

Labor Men Back from International Conference

VERDICT RESERVED IN SINGLE TAX CASE

Matter in Dispute Was Genuineness of Signatures.

Toronto.—The assessment reform association of Toronto made an application to Justice Lennox, through ex-Alderman Richard Honeyford, solicitor, for an order to compel the Toronto City Council to submit to the ratepayers on January first, a bylaw to reduce the assessment on buildings, income, and business, ten per cent a year until it is wiped out, and the taxes be derived from land values only. The matter in dispute is the question as to the genuineness of signatures to a petition containing sixteen thousand names. Judgment was reserved.

On behalf of the city, corporation counsel Geary contended that so many duplications were found in the list of petitioners that there was a margin of only 700 names over the requisite ten per cent. of the ratepayers, and as the scrutinizing of the names had not yet been completed there was a doubt if there would be enough genuine signatures found on the petition to justify the submission of the wish for a bylaw.

ALBERTA DECLINES GOVERNMENT OFFER

On Natural Resources. Claims Is Justly Entitled to Compensation.

Alberta does not find the Dominion government's offer on natural resources satisfactory and will not accept it as a settlement of the question. The decision was reached at a meeting of the cabinet Tuesday when Premier Greenfield reported the results of the recent conference at Ottawa. The other members of the government concurred in the dissatisfaction with the offer expressed by the premier and attorney general at the conference and were all agreed that it could not be accepted.

The stand taken by the government is that Alberta is justly entitled to compensation for such of its resources as have been alienated for federal purposes, its claim being based particularly upon the 6,400,000 acres disposed of shortly prior to the creation of the province, for federal purposes. This land, capitalized at the rate of \$1.50 per acre and repaid in annual installments for a term of years would approximately equal the present cash subsidy for ten years, instead of the three years offered by Hon. Mackenzie King.

Premier Greenfield is at once communicating with Premier King, informing him of the action taken by the legislative council and its feeling that further negotiations should be conducted along the lines marked out in the conference of last April, the main features of which is compensation for alienated resources. The natural resources of the province will be the Alberta government, presumably in common with the Saskatchewan and Manitoba governments, will await an offer from Ottawa.

RAILWAY SHOPMEN TO PRIVATE CONFERENCE

Montreal, Dec. 6.—Railway shopmen went into private conference this morning following negotiations yesterday afternoon with representatives of Canadian railways on the question of rates of pay. They meet the companies again this afternoon.

According to a statement this morning by C. P. Riddell, secretary of the Railway Association of Canada, relations between both sides are most cordial and the negotiations are proceeding smoothly, although at this stage it is impossible to say whether or not they will be protracted.

CANADA SHOE INDUSTRY THRIVES

Existing Conditions Hold Out Little Encouragement For Revival of American Export Trade in Footwear in Dominion.

Washington.—The progress which the Canadian shoe industry has made in meeting the competition of U. S. manufacturers is reflected in a report received by the Department of Commerce from Jesse de Oliveira, U. S. Consul in Hamilton.

The consul, after reviewing conditions in the shoe industry in this district, which he declares "from the dealer's and consumer's viewpoint, is, in general, satisfactory," continued:

"Existing conditions seem to hold out little encouragement for a revival of American export trade in boots and shoes in Canada. The consensus of the opinion of close observers of the situation is to the effect that during recent years, when the abnormal depreciation of Canadian currency proved so great an obstacle to continued trade with the United States, the production of Canadian factories has grown so much in public favor as to preclude the necessity of resuming the importation of many American lines of footwear which were formerly regarded as staples in the Canadian market."

"Added to this are the effects of the long and persistent campaign on the part of the Canadian Government and numerous commercial organizations throughout the Dominion in favor of made in Canada products, including boots and shoes, and the existing high duty on the importation of American products. In many instances retail boot and shoe dealers have entirely eliminated American made footwear from their stocks, while others carry only a few of the higher priced lines imported from the United States to supply certain established demands."

NEWSPRINT PLANT IN NEWFOUNDLAND

Will be Built by Imperial Government. Total Cost About \$18,000,000.

Sir Richard Squires, prime minister of Newfoundland, who is on his way home from England, announced this morning that a plan will be laid before the government of that place early in the new year for the construction of a mammoth newsprint plant, capable of producing approximately 400 tons of newsprint daily in perpetuity, which will cost about \$18,000,000. Should this scheme be adopted, declared Sir Richard, it will revolutionize the industrial life of Newfoundland.

He explained that half the capital necessary for the construction of the mills had been promised by the Imperial Government. The balance is to be raised by two issues of 25-year bonds either in Great Britain or the United States. At present, he said, 250,000 horse power is lying idle in the water resources. Of this it is planned to utilize 80,000 to 100,000 for the newsprint plant, while the remainder will be devoted to other industries, one of which will be ore smelting.

MINING INDUSTRY. FUTURE OF COBALT

Cobalt, Ont.—The silver mining industry of Ontario has lived another half century. That is the view expressed by Mr. C. H. Hitchcock, the well-known engineer of Sudbury, who recently completed a visit to the silver and gold mining areas of Northern Ontario.

Mr. Hitchcock stated that the riches of the district of Temiskaming are far greater than most people appear to realize. The district contains vast wealth in precious metals, salted water power, great areas of excellent agricultural lands and enormous wealth in pulp, timber and lumber.

Mr. Hitchcock said the nickel mining industry would also, in due course, resume its place as one of the main pillars of the mining industry of Canada.

GOMPERS TO VISIT MONTREAL DEC. 18

Will Inaugurate Organization Campaign of All the Building Trades.

