

To-Morrow!
At Hobberlin's
Another of those
great selling events
to reduce stock of
British Woolens
\$25 and \$30
SUITINGS
and
OVERCOATINGS
To Measure
at \$15.

The House of Hobberlin
 Limited.
 Yonge + Richmond Sts.

THIN-SOLED SHOES
CAUSE OF COLDS

Outbreak of Neuralgia in
 London Traced to That
 Source.

LONDON, Dec. 13.—The prevailing fashion of wearing thin-soled outdoor shoes is, in the opinion of a London hospital physician, one of the sources of the neuralgia which has claimed so many victims, particularly women, in the past week.

"A few years ago there was a reaction against the very thin-soled ultra-feminine shoes," he said. "The correct thing in women's outdoor footwear in the past few winters has closely resembled smaller sizes in men's shoes. This year there seems to be an unfortunate tendency to go back to thin-soled, narrow-welted shoes, which are worse than useless in the kind of weather we have been having lately. Nothing is more likely to bring on neuralgia than sitting about with wet feet."

A West End shoemaker agreed that the tendency to heavy, "mannish" shoes on the part of women, so noticeable a year or two ago, has largely died out. "Women are returning

to dainty and more feminine footwear, which shows off a narrow and well-shaped foot much better, even if it does not afford such protection as the heavier, wide-soled shoes of last winter."

BECKER'S SERVANT
ATTEMPTS SUICIDE

Afraid to Tell Mistress That
 She Broke Mirror, She
 Took Poison.

NEW YORK, Dec. 13. (Can. Press.)—Mrs. Lena Schneider, a servant in the home of Charles Becker, the former police lieutenant now under sentence of death at Sing Sing for the murder of Herman Rosenthal, who she would slip the lead from his neck, attempted suicide last night.

She swallowed a solution of slow poison, which hospital physicians say will probably prove fatal. The woman said she was seized with extreme nervousness thru fear of reporting to Mrs. Becker that she had broken a large mirror.

AN ANALYSIS OF POWERFUL
MOTIVES BEHIND PRESENT
IRISH LABOR SITUATION

Strikers of Dublin Are Now Little Worse Off Than They
 Were in Employment—Were in Mood to Be Led by
 Man of Courage and Sense—Survey of the Labor Con-
 ditions.

By W. P. Thompson.
 LONDON, Dec. 13.—The labor situation in Dublin during the past few weeks has attracted so much attention that we seem to be losing our grip of general principles, and a survey of the whole position seems to me to be necessary. The question of men striking against sweaters, hawking people in the streets; of the starvation of multitudes in Dublin, has been almost lost sight of in the popular clamor about one man—James Larkin. The whole has been overshadowed by the part, and I think it may be well to consider why this has happened, especially as Mr. Larkin has just been busy raising a "red" cross, and generally rousing a popular strike opinion in this country.

In the first place, labor in Ireland is in a different position to that in which it finds itself here. Big industries are not so widely developed. Commercialism has not taken such firm root. The workers have never been imbued with the same trade union spirit as has prevailed among wage earners in this country. The exactions of landlords, the tyranny of the moneyed classes, has driven the best of Ireland's workers abroad. Emigration has taken away the agitator, and those likely to be influenced by him. Consequently as Ireland's modern industries grew, when the combination and mutual helpfulness, in the modern trade union sense, winged its way across the Irish sea, it found a different soil to that in which it has been reared in England.

Right Man For The Job.
 That was the reason why men of the temperament of Larkin, and his lieutenant, James Connelly, got to the head of the Irish movement. They were the right men for the job lying to hand. There was a horde of workers who had been crushed and driven by their masters; whose minds had been continually divided by religious, political, and other differences. They had to be drilled into a realization that their aims were identical, so far as their work was concerned; that their differences of creed and character had no marked effect upon their earnings capacity or amount they were paid for the work they performed. Besides which, constant under-feeding, life in insanitary homes, all the concomitant horrors of sweating and exploitation had rendered them desperate without rousing in their minds any great ideas regarding social regeneration.

