

Cape Breton Miners Will Return To Work On Tuesday Morning

RAILWAYMEN HAVE WIRED A PROTEST TO PREMIER KING

Montreal.—Three railway brotherhoods representing 7,000 men employed by the Grand Trunk lines in Canada have wired a protest to the premier, the Rt. Hon. Mackenzie King, and the minister of labor, the Hon. James Murdock, against the action of the Grand Trunk Railway in keeping in force the cuts of July 16 last for men covered by these grades. This, the men protest, is against the recent pronouncement of the department of justice, which held that such cuts were a contravention of clause 57 of the Lemieux Act, which says that no change shall be made in working conditions or rates of pay in cases of dispute between parties where a board of conciliation has been applied for until the board's decision is made known. In deference to this ruling the Canadian railways revoked the reductions put into force for railway shopmen on Canadian lines until the result of the conciliation proceedings were announced.

MERIT AND BLAME ON BOTH SIDES

"My experience has taught this, that there are to be found merit and blame on the part of both parties in cases of dispute. It is difficult for the average citizen to judge what is right and what is wrong. My belief is that the trouble is due to the lack of regular and permanent employment." So said Senator Gideon Robertson, former minister of labor, before the Lions Club, when he referred to the reported statement by Henry Ford that "protesters were responsible for the present labor difficulties." Senator Robertson pointed out that there was worry in Western Canada practically every year about the coal supply, and there was more or less general dispute about every two years. The solution was for the government to regulate the opening up of coal fields and the development of mines so that the overhead of existing mines would be reduced, the cost to the consumer would be reduced, the miners would get steady work the year round, but the pay would be smaller.

HUGE MAJORITY IN FAVOR OF THE SYDNEY AGREEMENT

Sydney, N.S.—Practically complete returns at midnight indicated that the miners of Nova Scotia voted about three to one to accept the Sydney wage proposal negotiated Friday night between representatives of the British Empire Corporation and the miners' officers, and to thereby terminate the general strike which has paralyzed the coal industry of the province for the past seventeen days. By next Tuesday, it is expected the miners will be back in the pits and nearly all of the collieries will be working full blast to catch up on accumulated orders and shipments. By Tuesday next, also it is thought the military evacuation of New Aberdeen will have been authorized and the troops sent to Cape Breton for strike duty, will be on their way back to the mainland.

FORD FIGHTING THE COAL BARONS

Detroit.—One hundred and five thousand employees of the Ford Motor Company throughout the country will be without jobs after September 16. In addition several hundred thousand other workers employed in industries furnishing materials for the Ford plants will be affected. Henry Ford gave these figures in announcing that his three big motor plants located in Detroit suburbs, and his assembling plants throughout the country would be closed on that date because of the coal shortage. The announcement was the most severe blow that industrial Detroit has sustained since the industrial depression of two years ago. It means, according to Mr. Ford, that 75,000 men employed in the Highland Park, River Rouge and Dearborn plants of the company here will be without work. Thirty thousand others now working in the various assembling plants scattered throughout the entire country also will be thrown out of employment. How long the machinery in the Ford plants is to be stilled will depend entirely upon the coal supply of the future, the Detroit manufacturer said.

COAL OPERATORS DECLARE THEY ARE NEED OF MANDATE

Philadelphia.—The anthracite operators, upon adjourning their conference Thursday until Saturday, gave out a statement that "if the public necessities for coal on the urgent request of public authorities are such as to induce us to continue the old wages beyond April 1, 1923, this demand must come in the form of a public mandate." "We will conform our action to such a mandate," the statement continued, "but no other reason would impel us to enter into an agreement which will continue for longer than the present emergency coal prices to which emphatic objection has already been made." The operators announced that they will hold another meeting on Saturday and that in the meantime they will be enabled to canvass the situation to obtain, if possible, the views of others as to conditions which would be fair to all parties concerned.

RESTRAINT ORDER AGAINST SHOPMEN

Chicago.—Taking one of the most drastic steps ever attempted in a strike situation, the United States government Friday obtained a temporary federal order restraining striking railroad shopmen, their officers and affiliated bodies throughout the country from interfering in any way whatever with the operation of the railroads. The restraining order, hearing on which was set for September 11, was issued by Federal Judge James H. Wilkerson, upon the petition of United States Attorney General Harry M. Daugherty, who came here from Washington to argue for the action. The order enjoins until the hearing, all railway employees, attorneys, servants, agents, associates and all persons connected in any manner whatever with them from in any manner interfering with hindering or obstructing railway companies, their agents, servants or employees in the operation of their respective railroads and systems of transportation or the performance of their public duties and obligations in the transportation of passengers and property in inter-state commerce and the carriage of the mails and from in any manner interfering with employees engaged in inspection, repair, operation and use of trains, locomotives, cars and other equipment and from attempting to prevent any person from freely entering into or continuing in the employ of the companies for the purpose of inspection, and repairing of locomotives and cars or otherwise.

MEANING OF LIVING WAGE OUTLINED

Chicago.—Pursuing the efforts of the United Brotherhood of Maintenance of Way Employees and Railroad Shop Laborers' Union to base their plea for increased minimum wages on a "living wage" principle, W. J. Lauck, union statistician, before the railroad labor board testified that what he termed the living wage, if established in all branches of American industry, would mean an increase in wages of from 22 to 34 per cent. The lowest range, or 22 per cent, Mr. Lauck said, would only raise to an annual wage of \$1,000 those workers now receiving less than that sum. Mr. Lauck argued that the increased wage, which he said would be called for by the so-called living wage, would be compensated for. The added financial burden, he said, would be offset by the "efficiency of labor and the increase of American capital" and that labor would be stabilized. "The laboring man would be better housed, better fed and would naturally be healthier," the witness continued. "He would not lose any time from his work and he would be able to pay."

MANY FANTASTIC RUMORS IN CIRCULATION DURING THE DAY

The only units still to be heard from in Thursday's voting are two or three small locals which cannot materially alter the general result which stands as follows: For the agreement, 7,768; against, 2,890. The principal surprise to the general public was furnished by the large Springhill local, on the Mainland in Cumberland county, which voted 861 to 110 to reject the agreement and continue the strike for full 1921 rates. A lesser surprise was the action of Phalen local in accepting the agreement by a substantial majority. Phalen was the home of the strike in the first place. The result at Springhill is attributed to confusion among the miners as to the issue. Throughout the province, the referendum took on the interest and importance of a Dominion general election. In Sydney, North Sydney and Glace Bay crowds thronged around the newspaper bulletin boards until the final returns were received. Similar interest was reported from the main- and colliery towns.

THE GENERAL VOTE

Some Fantastic Rumors. All sorts of fantastic rumors were circulated during the day, one of these being in the form of an alleged telegram from John L. Lewis, purporting to inform the miners that the International United Mine Workers having settled the United States strike, were prepared to put up one and a half million dollars to continue the strike in Nova Scotia. At United Mine Workers' headquarters this telegram was denounced as a "fantastic fake." No such offer had been made by the American United Mine Workers, it was said. Silby Barret, retiring international member who reached the city tonight from Indianapolis, said: "I am surprised the agreements have been accepted. The 1921 rates or nothing was the attitude of the United States miners and they meant it." Troops to Move Soon. Official circles here expressed satisfaction on learning of the Cape Breton miners' vote to accept the Sydney agreement. The acceptance is expected to lead to an early resumption of work in the mines and also to a request for the withdrawal of troops from the affected area. Hon. George P. Graham, minister of militia, who arrived in Ottawa from Brockville, where he has been confined to his home through illness for the past week, stated that the officer commanding the troops in the strike area had been given authority to remove his men from the district as soon as he was requested to do so by the local authorities who are in charge of the situation. The commanding officer will not need to await instructions from Ottawa, Hon. Mr. Graham declared, but can place his men aboard trains as soon as the local authorities, in whose hands the power lies, say that they are ready to have the troops depart.