Montreal.—Samuel Gompers, president of the American Federation of Labor is coming to Montreal, December 18, to inaugurate an organization campaign of all local building trades. Executives of all trades affiliated with the building trades department of the American Federation of Labor will journey from their various headquarters throughout Canada and the United States to participate in the campaign, which will also be attended by Tom Moore, president of the Trades and Labor Congress of Canada. The campaign will open on the evening of December 18, with a mass meeting in L'Assistance Publique Hall, which will be under the auspices of District No. 5, of the Brotherhood of Painters, Decorators and Paperhangers of America. There are approximately 20,000 members of different trade unions in Montreal, but there are also a large number of unorganized workers, and the campaign aims to bring them into the unions.

Officers of the Allied Trades and Labor Association state that delegates to attend the organization campaign will likely be selected at the next meeting of that body, to co-operate with President Tom Moore of the Trades and Labor Congress. There is at present in the city a Building Trades Council embracing all crafts engaged in the building industry, representatives from which will take part in the campaign.

IF JOBS INTERFERE HE WILL QUIT ONE.

"If the work as a director of the Canadian National Railways interferes with my position as president of the Trades and Labor Congress of Canada, I shall have to retire from one position or the other," said Mr. Tom Moore on his return from Geneva.

"As a director I will endeavor to harmonize the interests of the country with the interests of the workers on the railway. How nearly that ideal may be attained time will show."

"I am a firm believer in public ownership. I have full confidence that every enterprise that may be profitably under private ownership, may be run efficiently from every standpoint under public ownership."

UNLIMITED NUMBER FARMERS WILL COME

Tom Moore's Views on Canada's Immigration Problems.

"Emigration is the paramount question in European countries," said Tom Moore, president of the Dominion Trades and Labor Congress, in an interview on his return from the fourth annual International Labor Conference at Geneva. Mr. Moore was vice-chairman, and acting chairman, on account of the Italian chairman having to return to his country, of the committee on emigration and immigration which will seek to standardize statistics of all countries in the League of Nations.

"Emigration was the biggest subject before the conference. The two places to which these countries look as an outlet for their surplus population are Canada and Brazil."

"All countries showed anxiety to get the good will of Canada in this respect."

Qualified Farmers.

"There is undoubtedly a possibility of getting almost an unlimited number of qualified farmers if conditions can be made suitable to receive them. The desirability of increasing our population can be met by legitimate farmers, without attempting to offer inducement in any shape to industrial workers. Countries like Holland, Switzerland, Italy, Poland, Scandinavia, are making it a matter of state importance to devise schemes to aid suitable emigrants to re-establish themselves in other countries. The desire of all these countries is to reach an agreement whereby the surplus population can emigrate, and they are willing to go a long way in looking after their people. In return they want to be assured of reasonable opportunities and proper care."

Speaking of the Labor Party in England, Mr. Moore thought they had been as successful as they expected to be. While some sections thought Mr. Clynes should have been leader, in recognition of his services, it was generally realized that Ramsay MacDonald had great ability.

I look for rapid changes in Great Britain. Bonar Law's policy of tranquility is a joke that reminds them of Harding's attempt to bring the country back to normalcy.

State of Flux.

"Europe is in a state of flux. There is a reaction against what might be called the socialist or the general trend of democracy. This has become pronounced in Italy and Germany. It is the first attempt to supersede the old form of political government by industrial political government."

Comment was made upon the great army of unemployed in England. Four years after the war unemployment does were no way to deal with such a situation. "They will have to consider something more radical than unemployment insurance."

Mr. Moore commended highly the stand of Hon. Ernest Lapointe in opposing an amendment which left Canada out of the reduced number of nations being re-elected to the governing body. In winning out against the amendment, Mr. Lapointe had brought about the result that Canada had received fifth place in industrial importance among the nations.

GRANTS INJUNCTION AGAINST OFFICIALS

Heads of Miners' Body Ordered to Cease Activities.

Edmonton, Alta.—Late Tuesday afternoon, Chief Justice Harvey granted an injunction restraining officials of the United Mine Workers of America from further strike organization activities in the Edmonton field.

The application was made by J. F. Lyburn on behalf of the Great West Coal Company, Limited, versus the United Mine Workers of America. William Sherman and William Ryan, president and vice-president respectively, of District 18, U.M.W.A. It recited that miners at the Black Diamond mine held a meeting on Nov. 29, at which they decided against joining the union, but that defendants conspired with others to watch and beset the mine, approach, spur track, boarding house, and other places used by the miners in going about their work, in order to induce these men to leave their employment.

Says Murdoch Mistaken.

Calgary, Alta.—Officials of District 18 United Mine Workers of America did not violate the law when they called a strike in the Edmonton field, but called the strike because the operators refused to agree to the majority award of the Fisher conciliation board of February, 1920, according to Robert Livett, district representative of the union.

Mr. Livett said last night when shown a copy of Hon. James Murdoch's reply to the miners' wire that the officials had been a little too hasty in believing reports that Dominion police were engaged in checking strikers in the Edmonton field, as it had later developed that only Alberta provincial police were so engaged.

"Mr. Murdoch evidently did not consult his records closely enough or he would not have made such a hasty reply to our wire, pointing out that we had called a strike under conditions contrary to the law," said Mr. Livett.

BRITISH COLUMBIA LUMBER ACTIVITY

New Westminster, B.C.—Lumbering operations are active in all parts of the province at the present time, according to report received here. The Bucklin Lumber Company is entering on a logging operation, tapping a stand of 80,000,000 feet in the Upper Pitt Valley. The company hope to have an output of 75,000 feet a day.

Items of Interest From Overseas

LABOR DEPUTIES IN IRISH PARLIAMENT ATTACK SECRECY

Speaker Contends That Executions, as Carried Out, Are Lynch Law Without a Mob.