Obviously, then, the man who could rouse the spirit of revolt in these people, who could draw all the scattered forces of these warring elements together, and turn them into the disciplined ranks of a fighting army, under conditions, must be a man who had realized the sordid, pitiful position in which they were placed; who had himself felt the slings and arrows of that outrageous fortune which condemned them to lives of penury and ignoble toil, and who, at the same time, had a message of hope and deliverance, and the strength and courage to deliver that message in face of the biggest odds, the most shameless bigotry, and the most violent rebuffs. Such a man was Larkin.

Flight No Worse Now.
 That is why Larkin has dominated the Irish movement. He had courage, he has grip, he has sense. More than any other man in Ireland, he realized that the workers of Dublin were stout at heart, were ready for a lead, and that the lead must come from a man who had no fears, no doubts, no hesitancy, and, in a way, no scruples. He saw that the plight of Dublin wage-earners was so sorry, that it could not well be worse. In the slums of the city he had seen sights and sensed tragedies as bad as any strike could bring in normal times. He knew that the lot of Dublin workers was so terrible that hell could hold no terrors for them, so he determined that he would slip the lead from his neck of the dogs of industrial war, if it lay within his power so to do, and wrench from the devil who ran the hell of Dublin, a strictly commercial principles, of course—some measure of justice for his brothers in poverty and strife. And he was successful.

Larkin is Responsible.
 So there was industrial war in Dublin. The police were to loose to try to club citizens into a realization that freedom in Ireland is but a word. Troops were promised to the "wild authorities," there were unmistakable signs that the employers were determined to go to any lengths to drive their labor power back to its work. And for all this, or nearly all this, Larkin was responsible, and for this he deserves all the encomiums that have been heaped upon him.

But now comes another point. The United Kingdom has been affected by the Dublin struggle. With commendable zeal and generous hearts British trade unionists have sent food and money over to help the Dublin workers in their fight. Without the help received from this side of the Irish sea, either the workers would have been baten in Dublin or many of them would have starved to death. That is all good.

But that is not the man required here. The tactics of Dublin are not the tactics of Britain. What has been successful in Ireland will not necessarily be successful in England.

The English Situation.
 The whole position here is different. It is said that the railway men should strike. There is talk of combination between some of the big unions for militant action. But before any move is made, should not the whole British position be carefully considered? Take the railwaymen. For good or evil they have at present a scheme of conciliation boards. I know that notice has been tendered to terminate them, but that notice will not expire for a year. So for one year railwaymen have a certain type of machinery for settling their own affairs with the railway companies. The men are the same. They have their own boards, and, unsatisfactory as they are in many ways, still, they are there, and they must be used for a time. They must be the means of dealing

with questions of dispute between masters and men, until such time as the men have definitely and legitimately scrapped them.

The dockers again, have their arrangements. They have agreements covering certain parts of their labor. So we come to this, in my opinion, if British trade unionists are wise, they will see that there is no general strike just now.

At present the British unions are preparing for action, they are not fit to declare war. Let them go on steadily preparing, let them in the meantime help Dublin with supplies, and the time will soon come when all will be ready for war, confident that nothing on earth can prevent them from marching straight to victory.

BERLIN TO HAVE
CHEAP ELECTRICITY

Great Lignite Deposits Near
 City Will Supply the
 Power.

NEW TOWNS HAVEN'T
HAD TO FLOAT BONDS

New Land of Promise Exceed-
 ingly Prosperous and Im-
 provements Are Being
 Rushed in.

BERLIN, Dec. 13.—Electricity will soon be so cheap in Berlin that the poorest families will use it for lighting purposes in place of petroleum. It will be used even for cooking and heating because no kind of fuel will be able to compete with it.

This material reduction in price is promised by the company which supplies the city with its electrical current. Some time ago it acquired lands with extensive deposits of lignite or brown coal, at Bitterfeld, eighty-three miles south of Berlin, and decided to build a power plant there to generate electricity for Berlin. Upon further exploration, however, the deposit of lignite turned out to be so enormous that the company determined to build a plant large enough to supply all the towns within a radius of about one hundred miles. This embraces the greater part of Saxony, where manufacturing towns are very numerous, and the Thuringian states as far

west as Gotha. The plant will go as far as is now possible in turning coal directly and economically into electricity. The lignite, which will be hoisted from the shafts directly to the boilers by automatic elevators and fed into the fire boxes automatically. The company thinks that it has an ample

supply of lignite for nearly a hundred years.