SAYS MANY REDS AMONG WORKERS

Mr. Tom Moore, president of the Dominion Trades and Labor Congress, Mr. P. M. Draper, secretary, both unanimously re-elected at the convention which closed in Montreal Saturday, have returned. Capt. J. A. P. Haydon, head of the Allied Trades of Ottawa, Hon. Senator Gideon Robertson and others, some eighteen in all, have all returned. Mr. Wm. Carter, M.P., of the British parliament, fraternal delegate from Great Britain to the convention, accompanied Mr. Moore to Ottawa and is his guest for a day. Mr. Carter will deliver a Labor Day address at the Toronto exhibition and will sail for home on September 8th. Mr. Moore will remain in Ottawa another month before he will sail to attend the Geneva convention. In answer to a question, "Have you routed the reds from your movement?" Mr. Moore stated emphatically, "We have not." He continued: "The reason why we have been unable to rout them, is because there are still too many reds among the employers and the manufacturers, and it is they who are keeping our movement supplied with too many reds." Commenting briefly on the outstanding features of the just concluded congress, Mr. Moore stressed that the most crucial issue raised during sessions, was the attempt to force Canadian organized labor into a pledge of support of the Communist movement. "But," he declared, "as the trades union movement of the United States and Europe has done, and as the labor political movement has also done, we have absolutely refused to have anything to do with it. "Altogether we have had a very satisfactory convention and I believe that many important problems were discussed both satisfactorily and intelligently."

W. L. BEST AGAIN CHOSEN CHAIRMAN

For the tenth successive time Mr. W. L. Best, of Ottawa, was re-elected to the chairmanship of the Canadian Legislative Board of the Brotherhood of Locomotive Firemen and Engineers at its concluding session in the Orange Hall, Gloucester street. On all occasions Mr. Best has carried the election unanimously. As chairman Mr. Best acts as the legislative representative of the brotherhood. Mr. James Pratt, of Toronto, who has been connected with organization for over 40 years, was re-elected secretary-treasurer. The vice-chairmen elected were as follows: British Columbia, T. L. Bloomer, Nelson; Alberta, George W. Yeats, Calgary; Saskatchewan, Geo. A. Hall, Moose Jaw; Manitoba, Frank W. Nicks, Winnipeg; Ontario, H. B. Crawford, Trenton; Quebec, S. Dale, Montreal; New Brunswick, F. W. Henderson, St. John; Nova Scotia, J. R. Stewart, New Glasgow; Prince Edward Island, P. A. Smith, Charlottetown. The board of directors elected consists of the following: W. G. Graham, Lindsay, chairman; E. Hutchinson, Kenora, secretary; and J. A. Killingsworth, St. Thomas. An official photograph of the convention was taken.

NOW FREE OF LABOUR TROUBLES

Edmonton, Alta.—With the settlement of the long standing coal strike Alberta finds itself in the fortunate position of being free from labor troubles of any description. "The miners are back at work," stated Hon. Alex. Ross, minister of labor, "and there are no disputes existing in the building or allied trades." Mr. Ross added that the province would make a determined effort to secure a foothold for Alberta coal in the eastern markets.

NOT AIMED AT UNIONS

The underlying principle involved in the action, the attorney general said in concluding his argument for the order, is "the survival and the supremacy of the government of the United States." Declaring that his request was not aimed at union labor, the attorney general said that the step was necessary to the preservation of the unions themselves. At the same time he asserted that the government expected to use its authority to prevent the labor unions from destroying the open shop.

MORE DOCKERS ACCEPT

Following the decision of dockers, members of the Transport Workers' Union, at Cardiff, Swansea, Barry and Port Talbot, the Newport men have accepted the proposed national agreement, which means a day reduction in wages and 5 per cent. on piece rates, with another 10 per cent. reduction next summer if the cost of living be down 10 points. Glasgow dockers also decided to accept the proposed terms.

FRENCH LABOR DECIDE AGAINST BIG STRIKE

Paris.—The Conservative Federation of Labor has decided against a general strike, contenting itself with inviting its adherents to hold meetings of protest and contribute a day's pay towards the strikers' fund. The federation further voted an immediate contribution of 25,000 francs to the Havre strikers and will send a delegation to the funeral of the victims. The appeals of the extremists appear to have made little impression; nevertheless the prefecture of police has made effective preparations to prevent disturbance.

BOILERMAKERS' EXECUTIVE

An unusually keen contest for the position of Scottish member of the National Executive of the Boilermakers' Society has just concluded. A second ballot ended in a majority of 74 for A. Colquhoun, the sitting member.

HOLIDAY PAY DISPUTE

Northampton.—Important developments in the dispute over holiday pay in the shoe trade are expected in the Wellington district. T. F. Richards, the general president of the National Union of Boot and Shoe Operatives, has visited Wellington, and a union official stated that every step possible was being taken by the local and national officials to settle the question without a rupture. "At the same time," he added, "the matter is so serious that if there be no settlement after the peaceful resources at the disposal of both sides have been used, drastic action will follow with those firms which are not complying with the scheme."

TRAMWAY WORKERS RESIST WAGE CUT

London.—The tramway workers throughout England are facing the prospect of a reduction of 12 shillings a week in their wages, the reduction to be made in three instalments. The municipalities which are the largest employers of this branch of labor, assert that skilled workmen in many industries are now receiving less than the tramway workers. It is asserted that the municipal tramways throughout the country are being conducted at a loss of about £250,000 annually. The tramway workers are organizing a national resistance to the proposed wage reduction.

PRINTERS RESTART

Leeds members of the Typographical Association who have been confined to return to work. It was also decided to leave each office chapel to make its own arrangements regarding the date for restarting, but the newspaper staffs resumed last night.

:: Items of Interest from Overseas ::

FREIGHT HANDLERS' STRIKE

Fort William, Ont.—The strike of the freight handlers is still on at the head of the lakes. After coming to an agreement regarding wages, the men now insist on complete reinstatement of the strikers without regard to the men who have worked while they were out. Both sides are standing pat on this question and meanwhile most of the freight is going all rail, and the few men who are now at work are sufficient to handle the little that is arriving. When we observe the effect of loafing on some people, we are rather glad that old Adam got put out of the garden. Even the most daring male flirt watches the woman's eyes closely for the stop-go sign.

PRINTER IN PERTH REMAIN ON STRIKE

London.—The printers' strike in Perth continues, notwithstanding that the union has been fined £50,000 for instigating the strike in defiance of the industrial court's findings. The industrial court, on July 7, decided that there should be a reduction of 12 shillings and sixpence per week in the wages of printers in Great Britain, the wage cut to be gradual and

UNIONS LINK UP

The proposal to amalgamate the Tailors and Garment Workers' Union and the Clothing Workers' Union was further considered at a meeting of the two bodies held in the offices of the Trades Union Congress General Council, under the chairmanship of A. A. Purcell.

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The Canadian Labor Press

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A WEEKLY NEWS LETTER.

THE WEAPON OF WORDS

Let old-fashioned people rejoice. The Montreal Herald points out that the day of the orator has not been replaced by the efficient machine. In the State of Missouri a long contest for the Democratic nomination to the Senate has just been concluded by the selection of Senator Reed over Breckenridge Long. The latter had distinguished support and a good organization, Reed had the open hostility of ex-President Wilson and the pronounced opposition of such a powerful Democratic organ as the St. Louis Post-Dispatch.