Dublin.—The Labor deputies in the Irish parliament have been making severe attacks on the government policy and the secrecy of the military trials and executions. Deputy Johnson, alluding to three executions today said: "This is not law but anarchy—lynch law once removed, lynch law without mob violence."

"Why all this secrecy? What is the difference between the military announcement in this case and the bit of paper pinned to the body of a man found in the gutter, stating that he was a spy executed by the Irish republican army?"

They had been asked to trust the military, military necessity had been pleaded, but military necessity had not availed, civil necessity came first. While men were being tried for their lives, their fellow citizens should know all the circumstances. He asked the ministry to change its policy and substitute publicity for secrecy. Secrecy suggested fear, and fear led to brutality and barbarism. Among the other Labor speakers, Deputy O'Connell warned the government that its policy of executions would bring it down and declared that no phrase was so misused as "the will of the people."

PARIS BAKERIES STAGE A STRIKE

Close Shops and Cease Production as Protest Against Official Refusal to Increase the Price of Bread.

Paris.—The majority of the bakeries in Paris and the suburbs promptly closed at noon today in compliance with the decision of the Master Bakers to cease the production of bread as a protest against the official refusal to increase the price two sous per kilo to one franc fifteen centimes.

The government immediately took up the challenge and ordered a judicial enquiry with a view to the prosecution of the association.

The Master Bakers desire to force the government to do away with the law enacted during the French revolution in July '17, whereby the government has the right to fix the price of bread, irrespective of the price of wheat flour.

BARBERS GET EGGS INSTEAD OF MONEY.

Berlin.—The Barbers' Union at Ochsenfurt (Bavaria) has decided that customers shall pay with eggs instead of money the charges agreed upon being: A shave, two eggs; a haircut, four eggs. The supply of poultry thus received are to be pooled and sold at market.

LABOR LACKED ELECTION FUNDS

London, Eng.—In an article in the December number of the Labor Magazine, Arthur Henderson, the Labor leader, who was defeated in the recent general elections, says it is perfectly certain that had the Labor headquarters entered into the elections with £100,000 at its disposal, it would have secured an even greater success than it did. The attacks by the press on the proposed capital levy greatly helped the Labor candidates in the urban constituencies, he says, but in the rural constituencies, the fear of a tax on land was a great factor in frightening away many votes that would otherwise have been given to the Labor candidates.

Despite the widespread campaign against Labor, its program was approved by 4,300,000 electors, and even this large vote, Mr. Henderson says, was not in his opinion, the high water mark of Labor's strength in the country.

The Sultan of Turkey is away from home and his 300 wives are running up bills on him.

Privileged.

Little Harry—"I wish I were you, uncle."
Uncle (who has been invited to dinner)—"Why do you wish that, sonny?"
Little Harry—"Because they don't punish you when you eat with your hands."

NEW PRESIDENT OF CANADIAN NATIONAL MAKES STIRRING APPEAL FOR UNITY

Sir Henry Thornton Says "No Political Influence." All Pull Together and the National Railways Will Vie With Canadian Pacific.

In the course of a speech delivered at a banquet given in honor by the Montreal Board of Trade, Sir Henry Thornton, President of the Canadian National Railways, made a strong plea for unity of purpose and, in unmistakable language, disposed of the theory that there was to be political influence brought to bear on Railway administration. Salient points in Sir Henry's speech were:

It is with a feeling of gratitude that I rise, first, to thank Mr. Beatty for the generous and kindly words he has spoken with respect to the Canadian National Railways and myself, and, secondly, to thank you all for the cordial way in which you have received his statements. The fact that the president of the Canadian Pacific Railway has done me the honor of proposing my health is in itself a compliment which any railway man would appreciate, for we in the transportation industry regard the Canadian Pacific Railway as one of the best managed and most efficient railways.

If those of us who are charged with the responsibility of organizing into one entity and working as one unit the Canadian National Railways succeed in approaching the enviable record of the Canadian Pacific Railway, we shall have more than met our responsibilities.

We shall undoubtedly be rivals, and it is good that it should be so, but I feel certain that our rivalry will only reflect itself in an effort to furnish to the people of Canada adequate and efficient transportation at a reasonable cost.

The amalgamation of constituent railways now known as the Canadian National Railways has for the last two years shown an improving financial position, although the position is not today what any one of us would wish. The fact, however, that the position is improving shows that it will yield to treatment, and reflects much credit on those who, until the appointment of the present administration of the constituent properties.

I am not concerned with the events and circumstances which brought the Government of Canada to take over the National railway system. We are confronted by a condition, not a theory, and I must accept things as I find them.

There is a distinction, if not a difference between the Government railways of Canada and Government owned and operated railways elsewhere in Canada, as I understand the position, the Government is the only shareholder in these various properties, or at least sufficiently controls the voting power to appear as the single shareholder; and the Government has elected to administer the National railways in substantially the same way as though they were privately owned.

Much has been said about the dangers of political influence with our railways and this is at least one subject upon which I can speak with emphasis and authority. The existence of politicians seems to be the price which is paid for democratic forms of government; and generally speaking, there are two things in every country which, in the minds of at least 50 per cent. of the population, afford reasonable ground for complaint. One is the weather, and the other is the Government.

However all this may be, we all recognize that politicians do exist, and presumably because they exist they are essentially in our scheme of government, but let us emphatically understand now and for once and for all that there is to be no political interference, direct or indirect in the administration and working of the Canadian National Railways.

The Prime Minister has solemnly assured me that there is to be no political interference, and it was with this distinct understanding that I accepted the post which the Government has done me the honor to offer. And while I am on the subject let me go one step further. Constructive criticism, born of a desire to improve conditions, is helpful and will be welcomed. Other varieties which are intended to be destructive, may be ignored. Any individual who can tell

me how I can do my job better will be regarded as a friend. Every opportunity will be given for a full discussion before decisions are made, but made they must be with firmness, courage, and no undue waste of time. When once made, they must be maintained. Any other policy will reduce your railways to a spineless nuisance with no body to kick and soul to damn. Therefore the railway administration must be master in its own house, and in the interest of efficient management no interference of any sort can be tolerated.

