoria, B.C., or to any Government Agent.

Records will be granted covering only land suitable for agricultural purposes, and which is not timberland, i.e., carrying over 5,000 board feet per acre west of the Coast Range and 8,000 feet per acre east of that Range.

Applications for pre-emption are to be addressed to the Land Commissioner of the Land Recording Division, in which the land applied for is situated, and are made on printed forms, copies of which can be obtained from the Land Commissioner.

Pre-emption must be occupied for five years and improvements made to value of \$10 per acre, including clearing and cultivating at least five acres, before a Crown Grant can be received.

For more detailed information see the Bulletin "How to Pre-empt Land."

PURCHASE

Applications are received for purchase of vacant and unreserved Crown lands, not being timberland, for agricultural purposes; minimum price of first-class (arable) land is \$5 per acre, and second-class (grazing) land \$2.50 per acre. Further information regarding purchase or lease of Crown lands is given in Bulletin No. 10, Land Series, "Purchase and Lease of Crown Lands."

Mill, factory, or industrial sites on timber land, not exceeding 40 acres, may be purchased or leased, the conditions including payment of stampage.

HOMESITE LEASES

Unsurveyed areas, not exceeding 20 acres, may be leased as homesites, conditional upon a dwelling being erected in the first year, title being obtainable after residence and improvement conditions are fulfilled and land has been surveyed.

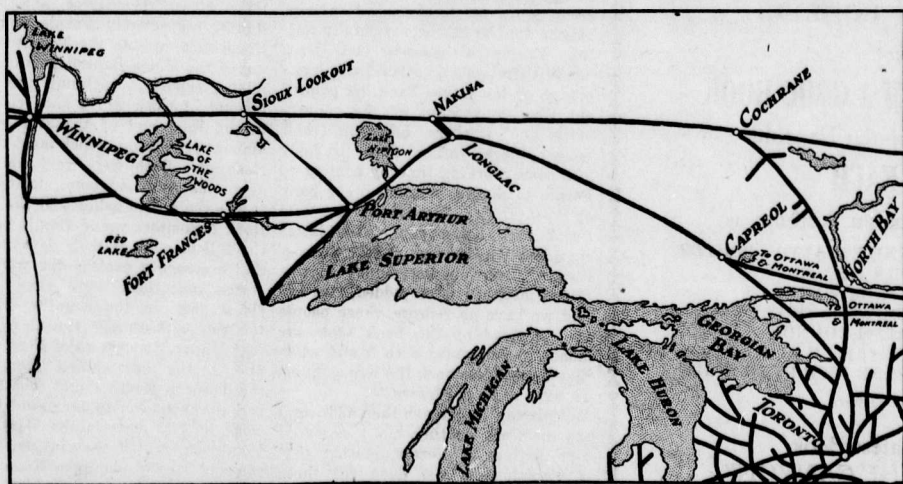
LEASES

For grazing and industrial purposes areas not exceeding 640 acres may be leased by one person or a company.

GRAZING

Under the Grazing Act the Province is divided into grazing districts and the range administered under a Grazing Commissioner. Annual grazing permits are issued based on numbers ranged, priority being given to established owners. Stock-owners may form associations for range management. Free, or partially free, permits are available for settlers, campers and travellers, up to ten head.

NATIONAL WAY SAVES MANY HOURS



GIVING the shortest direct line between eastern and western cities, and not only reducing cost of operation to the railway, but also saving many hours for business men travelling between eastern and western Canada, the Long Lake cutoff of the Canadian National Railways will be ready for operation on December 1st, it is expected. By constructing 30 miles of a cutoff, joining the former Canadian Northern main line through Ontario with the Canadian National Transcontinental line, a saving of 70.2 miles will be made in the distance between Winnipeg and Montreal, while the saving between Winnipeg and Toronto will be 102.6 miles. Instead of having to follow the bend of the former Canadian Northern line down to Fort Francis and Port Arthur, trains to Toronto will travel over the Transcontinental line to Nakina and thence down the cutoff to Long Lake, the most northerly point of the Canadian Northern former main line. Business men travelling to Montreal from Winnipeg will thus save three hours and those travelling to Toronto slightly over four hours.

CARIBOO GOLD RUSH RECALLED BY DEATH

By the death of a brave woman and the launching of a staunch craft in recent weeks the earliest days of civilized life in British Columbia are linked with the present. Mrs. Ebenezer Robson, who went West from Upper Canada via the Isthmus of Panama in 1859, to marry in Victoria, has died in Vancouver, leaving many memories of thrilling times in the Cariboo gold rush. Her husband had gone out a few months earlier to serve as missionary among the gold miners of the Fraser River, with headquarters at Hope, reaching the field by canoe. In 1886 Mrs. Robson was compelled by ill-health to return east, but came out again in 1891, following on the coast her husband, who became first president of the British Columbia