The result brings into question the soundness of the modern maxim that oratory no longer counts, for, in casting about for the principal reason for Reed's victory, the New York Globe attributes it to his personality and "the dreaded weapon of words" which left his opponent armorless. Senator Reed, it seems, is an orator who sways his audiences by the power of golden speech.

It is a curious thing, the Montreal journal continues, that many persons, especially those who possess imagination and temperament, are subject to the spell of oratory when, the most eloquent appeals on paper leave them unmoved. A perfectly convincing pamphlet they lay down with the feeling that no doubt it's all right but there must be another side. These same people will be carried away by the spoken word, uttered with apparent sincerity and great earnestness. Canadian history is full of examples of the power of oratory, from the magnificent periods of Joseph Howe and the moving appeals of McGee to the matchless eloquence of Huntington, Chapleau, Ross and Laurier.

GETTING ON THE FENCE

The "Ottawa Journal," replying editorially to a correspondent with regard to prohibition, discounts the fact that Christ at the marriage in Cana turned water into wine as an argument against present day temperance legislation in Ontario. The "Journal" holds that the drinking of "light wines" nineteen hundred years ago has no bearing on the drinking of strong spirits at the present time and points out that light native wines may yet be obtained in Canada without restrictions. It also expresses considerable doubt as to the majority of people living up to the standard set by Christ—with especial mental emphasis being laid we imagine on the anti-prohibitionists. While we agree that the morals and tastes of today are not those of nearly two thousand years ago and cannot with safety be dealt with on the same lines, we would remind the "Journal" that the prohibitionists introduced the Christian religion into the question of prohibition in an attempt to show that "drinking" was opposed to the teachings of Christ. They failed in the attempt. Christ undoubtedly taught that intemperance was a sin, but He also taught that self-righteousness was a sin and that intemperance was applicable to words as well as to deeds.

One thing He did not teach. That it was a good thing to form our judgment as to what was right or wrong by waiting for popular approval or following the multitude. The "Journal" in a recent editorial said that it supported prohibition because it believed the majority of the people in Ontario wanted it. We are, therefore, justified in thinking that had the majority not wanted prohibition the "Journal" would have used its influence in the opposite direction. If the time comes for it to do so we sincerely trust that its arguments will be more convincing.

A SENSELESS PROPOSAL

Representative MacGregor of New York, a United States Legislator, has discovered, or rather re-discovered, a simple and effective way for Great Britain to pay her war debt to our southern neighbour. It is so simple and so effective that, as the people chiefly concerned, it is a marvel that Canadians have not thought of it long ago.

In a word, Representative MacGregor proposes that the United States shall take that portion of Canada embracing the Great Lakes, including the whole of the water power resources of Niagara, and give Great Britain a receipt for the "account rendered."

Mr. MacGregor was careful to make it clear that humanity at large and Canadians in particular would benefit by the change. The Canadians affected would be immensely enriched by being members of the great country to the south, and the United States would round off its territory at a point where it would be of benefit to humanity.

This sounds so good that our only wonder is that Mr. MacGregor stopped at the Great Lakes territory. Why deprive the rest of Canada from participating in these wondrous blessings and the whole of humanity from feeling the beneficence of being governed by the United States. It must appear to Mr. MacGregor that he has only half stated his case and that he has overlooked some millions of people who are with difficulty repressing a desire to be handed over to his country.

We are, however, afraid that, despite our anxiety to be "immensely enriched" by such a transfer of our allegiance, Great Britain will ignore our passionate longings and deny to Mr. MacGregor's proposal the consideration he thinks it deserves.

Meanwhile before telling Great Britain what he is prepared to accept in lieu of cash Representative MacGregor might find out that the Old Country has no other means of paying her debts.

PURITY

"SALADA"

Is the Essence of all That is Best in Tea

"To Taste is to Believe"

THEN THE FUN BEGAN



PARENTS AS EDUCATORS

THE CURL MADE PEGGY CRY

By Minerva Hunter.

Mrs. Ivy was sitting at her living room window sewing buttons on a new gingham dress when Mrs. Baxter came to her dining room window and looked out. "I've had such a scare!" shivered Mrs. Baxter.

"Peggy?" inquired Mrs. Ivy anxiously rising from her chair. "Do you want me to come over and help you?"

"No, no, Peggy isn't really hurt," said Mrs. Baxter. "but Oman nearly put her eye out with the scissors. When I went out of the nursery to empty the bath water, he cut one of her curls off. I happened to look through the door and there he stood with the curl in one hand and the point of the scissors within an inch of Peggy's eye! I was never so frightened in my life. Every mother has anxious times with her children, but when one undertakes to rear another person's baby the responsibility seems to double. Peggy's father is so pitifully grateful because we have consented to care for the baby that I feel even more responsible for her than I did for Oman. If my child should injure Peggy's eye I'd never get over it!"

"Oman is very fond of Peggy," said the neighbor. "I never saw greater devotion on the part of a little four-year-old boy. He would do anything to keep her from crying."

"Yes," agreed Mrs. Baxter. "that is true, but why did he go near her with the scissors? He is never allowed to play with them—in fact I punish him every time he handles any but his blunt pair."

"It may be he had a really good reason for cutting Peggy's curl," suggested Mrs. Ivy. "I mean a good reason from a child's point of view."

"Yes," agreed Mrs. Baxter. "that is true, but why did he go near her with the scissors? He is never allowed to play with them—in fact I punish him every time he handles any but his blunt pair."

They say our present coal supply will last four thousand years, and it appears likely that the public's patience will also.

Speaking of dismal failures, there's the mother's effort to speak sweetly to an impudent child when company is present.

Royden, Bart., sixteen years later. Her brother, who succeeded in 1917 to the baronetcy, is M.P. for one of the Bootle divisions, and deputy chairman of the Cunard Steamship company. Miss Royden has another brother and five sisters. Her education was commenced by governesses and continued at an old-fashioned school kept by four maiden ladies, who made stitching girls wear backboards, and if their toes turned in put their feet into stocks. At Lady Margaret Hall, Oxford, her interests were literary and historical. Later she worked in the slums until broken down in health, and then became editor of the suffrage organ. And hence to the pulpit. She dislikes working in one center only, and may soon be heard on this side of the water.

AFTERWARD

(Abigail Cresson, in N.Y. Herald.)

The startled moon breaks cover,
The little stars burn white;
A lost wind wanders through the trees
And moans along the night.

The sky is black between the clouds
And I can smell the rain
Before its fingers come to tap
Against the window pane.

Oh, it is sad to sit alone
On such a night as this,
With never any hand to touch
Nor any lips to kiss;

Nor any voice to answer mine,
The weary room so still,
Save where the poplar reaches in
And whispers at the sill.

How could I know it would be so
Who never thought at all
Save of one thing, that when you went,
I was too proud to call!

Now when my pride lies in the dust,
You are no longer near,
And though I call across the night
You are too far to hear.

You never get the full meaning of
efficiency until you observe a small
boy placing himself around ice cream
cones.

HUMORESQUE

The Lighter Side of the News as Viewed by "Puck."

Last Saturday, Mr. Puck told the Boss that he was going camping with Missis Puck and his two kids, one being a girl with curls and blew socks and the other a boy having red hair named Algeynon. He is a sissy kind of herd though not two had when you no him, having a Radio and steem in-jine and uther things which make a feller not two had if he lets you monkey with them.