Decisions will undoubtedly have to be made which will be distasteful to certain sections of the Dominion. I only hope that it will be possible to reduce decisions of this character to a negligible minimum. It must be obvious to anyone that, while recognizing in full sympathy the requirements of all sections of the Dominion, the National railways as a whole cannot be sacrificed to meet the wishes of any part of the Dominion.

There are four factors which constitute the sum of successful railway administration: First, adequate net receipts. Second, the development of the property to meet the burdens of future traffic. Third, the relations between the railways and its men. Fourth, the relations between the railway and its clientele.

Given these things and barring accidents, satisfactory net earnings will almost surely result. The preparation of the property to meet the development of the country involves wisdom and forethought. Any railway which finds itself unable adequately to meet its traffic responsibilities is hindering the progress of the community which it serves. The relations between the company and its men involve chiefly the handling of labor, and in this respect government-worked railways have always been particularly vulnerable. I believe that every employe of every industry, irrespective of its character, should receive that minimum wage which will enable him to live in decency, in comfort, and under proper sanitary conditions, and to educate and bring up his children as self-respecting members of society.

Any other policy makes for unrest, and if carried on long enough is likely to create political upheavals. The wage I have indicated represents the minimum to be received. How much greater the wage may be depends upon the condition of the industry, the value of the service rendered and other similar factors. Labor troubles usually disappear if they are caught when they are young; that is to say, when they are in a plastic condition. The prompt and just settlement of complaints is an effective guarantee of tranquility. If, on the other hand, attention is not given to such matters until they become festering sores, and both sides have delivered ultimatums, the solution becomes correspondingly difficult. It is my desire that all officers of the Canadian National Railways in their respective capacities should be easily accessible to their men, and should promptly deal with complaints.

With respect to the public the same policy will be pursued as with respect to the men. Everything that is asked, of course, cannot be granted, but our most pressing problem is one of development and every effort will be made to meet the demands of the public in the promotion of increased traffic. It must, of course, be abundantly evident to all that your railways will be an increasing burden upon your pockets if freight rates are continuously lowered and wages continuously raised; and I take it that it is the desire of the people of Canada that the Canadian National Railways if the railways are to be regarded as a Christmas tree, and the chairman as a sort of jolly Santa Claus, however much I might personally like to play that role. We shall soon have to

Continued on Page 4.

Editorial Page of The Canadian Labor Press

Patronize White Laundries Who Employ White Labor

THE ROOF IS FINISHED ON OUR NEW PLANT

The finishing touches have been applied to the vast expanse of roof that is to cover the most elaborate plant in Canada devoted exclusively to family washings at our new building on Ossington Avenue, just south of Dundas Street. Ready and waiting to be installed is equipment that will do more to help Toronto housewives in their wash problems than anything that has hitherto been attempted. Keep in mind the fact that we are doing one kind of laundry better than any other plant, namely—family washings—and our very special method is called "Semi-Finished." Soft water—pure soap—separate washings—and lowest prices. Let us serve you.

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MR. MURDOCK GIVES ANOTHER REPLY TO MINERS' OFFICIAL

Fails to See How Interpretation of Industrial Disputes Can Be So Strained as to Legitimize Strike.

Hon. James Murdock, minister of labor, replying to a telegram from Robert Peacock, Edmonton miners' secretary, that the strike in the western coal field was justified, writes that he "had not supposed and responsible trades union officer would seriously contend that the interpretation of the Industrial Disputes Investigation Act could be so strained as to legitimize a strike occurring nearly two years after the deliverance of a conciliation board."

F. E. Harrison, labor department, Calgary officer, has been instructed to investigate the situation in the Edmonton coal fields and report to the minister as early as possible.

Mr. Peacock, in his message to the minister contended that the strike was justified because after the 1920 board of conciliation filed its report, "The operators refused to comply with the majority award and still kept on operating their mines."

Minister's Telegram.

The text of the minister's telegram to Mr. Peacock follows: "Your message of sixth received. You claim in effect that the present strike is not illegal because of an inquiry conducted by a board of conciliation and investigation established two years ago with regard to a dispute between Edmonton coal operators and members of your organization, its findings having been made a few weeks later. I am not, of course, in a position to offer a judicial view on the point here raised but I had not supposed any responsible trades union officer would seriously contend that the interpretation of the Industrial Disputes Investigation Act could be so strained as to legitimize a strike occurring nearly two years after the deliverance of a conciliation board. The lapse of so long a period as two years would under normal industrial conditions so greatly change the aspect of a dispute with regard to wages that a new dispute would be assuredly created, and none would be better aware than yourself how abnormal has been the industrial situation during the past two or three years, and how much less therefore could an enquiry conducted two years ago before a board of conciliation and investigation be reasonably regarded as leaving parties to a dispute arising two years later free to disregard the provisions of the statute."

Recollection Uncertain.

"I do not recall the conversation of last July, to which you refer, but feel entirely confident that nothing would have been said by me which could be properly held to support the view you now advance. On the contrary, the unfortunate industrial conditions existing in District 18 during last summer are but an apt illustration of the changes which have been occurring during the past two or three years with regard to wage conditions in coal mining as in industry generally, and of the utter unreasonableness of the suggestion that an enquiry started at the close of the year 1920 should be effective for the purposes of the Industrial Disputes Investigation Act in a dispute occurring on the eve of 1923."