MOOSE JAW UNION STATION.
 Special to The Sunday World.
 MOOSE JAW, Sask., Dec. 13.—It has just been announced that the Grand Trunk Pacific and the Canadian

Northern have entered into an agreement for the erection of a union station here. Both companies have completed the laying of their steel into the city within the past few days. The Canadian Northern has also secured running rights over the G.T.P. line between here and Regina, which will give Moose Jaw direct connection with Winnipeg and head of lakes.

Russell
KNIGHT

To make the Russell completely comfortable was our aim. That we have succeeded is shown by the wide-spread adoption of many features which we pioneered a year ago.

By a clever, exclusive arrangement, we utilize the heat of the exhaust gases to warm the tonneau. The value of this feature in our severe Canadian winter is apparent.

"I was at the Rugby match at Ottawa," said a prominent owner of a Russell Six. "It was a bitter day. My friends could not see how we were able to sit in comfort in our open car, while they found it unbearably cold in their limousine. I explained the Russell Heating System—how by running the engine slowly the car was most comfortably warm the whole afternoon."

The Russell rear windshield, too, is a wonderful help in protecting the tonneau occupants from dust and biting winds. It is an original Russell feature—now widely copied.

Nothing less than complete comfort, as embodied in the Russell-Knight, should satisfy Russell owners—not merely pleased, but enthusiastic—have voluntarily written these fine letters.

Russell Motor Car Co., Limited
 100 Richmond Street West - - - - Toronto

Head Office and Factory: West Toronto
 Branches: Montreal, Hamilton, Calgary, Winnipeg, Vancouver, Melbourne.

"Made up to a standard, not down to a price"

Winnipeg, Nov. 18, 1913.
 Russell Motor Car Co., Limited
 348 Donald Street
 City
 Gentlemen—
 It may be of interest to you to know that I am very pleased with my Russell-Knight "28," purchased from your Company last spring. All being well, I hope to have a second car of your make next year.

One cannot say too much of the comfort of your "28"; it surely has no superior, is a very smooth operating car, and easy riding.

I desire to express my fullest recognition of the quality of the Russell-Knight Car, and bespeak for you continued success.

Yours truly,
 (NAME ON REQUEST)

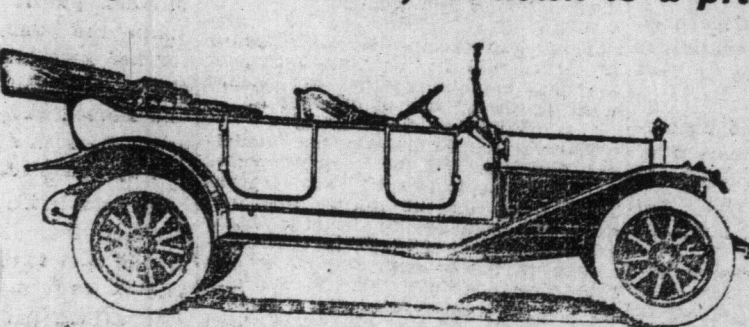
Calgary, Nov. 25, 1913.
 Russell Motor Car Co., Limited
 1804 1st Street East,
 Calgary.
 Gentlemen—
 With reference to the Russell Model "28" purchased from you three months ago, I have driven the car about three thousand miles, and during the time I have had it I have not had a particle of trouble in any way.

The electric starter is a marvel, never having failed me once.

It is the seventh car I have had, and, needless to say, it is the best. Its finish and riding qualities are much admired by all who see and ride in it.

In my opinion the car is better than any other sold at the price.

Yours truly,
 (NAME ON REQUEST)



DOW

HOLIDAY
TIME
is "DOW" time


In the homes of the people and in the hotels and cafes everywhere in Canada, the festive season is being enjoyed by the "Dow" Ales and Porter. No beverages help more to strengthen and to appease, while pleasing the palate and quenching the thirst than the "Dow" Ales and Porter.

In Leading Clubs throughout Canada the "Dow Yellow Ceramic Ale" and the "Dow Crown Stout" are called for when the best is required.

A CASE OF EACH SHOULD BE IN EVERY CELLAR.

For Sale Everywhere
 The National
 Breweries,
 Limited,
 Montreal.

ALES & PORTER



FLETCHER
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