Anyways, when Mister Puck told the Boss he sed: "Hey! what's the matter with taking yung Persey (that's me) to camp—would you like to contemplate natcher in all its py-moridil buety Persey." "You bet I wud," I sed, and Mister Puck sed to the Boss, "Kaa you spair him." "Spair him," sed the Boss, "if you can lose him where the bares can get him you can have half my kingdom," which was his way of saying I could get off for a wile.

On Saterdag, P.M. I went down to Mister Puck's home to help them put the furniture on the rig and Missis Puck, the large ferease lady which came to the ofis a couple of weeks ago, was there with a bywdore cap on and a red fase and a perpul ki-moer all over large beris looking like stawks. She was kuffing Algeynon most of the time, not doing any-thing to the gerl on account of her having curls and being a favorite and Mister Puck was on the sidewalk looking for the rig. Pretty soon it turned up being called the "Internashunal Transfer" and having a fat man driving a ferease looking-horse which went pretty slow not taking much interest in anything.

It was afternoon. Once more Mrs. Ivy sat beside her living room window. Presently a childish voice addressed her. "Scissors are dangerous," announced little Oman Baxter, looking at her very seriously.

"Yes," agreed Mrs. Ivy, "very, very dangerous."

"When a boy loves his little baby cousin," continued Oman in the tone of one reciting a lesson, "he never goes near her with the scissors. Even if the baby cries and cries because her curl hurts when it is brushed the boy does not cut the curl off. A baby jumps real often and might stiek the scissors in its eye. You see, a baby can get over a curl that hurts, but a baby could never, never grow a new eye!"

Anyways we got all the fernature on the rig, me and Algeynon sitting on the top, and Mister Puck and his Missis and the gerl coming behind in a taxi, and pritty soon we got to where the camp was, Mister Puck having a swell shak with verandais and everything and a little tent for me and Algeynon to sleep in. Pritty near the camp was the river and a heek of a big waterfall making a ferease noise. Me and Algeynon got all wet on account of him falling in

the river and me getting him out and we were late for supper taking so long to dry.

On Sunday, Mister Mortimer, who is our Editor and Miss Smith, our stenographer, turned up. Mister Mortimer waring write flannel trousers and Miss Smith looking much the same except she had more powder on her nose and a green sunshade, making her look pretty unhealty when she had it up, her nose being green and her fase perpul. She had a big box of candy white Mister Mortimer had bot for her and swung in the ham-mick eating them all two herself.

Me and Mr. Puck and Mister Mortimer went fishing just ware the water falls was, Mister Puck lending Mister Mortimer a peech of a rod and line and me getting worms and bating his hook wich he couldn't do. Mister Puck and Mister Mortimer fished for quiet a whiles but nothing doing when a tuff looking kid comes along with a long pole with cutlance rings on it and a heek of a big stone on his line for a sinker. The tuff kid gets in between Mister Puck and Mister Mortimer and throes the stone in the water pritty soon bringing out a sukker about three inches long, and Mr. Puck and Mr. Mortimer both says, "Can you beet it." "Hey, kid," says Mr. Mortimer, "What are you going to do with that fish, hey." "Use it for bate," sed the tuff looking kid and throes his line in again with the sukker on it pritty soon bringing out a heek of a big pikkeril about a yard long. "Fools for luck" says Mister Mortimer getting up off the ground. "Here Persey," he says, "try your pretense hand," giving me his rod which the tuff kid fixed up like he had done his own.

In about a minait I felt a pull like I was going into the river and yeils (Continued on Page 8.)

to the tuff kid, "Here bare a hand, I got a wale or sumpin," it proving to be another pikkeril bigger than the tuff kids. Mister Mortimer warked away looking pritty mad but Mister Puck sed, "Vertu rewarded Persey, take it home to Misses Puck and tell her to cook it for supper—I will tempt fate a little longer," meaning he would go on fishing.

So I took the pikkeril and on my weigh I thort, "Gee if I tell Missis Puck that her husband cort it she'll be tikkeled to deth," which I did. Missis Puck being as pleased as if he had won a Viekter Cross for killing Germans. I let Miss Smith smell the pikkeril pritty close, her saying, "Oh, how disgusting—oh, dear, oh, dear—" and beeting it quik into the woods ware nobuddy could see her. She had eat nearly all the candy.

Anyway when Mr. Puck comes home he having caught no little fellers and was looking pritty glumey until Missis Puck through her arms round his neck saying, "My hero to ketch such a lovely fish," me giving him the

wink not to let on any different. The pikkeril was O.K. Missis Puck being some cooly, if ferease looking, and after supper Mister Puck gave me five bucks telling me to buy a fishing rod and line. He's a good skout and I was sorry when he berned his self in the bon-fire which we had before we went to bed.

BEATEN IN HONOR OF DEAD

There are meh in Korea who do nothing but go about the country permitting themselves to be beaten in honor of the dead. The blows are wielded by the members of the families who have suffered the loss of a relative. For this unusual work they are awarded the "degree" of "Master of Mourners."

The Master of Mourners must see that the Korean is placed in a receptacle of thick wood, and in a room properly ornamented and prepared. The next thing to which he directs his attention is the proper costumes for the family and relatives. The mourning weeds consist of a gray frock, as torn and patched as possible, and a girdle of twisted straw and silk made into a rope about the thickness of the wrist. Another cord, the thickness of the thumb, is placed around the head, which is covered with dirty linen. Special sandals and a big knotty stick complete the costumes of those who would mourn according to Korean rule.

Then the master is ready to permit the relatives to beat him. Every morning upon arising, and before each meal, he leads them to the mourning room, where he is beaten until prostrate.

If a Korean is very wealthy, a house is built in front of the tomb, where the family watches for three years. The long vigil wins great respect from the neighbors, who judge the social standing of the family and the depth of their sorrow from the loudness of the groans and the length of time the mourning is carried on. A noble has been known to weep at a tomb for 3 day and a night without stopping.

Ferdie jilted Maud and married another girl, but Maud had her revenge.

"How?"

"She sent the bride a book to read on their honeymoon—Stevenson's 'Travels with a Donkey.'"

Well-head is just the conviction that the opinion of the first person singular makes it unanimous. Nearly every community has a church that contains most of the wealth and culture of the town and very little of its religiois.

Whatever it is that makes a man tell his story forty times, it isn't a sense of humor. Or any other kind of sense.

The smaller the town, the less money is required to enable you to talk patronizingly about the "common people."

You understand mankind better when you reflect that failure, rather than righteousness, lessened the number of home brewers.

The scars of war are healing and gradually the soldier is forgetting the few French words he picked up.



Youth and Age

THERE is no time in woman's life that she cannot benefit by the use of Dr. Chase's Nerve Food in order to keep up the supply of pure, rich blood and to ensure a healthful condition of the nervous system.

Headaches, neuralgia, sleeplessness, nervous spells, irritability, tired, worn-out feelings, soon disappear when the vigor and energy of the nerves are restored by the use of this great food cure.

50 cents a box, 6 for \$2.75, all dealers, or Edman, Bates & Co., Ltd., Toronto.



To Holders of Five Year 5 1/2 per cent Canada's Victory Bonds

Issued in 1917 and Maturing 1st December, 1922.

CONVERSION PROPOSALS

THE MINISTER OF FINANCE offers to holders of these bonds who desire to continue their investment in Dominion of Canada securities the privilege of exchanging the maturing bonds for new bonds bearing 5 1/2 per cent interest, payable half yearly, of either of the following classes:—

- (a) Five year bonds, dated 1st November, 1922, to mature 1st November, 1927.
- (b) Ten year bonds, dated 1st November, 1922, to mature 1st November, 1932.