"It is not clear in what way, if at all, the good offices of the department can be effectively exercised while the workmen remain on strike and in this way, I must maintain, show so serious a disregard for the laws of Canada, but F. E. Harrison, the Calgary officer of the department, has been instructed to visit Edmonton immediately and he will make a full report on the situation."

Mr. Peacock's telegram to the minister stated: "Replying to your letter of November 25, I beg to ask you as to what process of reasoning we can justify the calling of the strike in the Edmonton field, as you claim it is in violation of the law, if you would peruse your records you will find that a board of conciliation under the Industrial Disputes Investigation Act was granted in December, 1920, and an award was handed down in the month of February, 1921. The majority report was signed by the chairman, Mr. Fisher, of Saskatoon, and Mr. Robert Livett, representing the mine workers, and Solicitor Reid of Edmonton submitted a minority report for the operators. The operators refused to comply with the majority award and still kept on operating their mines. Now if we interpret the Industrial Disputes Investigation Act properly, after a board has rendered its findings either side is at liberty to take whatever lawful action is necessary to protect themselves, and having inclosed one eye, gazed at the man, mind your conversation with the representatives of the mine workers in the month of July, 1922, when you members of the Western Canada Coal Operators' Association to pay the present rate of wages in view of the fact that many of the non-union operators were paying just about half the scale paid by the said association, we have taken this stand in an effort to obviate the differentials now existing; also to raise the standard of the poor unfortunate mine workers of the Edmonton field, and we are endeavouring to bring this about by the only course left open to us after the operators have persistently refused to meet with us and discuss the question of the recognition of our union, and all we ask of you is to see your influence and power to see that the law is carried out, believing we have the right of peaceable picketing without undue interference by police officials. We regret we stated the Canadian Mounted Police. On further investigation we find it is the provincial police who are committing these acts. Trusting we can depend on your full co-operation in having the spirit of collective bargaining carried out."

SCHOOL CARTAKERS REQUEST OLD SCALE

Janitors Dissatisfied With Present Rate Paid for Overtime.

A deputation representative of the cartakers of the Ottawa public schools, appeared before the members of the public school board building committee at its meeting and asked that the schedule for overtime revert to the rate paid prior to the present scale.

The janitors are frankly dissatisfied with the schedule now in effect. This schedule provides only for a payment of 75 cents per hour for the first hour of overtime at nights and 25 cents for each subsequent half hour. Prior to last April, the caretakers were paid for night overtime at the rate of \$2 from 7.30 to 10.00 p.m.; \$3 for the period from 7.30 to 11.00 p.m.; and \$5 if their services were required later than eleven o'clock at night. It is this discarded schedule of payment which the janitors now want restored instead of the present basis.

Mr. J. Reid, of Glashan school, and Mr. E. Chamberlain, of Breeze Hill avenue school, were the chief spokesmen for the caretakers. They emphasized the length of hours which they had to work ordinarily, and stated that their day's work averaged 12 1/2 to 13 1/2 hours, and stated that in some schools it meant overtime for the janitor five nights in the week. They pointed out, also, that an extra burden of overtime was caused by the numerous meetings, community entertainments, etc.; now being held in so many public school buildings.

THE WORLD WAR AND WALTER PAGE

Late American Ambassador Took Strong Attitude For Allies.

The life and letters of Walter H. Page shows the late American Ambassador to England in the light of a strong friend of the Allies. "It was the return to power, after long absence, of the Democrats that gave Page his opportunity of shining in a new sphere," says the Scotsman. "The 'Wilson era' had begun; he and Woodrow Wilson had known each other since they were boys; and he had an ardent admiration for the President and his ideas and ideals—although his belief in these became much modified when time and experience had put them to the test. From the start the new Ambassador was charmed by, and charmed London society by, the establishment of the kindest relations with our public men, and began a friendship, destined to become closer under trial, with Sir Edward Gray, then at the head of foreign affairs. His letters, give a frank and lively, yet sympathetic, picture of British life and society, as it was just before the war, and during the war. He credits us with 'more solid sense than any other great people; he could see no sign 'that the race was breaking down or giving out.'"

"They have an awful clam, I hear, and they have an idle class. Worse, from an equal opportunity point of view, they have a very large servant class, and a large class that depends on nobility and the rich. All these are economic and social drawbacks."

"The 'Scotch,' he acknowledges, he never understood—although his wife was of Scottish descent. Writing of us to one of his sons, from Elgin on his way to Skibo in September, 1912, he gives a hasty sketch of the country and the race, which is part complimentary and part farcical: "I have never understood the Scotch. I think they are, without doubt, the most capable race in the world—away from home. But how they came to be so, and how they keep up their character and supremacy, and keep breeding true, needs explanation. As you come through the country, you see the most monstrous and dingy little houses, thousands of robust children, all dirtier than niggers. In the fertile parts fully cultivated—for Lord This-and-That, who lives in London, and of the country the fields are beautiful ones up here in summer to collect his rents and to shoot. The country people seem desperately poor. But they don't lose their robustness. In the solid cities—the solidest you ever saw, all being of granite—such as Edinburgh and Aberdeen, where you see the prosperous class, they look the sturdiest and most independent fellows you ever saw."

"Though Page's letters gave little sign of mental and bodily exhaustion, there can be no doubt that the strain of anxieties and the increased cares of office told heavily on the Ambassador's strength. His resignation, under medical orders, was given in August, 1918, when peace with victory was coming into sight; and he died, soon after reaching home, a few weeks after the signing of the Armistice."

TRANSCONTINENTAL TRAVEL.

In this country of great distances "Transcontinental Travel" demands that every consideration be given the comfort of travellers. The trip from Ottawa to Vancouver by the Canadian National Railways consumes the matter of a little over four days constantly on your train. Under modern travel conditions, instead of being a tedious affair, this journey by the "Continental Limited" may be anticipated with delight. Not a feature is overlooked in the equipment of this train—the modern standard sleeping cars with large comfortable berths insure restful nights, while in the day time the observation cars, well supplied with reading matter, including popular magazines and a fine library of books, furnishes diversion between time spent in sightseeing and rest. The superior service in the dining car leaves nothing to be desired. "The Continental Limited" operates daily from Ottawa to North Bay, Winnipeg, Saskatoon, Edmonton and Vancouver. Close connection is made at Winnipeg for all important centres in Western Canada daily, except Sunday, connection for Prince Rupert and all Central British Columbia points is made at Edmonton. For full information, reservations, and illustrated literature descriptive of the route of this splendid train apply to Canadian National-Grand Trunk City Ticket Office, cor. Sparks and Metcalfe Streets, Ottawa, Ont.

A man who believed he knew all about parrots undertook to teach what he thought to be a young, mute bird to say "Hello!" in one lesson. Going up to the cage he repeated that word a clear voice for several minutes, the parrot paying not the slightest attention. At the final "Hello!" the parrot paying not the slightest attention, and having inclosed one eye, gazed at the man, mind your conversation with the representatives of the mine workers in the month of July, 1922, when you members of the Western Canada Coal Operators' Association to pay the present rate of wages in view of the fact that many of the non-union operators were paying just about half the scale paid by the said association, we have taken this stand in an effort to obviate the differentials now existing; also to raise the standard of the poor unfortunate mine workers of the Edmonton field, and we are endeavouring to bring this about by the only course left open to us after the operators have persistently refused to meet with us and discuss the question of the recognition of our union, and all we ask of you is to see your influence and power to see that the law is carried out, believing we have the right of peaceable picketing without undue interference by police officials. We regret we stated the Canadian Mounted Police. On further investigation we find it is the provincial police who are committing these acts. Trusting we can depend on your full co-operation in having the spirit of collective bargaining carried out."

SCHOOL CARTAKERS REQUEST OLD SCALE

Janitors Dissatisfied With Present Rate Paid for Overtime.

A deputation representative of the cartakers of the Ottawa public schools, appeared before the members of the public school board building committee at its meeting and asked that the schedule for overtime revert to the rate paid prior to the present scale.

The janitors are frankly dissatisfied with the schedule now in effect. This schedule provides only for a payment of 75 cents per hour for the first hour of overtime at nights and 25 cents for each subsequent half hour. Prior to last April, the caretakers were paid for night overtime at the rate of \$2 from 7.30 to 10.00 p.m.; \$3 for the period from 7.30 to 11.00 p.m.; and \$5 if their services were required later than eleven o'clock at night. It is this discarded schedule of payment which the janitors now want restored instead of the present basis.

Mr. J. Reid, of Glashan school, and Mr. E. Chamberlain, of Breeze Hill avenue school, were the chief spokesmen for the caretakers. They emphasized the length of hours which they had to work ordinarily, and stated that their day's work averaged 12 1/2 to 13 1/2 hours, and stated that in some schools it meant overtime for the janitor five nights in the week. They pointed out, also, that an extra burden of overtime was caused by the numerous meetings, community entertainments, etc.; now being held in so many public school buildings.

THE WORLD WAR AND WALTER PAGE

Late American Ambassador Took Strong Attitude For Allies.

The life and letters of Walter H. Page shows the late American Ambassador to England in the light of a strong friend of the Allies. "It was the return to power, after long absence, of the Democrats that gave Page his opportunity of shining in a new sphere," says the Scotsman. "The 'Wilson era' had begun; he and Woodrow Wilson had known each other since they were boys; and he had an ardent admiration for the President and his ideas and ideals—although his belief in these became much modified when time and experience had put them to the test. From the start the new Ambassador was charmed by, and charmed London society by, the establishment of the kindest relations with our public men, and began a friendship, destined to become closer under trial, with Sir Edward Gray, then at the head of foreign affairs. His letters, give a frank and lively, yet sympathetic, picture of British life and society, as it was just before the war, and during the war. He credits us with 'more solid sense than any other great people; he could see no sign 'that the race was breaking down or giving out.'"

"They have an awful clam, I hear, and they have an idle class. Worse, from an equal opportunity point of view, they have a very large servant class, and a large class that depends on nobility and the rich. All these are economic and social drawbacks."

"The 'Scotch,' he acknowledges, he never understood—although his wife was of Scottish descent. Writing of us to one of his sons, from Elgin on his way to Skibo in September, 1912, he gives a hasty sketch of the country and the race, which is part complimentary and part farcical: "I have never understood the Scotch. I think they are, without doubt, the most capable race in the world—away from home. But how they came to be so, and how they keep up their character and supremacy, and keep breeding true, needs explanation. As you come through the country, you see the most monstrous and dingy little houses, thousands of robust children, all dirtier than niggers. In the fertile parts fully cultivated—for Lord This-and-That, who lives in London, and of the country the fields are beautiful ones up here in summer to collect his rents and to shoot. The country people seem desperately poor. But they don't lose their robustness. In the solid cities—the solidest you ever saw, all being of granite—such as Edinburgh and Aberdeen, where you see the prosperous class, they look the sturdiest and most independent fellows you ever saw."

"Though Page's letters gave little sign of mental and bodily exhaustion, there can be no doubt that the strain of anxieties and the increased cares of office told heavily on the Ambassador's strength. His resignation, under medical orders, was given in August, 1918, when peace with victory was coming into sight; and he died, soon after reaching home, a few weeks after the signing of the Armistice."

He served his country ably and faithfully while making himself the friend of the nation to whom he was delegated. President Wilson, with whom he clashed sharply in views and temperament in the later years of his Embassy, said of him to Mr. Taft: "Page is really an Englishman, and I have to discount whatever he says about the situation in Great Britain"—which is perhaps an explanation of some of Wilson's mistakes.