While the maturing bonds will carry interest to 1st December, 1922, the new bonds will commence to earn interest from 1st November, 1922, GIVING A BONUS OF A FULL MONTH'S INTEREST TO THOSE AVAILING THEMSELVES OF THE CONVERSION PRIVILEGE.

This offer is made to holders of the maturing bonds and is not open to other investors. The bonds to be issued under this proposal will be substantially of the same character as those which are maturing, except that the exemption from taxation does not apply to the new issue.

Dated at Ottawa, 8th August, 1922.

W. S. FIELDING, Minister of Finance.

WHERE IS HIGHEST FALLS IN WORLD?

Where and what is it? There seems to be some doubt on the subject. As a matter of fact, the name has been vaguely applied to such different things as great volumes of water pouring over a cliff, clouds of spray falling from vast heights, and water slipping or sliding down a steep incline without really falling at all. A classification of falls is recommended by Y. E. Mathes of the U.S. Geological Survey, writing from Washington to Science (New York). Mr. Mathes tells us that his physiographic studies in the Yosemite region of California, which he considers par excellence the land of waterfalls, have led him to collect data on falls in different parts of the world for purposes of comparison. His information, he says, is far from complete; necessarily it must be in view of the scattered nature of the references to waterfalls in literature, and of our imperfect knowledge of the mountainous portions of several continents. He ventures, however, to offer a few facts and figures.

The Kaletour Falls of British Guiana, which are reported to be 804 feet high, are probably the highest of their particular class—the class of road, voluminous cataracts to which Niagara Falls, the Victoria Falls and several others belong. The Woolloomoo, on a branch of the Macleay River, Australia, is about 900 feet high, but its volume is so much smaller that it scarcely belongs in this class.

The highest waterfalls in the world are of the slender "bridal veil" type. Among them the Yosemite Falls appear to stand foremost. The entire chain of falls and cascades which the waters of Yosemite Creek make in their descent from the upland to the foot of the Yosemite Valley is 2,565 feet high. The individual measurements are: upper fall, 1,430 feet; intermediate cascade, 815 feet; lower fall, 320 feet.

However, it may be questioned whether it is fair, in making comparison with other waterfalls, to consider the two Yosemite Falls and their connecting cascades as forming together a single unit. Those who would champion the claim to first place of some other noble waterfall—and there are no little pride, national, State, local, involved in this matter—might perhaps properly object to such procedure. For the cascades between the upper and lower Yosemite Falls, however beautiful they may be, consist only of small drops, chutes and rapids, and their descent of 815 feet is distributed over a horizontal distance of about 2,000 feet. There are elsewhere many other cascades of a similar kind that are not generally considered worthy of being classed as waterfalls.

It is to be noted, however, that even if the point be conceded and the cascades be ruled out, the upper Yosemite Fall, taken by itself, still remains far in the lead as the highest single, unbroken leap of water in the world. This leap measures 1,360 feet in height.

There is, so far as I can ascertain, only one waterfall that exceeds the upper Yosemite in height—the Sutherland Fall, in New Zealand. It measures 1,904 feet in height, but it is broken about midway by projecting ledges and makes no clear leap of more than 900 feet. The falls of Garmine in the Pyrenees, are, according to some authorities, 1,385 feet high, but they consist of braided streamlets that slide down the seams of an irregularly sculptured cliff, and do not all clear through any notable height.

It seems to me that it would be a matter of no little satisfaction to American geographers—and, indeed, to all American citizens who take pride in the great natural features of their country—if the question of the highest waterfall could be definitely settled, and I, therefore, wish to express the hope that others who may have reliable data on this subject will consent to make them known. Personally, I should feel greatly indebted for any information they may be willing to supply.

PLAYGROUNDS OF ONTARIO.

Nature, who ordained that man shall earn his bread by the sweat of his brow, also endowed him with a capacity for play. She further provided him with playgrounds wherein he might exercise that natural instinct, the Canadian Nation Grand Trunk always have issued a booklet that provides an introduction to some of nature's finest playgrounds, set down in the Province of Ontario. In these playgrounds of Ontario, Nature is at her best. Ages ago, giant glaciers from the north carved out the beds of Ontario rivers, lakes and valleys with prodigious profusion and in splendid display. To such an ideal setting for a summer sojourn, Nature has added yet one boon more, that of a perfect summer climate. The air is pure and bracing, laden with the scent of pine. A very brief sojourn in these delightful altitudes brings relief to those afflicted with hay fever. To all—old and young, the strong, the weak—this beautiful land, where summer lingers long with its cool nights and balmy days, brings rest and vigor. A handsomely illustrated booklet entitled "Playgrounds of Ontario," may be had for the asking by applying to H. R. Charlton, General Advertising Agent, Grand Trunk Railways, Montreal.

ABOUT NAVAL CONTRIBUTION

Impending Visit of Under Secretary of British Admiralty May Mean an Attempt to Influence Canadian Action.

The Ottawa correspondent of the Toronto Star has recently sent a despatch to his paper dealing with the naval question, which is likely to emerge into the limelight due to one or two recent events. The impending visit to Canada of Mr. L. C. S. Amery, under secretary of the admiralty, moves him to write as follows: "There are signs of a concerted drive on the part of the British admiralty to involve Canada in a great measure of naval expenditure than our parliament has been induced to sanction since the war. The outspoken and somewhat ill-considered remarks of Lord Lee, the first lord of the admiralty, in an address to the Royal Colonial Institute and the sarcastic criticisms of some well known imperialist scribblers have made it plain that Canada's contribution to imperial naval defense is regarded as hopelessly inadequate in governing circles in London. So the ground is being skillfully prepared for a campaign for larger contributions.

In recent years British imperialists have found Messrs. Hughes and Massey, the premiers of Australia and New Zealand, very useful allies to set off against the determined Nationalists who have been sent to London by Canada and South Africa. Mr. Massey, who is an Ulsterman and a full blooded imperialist, has been the most useful of the two. He is said to have run his last campaign on two planks, the need for a government free from labor dictation and 'no rotten fads about the empire.' Now the cables tell us that he has induced the New Zealand parliament to sanction an annual expenditure of half a million pounds for naval purposes. This sum at par rate of exchange, is equivalent to about \$2,400,000 and is as much as we are spending this year on naval defense. The story of New Zealand's contribution had apparently no sooner reached London than it was cabled back to Canada with substantial additions giving the history of the valuable assistance which New Zealand had rendered in naval matters.

To Impress Canadian People. "Obviously there is propaganda afoot to impress the Canadian people with their meanness in the matter of imperial defense as contrasted with the generous sacrifices of New Zealand. Coincident with this comes the announcement that one of the most prominent results of imperialism, Mr. L. C. S. Amery, under secretary for the admiralty, intends to pay a prolonged visit to Canada this autumn. Mr. Amery probably by reason of the possession of a Canadian wife has long constituted himself a special authority upon Canadian problems and taken a devoted interest in our destinies. He is a most voluminous correspondent and successive premiers at Ottawa have, it is known, been afflicted with long private letters from his pen, deploring untoward tendencies of the day and proffering advice about the proper course to be followed if the empire was to be saved. It is also known that to some of these missives the curtest and coldest replies were returned. But Mr. Amery is indefatigable and feels he has a mission. A much smaller and infinitely less able man than Lord Milner, he believes that the mantle of the latter has fallen on his shoulders and is determined that we shall be educated up to our responsibilities. He has given out that the object of his pilgrimage is to discuss immigration policies and problems and that he wants to have special conferences with Premier King and other ministers.