"When Mr. Page was called across to Washington in the summer of 1916, he found that 'not the slightest interest was taken in his visit' at headquarters. The President was 'far apart on practically every issue connected with the crisis'; 'cold and irresponsive,' and 'interested only in ending the war'; access to him was had 'only by men the Germans have feared, or who have a complaint'; 'he was,' says the ambassador, 'the loneliest man I have ever known.' Lansing would 'speak only of 'cases'; Mr. Wilson 'shuts out the world and lives too much alone, feeding only on knowledge and subjects he has already acquired, not getting new and fresh news or fresh suggestions from men and women.' He had 'no social touch,' but 'did his own thinking untouched by other men's ideas.'"

"One day a friend and adviser of President Wilson's came into the Ambassador's office just as Page had finished one of his communications to Washington.

"'Read that!' the Ambassador said, handing over the manuscript to his visitor."

"As the caller read, his countenance displayed the progressive stages of his amazement. When he had finished his hands dropped helplessly upon his knees.

"'Is that the way you write to the President?' he gasped.

"'Of course,'" Page replied quietly. 'Why not? Why shouldn't I tell him the truth? That is what I am here for.'

"'There is no other person in the world who'd dare talk to him like that!' was the reply."

LIVE WIRE MINISTER JOINS EARLY RISERS

Ontario Minister of Public Highways Finds "Morning Glories" Who Rise to Greet The Sun.

Hon. F. C. Biggs, the "live wire" minister of public highways of the Ontario Government says he believes in early rising, but he knows that some members of the U. F. O. have it over him like a tent when it comes to "quitting the hay" in the morning.

He relates that on a recent tour through Wellington Co. his party were compelled to stop overnight at a certain farmhouse. As it happened



Hon. F. C. Biggs.

there was considerable rivalry between this farmer and the one on the adjoining farm as to who usually began the days work first.

"The farmer with whom we stopped," says Mr. Biggs, "was to have an extra busy day and rose at 3.30 a.m., and to have the laugh on his neighbour on the pretext of borrowing something, he hustled over to his farm. He knocked at the kitchen door but was surprised to find the wife already dressing up after getting away the breakfast dishes. Good morning, is Tom around?" he asked.

"'Why,'" says the good wife, "he was here early this morning but I think he is now down on the far lot."

MINE WORKERS TO FIGHT INJUNCTION.

Calgary, District 18, United Mine Workers of America, will contest the injunction granted by Mr. Justice Harvey on behalf of the Great Western Coal Company, Limited, restraining the officials of the miners' organization from picketing. The matter is now in the hands of their solicitor.

After a conference of the officials regarding the attitude taken in the Edmonton strike by Hon. James Murdock, federal Minister of Labor, a telegram was sent to the minister protesting against his decision regarding the Edmonton strike situation.



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THE IMMIGRATION POLICY

Initiation of "aggressive advertising and publicity campaigns in other countries is to be the first major move in Canada's new 'drive' for increased population. That is announced in the statement of the Government's plans which was made at Ottawa by Hon. Charles Stewart, Acting Minister of Immigration and Colonization. The Government is starting in the right way, at all events. Advertising pays countries as well as individuals, and campaigns outside of Canada are sure to bring profitable returns to the Dominion through increased immigration, providing such immigrants are going on the land, and not coming to swell the ranks of the unemployed in industrial centres.

Mr. Stewart and his colleagues propose to put forth much of their new effort in the British Isles. That, of course, is a sensible plan. There are great numbers of people in those islands desirous of getting into less congested countries and countries which offer more opportunity to the people of small means than is to be found in the Old Country, and there are no new settlers of better type than selected immigrants from Britain and Ireland. But the British Isles do not make up the only field from which Canada can draw desirable settlers. However the best feature of the Government's policy, in many respects, is the plan of putting forth special effort to induce Canadians now resident in the United States to return to their own country, take up land here and employ their energy and ability in the development of the homeland. Even in recent years large numbers of Canadians have left the Dominion for the United States while the total number of Canadians in the Republic runs into millions. Immigrants from the British Isles will make the finest of citizens, so will immigrants from some of the countries of Northern Europe, so will many Americans, but the greatest service an immigration and colonization policy could do the Dominion would be to bring back into this country the 'native sons,' familiar with Canadian ways and conditions, who, for various reasons, have become residents of other lands.

Ottawa is following what looks to be the right kind of a recipe. And the right kind of effort to bring about the repatriation of Canadians who have left the Dominion and settled in the United States, and to induce greatly increased immigration, is one of Canada's three great needs. Sound methods in the administration of the country's finances and sound methods in the management of the National Railways are the other two major national needs at the moment. Increase of population through repatriation and immigration, moreover, must, of course, make easier the solution of the financial and railway problems.

COULD NOT BE OTHERWISE

Mr. Lloyd George was reported the other day as saying that he would not dispute recognition as the official Opposition in the Commons with the Labor Party. Perhaps Mr. Lloyd George said nothing of the kind; he is surely too sensible a man to expect that a group of less than 50 members should be given standing over a group of more than a hundred. Recognition of the Labor Party as the official Opposition was the right and unavoidable course under the circumstances existing in the new British Parliament. As a matter of fact, if any group other than Labor was to be recognized as the official Opposition it would be the Independent Liberals who outnumber the Georgians by more than a dozen members in the House.

A FOURTH PARTY IN AUSTRALIA

There are already three strong political parties in Australia, and recent developments hold out the prospect that a fourth may be in the field in time to take a hand in the federal general elections early in December.