Why Mr. Amery? "But Mr. Amery is now under secretary of the admiralty and has nothing to do with immigration matters. If the latter requires a personal discussion with our ministers then the man to come is Mr. Winston Churchill, the colonial secretary, or his understudy, the Hon. Edward Wood. The matter might also fall within the province of the home secretary, Mr. Edward Sherriff, but why Mr. Amery? There seems reasonable ground for the suspicion that while Mr. Amery might mention immigration matters the main theme of his conversation will be naval affairs.

Of course he will not openly accuse us of 'sagittilines,' but he will come with a very useful weapon in the New Zealand offer. If poor little New Zealand with a bare million of population can give \$2,400,000, surely Canada with her teeming nine million, can spare fifteen or twenty million dollars per annum, he will argue. He will ring the changes on other arguments, but this will be the main burden of his song and it may place the government in a difficult quandary.

If they are well advised, they will consider the situation well and be forearmed with some definite plan for dealing with their visitor. Wonder how a jinx feels when it grows old and decrepit and reflects concerning the mortgage on it.

Another puzzling thing about the movie is the arrangement that makes you crawl over a fat man to reach the only vacant seat.

BROADCASTS

From Overseas and Across the Border.

Plea for Horse's Life.

It was a pathetic scene that was witnessed at Old street, London, Eng., when an 18 year old boy was charged on remand with working a horse when it was in an unfit state. The boy and his grandfather showed great distress at the first hearing, when a veterinary surgeon stated that the horse was old and past work. The veterinary surgeon explained to the magistrate how that the horse had improved wonderfully during the week's adjournment, but it would never be fit for work again. Magistrate, to the grandfather: What do you propose to do with it? The grandfather, tearfully: Turn it out, if you don't mind, sir. Magistrate: Very well, I will not make an order for the horse to be destroyed, but you must not work it. When the grandfather regained possession of his beloved horse he put his arms round its neck and kissed it, much to the astonishment of the people standing outside the court.

England Under Water.

Huge areas of England, particularly in the Midlands, have been flooded, crops being submerged and many houses in low-lying districts surrounded by water. The districts affected most were:—

Leicestershire, Northants, Warwickshire, Derbyshire, Yorkshire, Lincolnshire.

At Sheffield it rained continuously for 27 hours. The storm was the worst in the city's history, and 4.19 inches of water were measured, representing over 13,000,000 tons, or nearly one-seventh of the average yearly fall. Scores of working-class houses were largely ruined. The occupants were rescued by firemen, who in some cases had to swim to reach them. While thus engaged a fireman narrowly escaped being sucked into an open sewer. The 4.55 express, Newcastle to Liverpool, via Leeds, had a narrow escape near Bardsey, a few miles from Leeds. The driver of the 6.45 train from Leeds to Wetherby was approaching Bardsey when he noticed two poplar trees lying across both sets of rails. He sent his fireman with a red flag in the direction of Bardsey, and the man stopped the express just in time near Bardsey Station. The trees had been loosened by the heavy downpour. A terrific thunderstorm broke over the Shropshire plains and the Welsh border. Lightning was most vivid, and rain fell as if from a cloud-bank, flooding the streets of border towns. Windsor and Slough were visited by a whirlwind accompanied by torrential rain.

Donates Damages to Charities.

It is announced that Mr. J. H. Thomas, M.P., the well-known labor leader, has received a cheque for £2,000, the amount awarded to him as damages in his recent libel action against a Communist newspaper. He has decided to give the whole sum to charity. "I went to law simply and solely to vindicate my honour," explained Mr. Thomas. "I had not the slightest intention or inclination to endeavour to benefit myself financially." A great portion of the money, he stated, would go to charities in his own constituency. The Royal Derbyshire Infirmary and the Mayor of Derby's Fund for the provision of boots and clothes for poor children during the winter would benefit, and it was his intention to send a substantial donation to the Railwaymen's Orphanage, and, perhaps, to other charities associated with railways.

5,000 Mile Journey at 15.

Four Russian children, including a girl of nine, who embarked at Liverpool in the White Star-Dominion liner Canopic for Canada, had travelled by themselves all the way from the interior of Russia. They are Josa Jarochubick, 15; his brothers Fig, 14, and Caba, 8, and his sister. They will join their father in Montreal, and will then have covered nearly 5,000 miles. It is three months since they left Baehmut, in South Russia, for Lithuania, more than 900 miles away. They had little money for food on this journey, and travelled chiefly by getting lifts in wagons, although occasionally they were able to cover short stretches by train. From Lithuania their passages were prepaid. They had never lost their way until they had reached Litzerspaal, but there the youngest on an occasion went astray.

Castle and Park for London.

Under the will of the late Mr. Probyn Gosson, part of the Castlewood estate, Shooters Hill, Kent, within Severndroog Castle, the mansion house, two lodges, stabling, and 22 acres of magnificently timbered land, is now to become one of the I.C.C.'s parks open to the public for ever. It will be handed over shortly, the I.C.C. having undertaken to spend £10,000 on it and to allot £800 a year for upkeep. Severndroog Castle is 450 feet above the level of the sea. It is an historical building, having been erected in 1784 by the widow of Sir William James in honour of her husband, who distinguished himself against the pirates of the Indian seas. One of his exploits was the capture of the fortress of Severndroog on the Malabar coast in 1775. Severndroog Castle was during the Great War in occupation of the R Division of Special Constabulary for six years, and was considered by the authorities the most valued

and important observation post for the defence of London against attack by enemy aircraft.

Warship's Search for Steamer.

Grave fears are entertained for the British steamer Quito, which, was reported sinking fast 150 miles off the Tyne, after having struck an obstruction. Further efforts to establish wireless communication with the vessel have failed. A Lloyd's telegram from Cullercoats, north-west of the Tyne, stated:—

H.M.S. Tower received S.O.S. call of steamer Quito from Cullercoats at 11.30 p.m. and proceeded to locality indicated at utmost speed, arriving at daylight. A thorough search has been made, but no sign of ship, boats, or wreckage found.

There is a possibility, however, that the Quito may have been reached by fishing vessels, many of which visit the vicinity during their operations. In that case it would be a day or more before information could be brought ashore.

Civil Servants Who Volunteered.

It has been decided by the British Army Council that a Civil Servant who volunteered for service with an Army of Occupation, and who had reason to suppose his department to be opposed to his so doing, will be allowed to reckon such service up to December 31, 1920, for increment and pension. The same will apply to civilian subordinates employed by the War Department in certain cases.

America's Limit on Immigration.

"How many people are allowed to land in the United States under the new immigration restriction law?" is a question often asked at the present time. The "quotas" for the leading European countries are as follows, as from July 1 last:—

England, 77,342; Poland, 21,076; Czechoslovakia, 140,357; Russia, 21,613; Hungary, 5,638; Italy, 42,037; France, 5,729; Germany, 67,607; Belgium, 15,063.

These figures represent 3 per cent. of the total population of each of these countries in the United States. The "quotas" are fixed each year, and the shipping companies are notified, through their agents at Washington, of the monthly state of the "quotas" in order to reduce the risk as much as possible of carrying more emigrants than the American State Department will permit to land.

Helping the Unhappy.

Important amendments to the statutes relating to separation orders and the maintenance of married women are proposed in a Bill presented to the British Parliament by the Home Secretary. One will enable a wife to apply for an order on the ground of the cruelty or neglect by her husband, notwithstanding that the cruelty or neglect have not caused her to leave and live separately from him. To the section providing that an order obtained by a married woman, shall be discharged upon proof that she has committed misconduct, the addition is proposed of a proviso that the order if they consider that the misconduct of the husband to make payments under an order. The expression "habitual drunkard" is to include the habitual taking or using of any sedative, narcotic, or stimulant, drug, or preparation. Where the person against whom a summons is granted cannot be found, the Court may, upon the sworn information of the applicant, grant a warrant for the arrest of the reluctant or unwilling person.

Unemployed Problem.

Sir Alfred Mond, British Minister of Health, made an important allusion at Portsmouth to the unemployment problem. With Monsieur Strauss, the French Minister of Health, he inspected Portsmouth's new health and housing schemes, the visitors afterwards being entertained to luncheon by the Mayor. Sir Alfred Mond, alluding to unemployment, said in spite of all the world difficulties trade was showing improvement, and unemployment figures were going down. The Cabinet were considering what greater measures they could take to solve

THE MUSKOKA LAKES.

The Muskoka region of the "Highlands of Ontario" was for centuries the chosen hunting ground of the Hurons. It was the red man who gave the musical name Muskoka (signifying "clear sky") to this land which held supremacy over all others in his affections, and he christened the islands, promontories, marshes, above sea level—gives splendid at-sive rocks, lakes and rivers in a manner that showed his appreciation of the beauties of his forest home. No happier appellation than "clear sky" could have been adopted, as the altitude of the region—one thousand feet above sea level—gives splendid atmospheric conditions. Muskoka spreads its manifold charms to blue skies flecked with soft, white clouds. It is a delectable land, brilliant with rich coloring, its air pungent with the fragrance of the pines, its waters cool and clear; moreover, a land of many pleasures, offering a wide variety of health-giving, open-air sports and pastimes suited to all ages. There are about 100 hotels in the district that cater to those of modest taste as well as those who are most fastidious. The Canadian National Grand Trunk Railways have issued a handsomely illustrated booklet with list of hotels and which can be had free on application to H. R. Charlton, General Advertising Agent, Grand Trunk Railway System, Montreal, P.Q.

Lloyd's Gift to Empire Exhibition.

As the outcome of a visit paid to the site of the British Empire Exhibition at Wembley Park by a party including many of the leading underwriters, a movement was set on foot at Lloyd's which has resulted in a contribution of £100,000 to the Guarantee Fund of the Exhibition. This now amounts to more than £1,150,000, and will, it is hoped, reach £2,000,000. The certificate guaranteeing the contribution, with the signatures of many hundreds of underwriters, was enclosed in a handsome album bound in blue morocco, with the Prince of Wales's Feathers on one side and the arms of Lloyd's on the other, and presented to H.R.H. the President of the General Committee of the Exhibition.

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SOME FACTS ABOUT TRAVEL ON OCEAN

Why Passenger Rates Are Higher Than Before the War Period.

Fourteen transatlantic liners left New York in one day, not long ago, carrying nearly 10,000 passengers for Europe. If the passengers paid on the average \$1,500 for their visits in the other hemisphere, the total represented by that one day's sailing suggests an expense of about \$15,000,000. As most of them are making a return

journey, they paid a total of about \$5,000,000 to the steamship companies alone and that, says Hawthorne Daniel, who presents these large figures in the current issue of "The World's Work," is a suggestion of the popularity of ocean travel this year. It is also a suggestion of the cost of "going down to the sea in ships" in the present day and generation. Mr. Daniel presents facts, figures and photographs, however, to show why the modern American seems to consider his money well spent on the comfortable and luxurious ships that now link us with Europe. He begins with some recent history and comparisons: Since 1914 the great transatlantic

IN JASPER PARK



Climbing Mount Resplendent.

CANADA AND THE UNITED STATES

The changing status of Canada is of interest not only to Canadians, but to students of politics and of international relationships on the other side of the line and across the Atlantic. Her situation as interpreter or intermediary as it were, between Great Britain and the United States is also a topic of interest of a more than passing character.

A recent issue of the New York Outlook contains a well informed article on these topics from the pen of Mr. P. W. Wilson. Mr. Wilson, who has been spending some weeks in Ontario and Quebec listening to Mr. King, Mr. Drury and others, is the Washington correspondent of the London Daily News, a journal of advanced Liberal views. There is, says Mr. Wilson, no question in Quebec or elsewhere as to changes of sovereignty in Canada. "No one on either side of the line" wants any such question raised. He continues, however:

Anomalies of Empire.
What confronts Canada is the inescapable fact that Great Britain knows nothing, and cannot be expected to know anything about the North American affairs above enumerated—the school and language rights guaranteed to Quebec and the Rush-Bagot Treaty and the St. Lawrence dependency. Good government must be, after all, government on the spot. Canada has no Ambassador at Washington. The British Ambassador is responsible, not to the Canadian government as such, but to the British Foreign Office. At this moment, which happens to be a critical moment in Canadian politics, Sir Auckland Geddes is significantly absent in London. The Prime Minister of the Dominion therefore steps in, asserts once more a separate treaty-making power, and makes it quite clear to Secretary Hughes that he can negotiate with Canada direct as with any other nation, irrespective of her imperial connection with Great Britain. The British Empire is, and ever has been, held together by anomalies. One more anomaly will be beneforth the diplomatic relations established by short circuit between Washington and Ottawa.

"To this situation Great Britain herself has contributed. If her empire was conquered 'in a fit of absence of mind,' it cannot be held together unless presence of mind be at least attempted. I am not one who thinks that the system of imperial preference, proposed by Joseph Chamberlain, would have added anything to the solidity of Great Britain. But Joseph Chamberlain was right in rebuking an attitude in England of mere inattention to the needs of the Dominions. On one subject Canadians are deeply incensed, and with good reason. It is a subject that closely concerns the farmers, on whose good will the Dominion government depends for office. Not only does the United Kingdom exclude Canadian cattle, but the reason for such exclusion adds insult to injury by declaring that the cattle are diseased. A commission has found a verdict that there is no disease in Canadian cattle as alleged, yet the exclusion continues. It is not too much to say that here is a grievance as substantial as some at least of the grievances alleged by the American colonies in the eighteenth century; yet the subject is still under controversy in the mother country. In justice to the United Kingdom, it should be added that in all imports save cattle Canada enjoys there a free, though of course competitive, market."

The Tariff Situation.
Dealing with tariff matters Mr. Wilson declares that the new act is a blow at Canada "delivered clean between the eyes." He does not think that Premier King would countenance any sort of tariff war. He says:

"What has added to the perplexities of Canada is the American tariff, as proposed, and all that it represents. At the very moment when Britain excludes her cattle, the United States—with a bark that may prove to be worse than the bite—talks about a virtual exclusion, not of cattle alone, but of everything else. Canada is a small population up against a big one. She feels as sure over the American tariff as Serbia used to feel when Austria-Hungary raised duties against her pigs or as Ireland felt when Britain thus treated her manufacturers. To some extent it is Canada's own fault. Ten years ago, the greatest statesman, Sir Wilfrid Laurier, proposed reciprocity with the United States and would have established this proposal had not Canada driven him into retirement by the slogan, "No truck nor trade with the Yankee." Even today the Conservative party, led by Mr. Meighen, now in opposition, looks askance at more intimate trade relations which would tend to consolidate North America. But none the less the United States tariff, if applied in all the rigor suggested by some and abandoned by others in Congress, would be a blow to Canada delivered clean between the eyes."

"For the Dominion absence of mind at Washington is thus a more serious

matter than absence of mind in London. The one is an irritating inconvenience; but the other may result in an economic calamity. Against such a high tariff Canada must take measures. One of these measures would be a retaliatory tariff, most repugnant to Mackenzie King as a Free-Trade and to the Progressives, with many Liberals, on whose support he depends. Another counterstroke would be an adoption of virtual free trade with Great Britain and other British Dominions. To this one cannot imagine Mackenzie King raising any objection on fiscal grounds—quite the contrary; but politically his objective is not any such imperial federation. His philosophy does not dwell on the word empire. What he wants is rather peace and above all, peace in North America. If any choice had to be made in the future between the British connection and friendly relations between Canada and the United States, Mackenzie King would be among those who stress the vital importance to the Dominion of the latter. Hence his urgent desire to avoid a tariff war."

Mr. Wilson concludes his article in saying that the United States are not popular in Canada today and the new tariff may lead to a wave of feeling such as was responsible for the results of the reciprocity election of 1911. He says:

"It cannot be pretended that as matters stand, the United States is popular today in any part of Canada. Her growing financial influence over the manufacturers of the Dominion is watched with undisciplined vigilance, and one of the greatest objections to development of the St. Lawrence arises from the fear lest the United States might thereby acquire control of a waterway which Canadians consider to be in a peculiar sense the glory of their country. If the fiscal policy of the United States makes possible the reciprocal commerce desired by the Canadian Prime Minister, we must expect, then, a considerable spell of patriotic agitation north of the border and the possibility of the revulsion of sentiment which proved too much for Laurier, whose mantle has descended on his political pupil and successor at Ottawa."

It is easy to avenge yourself on the speed cop. Just confess that you really were speeding and the shock will kill him.

THE REGION OF ROMANCE

The Lake of Bays is one of the scenic gems of the Dominion of Canada, which is so richly stored with lovely lakes. It has a shoreline indented in such a manner that it affords constant delights and surprises, and is designated as "the lake of a thousand bays." On sites overlooking these bays have been erected charming cottage homes with, here and there, hotels that are in keeping with their setting of wistful waters and brooding woods. To spend a summer vacation here is to be near to Nature in her most fascinating mood. An entire season may be spent in exploring the Lake of Bays and her sister lakes, and you may choose for your excursions, according to personal desire, canoe, sailing craft, motorboat or steamer. There is also the widest choice of vacation pastimes—bathing, golfing, fishing, boating, bowling, tennis, etc. Perfumed by millions of pines, invigorating breezes blow across these lakes, providing a real tonic that is "easy to take." The average attitude is about one thousand feet above sea level. The Lake of Bays is reached through Huntsville on the Grand Trunk, 148 miles north of Toronto. A handsomely illustrated booklet telling you all about this lovely district sent free on application to H. R. Charlton, General Advertising Agent, Grand Trunk Railway System, Montreal, P.Q.

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greyhound feet has gone through many troubles, but once again—in number of ships—it equals the pre-war period, and in magnificence and size, in comforts and conveniences, the new fleet is immensely superior to the old.

In 1588, Medina Sidonia—a general by the way, not an admiral, was placed in command of the 132 ships that made up the Spanish Armada. That fleet—probably greater and more powerful than any that had previously been assembled—might readily have changed the history of the world, and for a time seemed capable of breaking the British sea power that was being molded by Sir Francis Drake and his contemporaries.

The combined tonnage of the 132 Spanish ships was 59,000. There is one liner to-day—the new Majestic—with a displacement of 61,000 tons. There are five others—the Olympic, the Homeric, the Mauretania, the Berengaria, and the Aquitania that are in commission, and one—the Leviathan, which is being refitted for service—seven ships in all, that average 45,000 tons. A Spanish Armada of 132 such ships could take the entire population of the United States to Europe in 145 trips, and could bring back on the return journey the entire population of France, Great Britain, Holland, Belgium, Denmark and Switzerland.

It is not likely that any one now living will ever see the time when 132 such ships will be in commission, but in the British merchant service alone there are 131 ships of 10,000 tons and over, and a ten-thousand-ton liner—notwithstanding the opinions of many inexperienced sea travelers—is far and away above the average—is, in fact, a big ship.

Conditions of sea-travel, we are reminded, are considerably different from pre-war days for one thing:

Fares are a little more than twice as high as in 1913 but it is the almost unanimous opinion of shipping men and tourist agencies that the high rates make little difference in the amount of travel. Ships are going out daily with all their space taken, and the special cruises that are arranged by various agencies are popular. More ships are scheduled for round-the-world trips than ever before and the cruises to the Mediterranean and to other cruising grounds are taking such ships as the Mauretania out of their regular runs. Shipping conditions are not ideal—anything but—and cabin-passenger traffic is not as heavy as it was before the war, but sea travel seems to be more popular than it has been since 1913.

But the story of cabin passengers is not the whole story.

"Why," asks the prospective traveler, "are rates so high, if ships are crowded and competing lines have no trouble in getting passengers?"

A very simple statement will answer the question.

In 1913—which was the last "normal" year—1,412,545 third-class passengers came to America, and 472,723 returned—about 1,885,000 a month. Up to June, 1922, the monthly average of third-class passengers both ways was less than 14,000 because of the new immigration laws. There is a clear drop of revenue of probably more than four million dollars a month—forty-eight million dollars a year. To make that up, the cabin passengers, who are travelling now on the transatlantic lines at the rate of about 23,000 a month, must, necessarily, pay about \$175 more each, for their accommodations. Compare the present rates with those of 1913 and you will find that the difference is about what you are asked to pay, although as the figures are for combined first and second-cabin and for ships of varying rates, the difference of \$175 will be found to be too much in some instances and too little in others. A minimum first-cabin rate, however, of \$250 on such a ship as the Majestic, less \$175, will bring the figure down to \$105, which is not far from the

minimum first-cabin rates on the finest ships eight years ago.

It is hardly necessary to explain that many other conditions affect fares. Operating costs are very high. Coal, it is true is not the item that it was last year, although it is still high enough, but wages, food, pier rent, repairs, and almost all the innumerable items that passenger-carrying steamships demand are very much higher than in 1913.

An additional problem that steamship companies face is lack of freight. This naturally affects the balance sheet, and indirectly the sea-traveler.

A LOST OPPORTUNITY

Meeting Professor Bell for the first time, my thoughts went back to the day long before that I came near buying a hundred shares of the original Bell Telephone stock. I was a very young man in a Hartford insurance office in the year 1876 or 1877, when an agent of the company in a nearby city came in with that amount of stock to sell at five dollars a share; did I want it? In the bank I had just about enough money to pay for it. But a young man should be careful about making investments; besides, I had had "inside" information from some friends in New Haven, who told me that wires had been strung from attic to cellar and back again in the laboratory of the Sheffield Scientific School, and the telephone tried out with the result that it proved to be "merely a toy."

So I spent my money on a diamond ring for a certain girl—events at just that time having indicated that a ring was much more of a necessity than any fancy stock certificate.

I asked Professor Bell if he would be good enough to figure out what that hundred shares of stock would have been worth at that time if I had purchased it. What was the value of my wife's ring computed in telephone stock? He figured. The answer was \$575,000. It taught me a lesson—never to try to find out about the value of a thing before I bought it.—From "A Golden Age of Authors," by William W. Ellsworth.

The Literary Digest poll shows the rural sections still dry. Well, seventy-day cider is hard to beat.

People who think there is no excitement in a small town never witnessed a row between denominations.

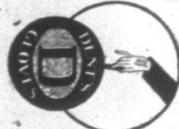
Everybody wonders what the world is coming to, except those who have hay fever, and they don't care a darn.

Some day the world may learn with astonishment that the solution of its problems is contained in the writings of four obscure men, Matthew, Mark, Luke and John.

THE KAWARTHA LAKES

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