In the present House, the Nationalist party, of which Premier Hughes is the leader, holds thirty-seven seats, just one-half of the total number, but the government has been able to hold office securely because the two other parties have found it impossible to agree. The Labor party stands second in strength, with twenty-four seats, and the third—the Country party—has thirteen. This would suggest rather delicate position for the government, but, as a writer in a London newspaper says: "In reality, the position of Premier Hughes has been much more secure than the figures would suggest. There is not a shadow of community of interest between the low tariff Country party, and the high-protectionist Labor party, between the representative of the rural producer and the spokesman of the Trades Hall, with its dream of a rural workers' trade union and the introduction of an eight hour day and a fixed minimum wage for farm laborers; and Mr. Hughes, master tactician as he is, has adroitly contrived to accentuate the breach between the two parties, with the result that they have invariably been found on opposite sides of the chair in times of crisis."

If a fourth party is created by the revival of the Liberal party Premier Hughes' position might not be quite so secure, as the talk of revival is said to be due to the dissatisfaction felt by members of the Nationalist party who possess Liberal ideas. It is

hardly to be expected that, in the limited time at their disposal before the general elections, they would be able to muster sufficient strength to secure office, but the division in the ranks of the Nationalist party might leave the government in a position which would make it impossible for the present administration to carry on.

There is a possibility, however, that should the Liberal party be reorganized and secure enough seats to demand recognition, that a coalition between that group and the Nationalists might be formed in order to form a new government which would be strong enough to hold office.

To California via Canadian National Route.

At this season of the year, many Canadians are planning to visit California. Of course there are many routes, each with its special scenic interest, but, treating travel as a fundamental of education, why not travel one way through Canada. It will give you an opportunity of knowing your own country better, a chance to view the finest mountain scenery in America, and to visit our own all-year-round resorts on the Pacific coast, Vancouver and Victoria, where the grass is green and flowers bloom, and golf, motoring, and all outdoor sports may be indulged in throughout the winter months. Discuss this tour with any agent of the Canadian National Railways, before concluding your plans. "The Continental Limited," which runs daily between Montreal, Toronto and Vancouver, is one of the finest all-steel equipment trains in America. For full particulars, apply to the Canadian National-Grand Trunk Railways, City Passenger Office, Cor. Sparks and Metcalfe Sts., Ottawa.

LADY COLLECTOR GETS TAXPAYERS

Men at Port Stanley Delight to Pay Taxes to Good-Looking Woman.

Paying taxes, usually an odious duty, is declared by residents of Port Stanley, Ont., to be a positive pleasure.

Consider the fair face of the tax collector.

Miss Lena Going, recently appointed tax collector of this village on Lake Erie, where hundreds of holiday makers throughout western Ontario maintain summer homes, is believed



Miss Lena Going.

to be the first in the province of her sex, to maintain so sters and unloved a post.

Since she is extremely young and "easy to look at," it is not surprising that taxes this season have been pouring into the village coffers with unprecedented rapidity.

However, Miss Going declares that she has no small amount of trouble with the older and more canny of the villagers and summer time residents, who demand to see proof of her authority before parting with the begrudging tax money.

A young woman, capable of taking a large share of responsibility in the management of the public utilities commission of Port Stanley, wastes her time, even when the rush and bustle of the season are over and merry-making has ceased, are never light, might be expected to have a mind tuned only to mathematical responses.

However, when interviewed, Miss Going confessed that there was truth in the rumors that she was a leading light in the community's theatricals, a clever pianist, capable of setting all within hearing a dancing with her tenuous "Jazz," and, that when the season was at its height, and dancing held sway, she, herself, was no mean Terpsichorean.

"Maud tells everything she knows."

"Yes it wouldn't be so bad if she would stop there."

SAME OLD WINTER SAYS CLIMATE MAN

A. J. Connors of Meteorological Service Says No Change

The winters in Canada are not becoming milder as many persons suppose, according to A. J. Connors, M.A., of Toronto, climatologist in the meteorological service of Canada.

"On December 30, 1872," he says, "there was a registration in this city of a maximum of sixty-one degrees. On no December day before then and on none since, so far as our records go, has there been such a high temperature in December until the first day of this month, when the official registration was recorded at 60.5."

"The winters may be warmer at short periods, but taken over a long period, this is not the case. Some time ago Sir Frederick Stupart spent a good deal of time getting data on this matter for a lecture. We even looked up the letters of the Jesuit Fathers to get the earliest possible records, and while there are short periods of climatic variation, a sort of irregular pulsation, you might say, it is not the case that the weather is growing milder, except during those fluctuations. There are variations every fifteen, twenty, or thirty years, not regularly occurring, but coming and going when the seasons may be colder or warmer for a few years, but the best authorities show that there is remarkable uniformity taking one century with another."

IMPISH SPIE IN CHILD OF FOUR

An outrage of a nature without precedent in the annals of Dundee (Scotland) was perpetrated in the north end of the city. A boy of four was stripped of all his clothing in an open thoroughfare, and left stark naked in the biting cold of the night. A girl about twelve years of age is stated to be the author of the outrage. About seven o'clock a man passing along Hospital Wynd spied a little naked figure running in front of him. He immediately made up to the little fugitive, who was able to inform him that his home was in Bruce street. The man wrapped the child, who was trembling with cold, in a coat, and carried him to the address given, and handed him over to his surprised and horrified parents. The little lad was blue with the cold, but with the kindly attention of his home folk he soon recovered, and was able to tell the story of his cruel experience. Subsequently a search was made in the neighbourhood, and all the clothing, with the exception of the stockings, was discovered in one of the gardens off the lane, where they apparently had been thrown by the girl in her flight. What actuated the girl to commit the outrage is a puzzle. The view taken is that it was not theft; rather that the act was inspired by impish cruelty.

RECKLESS DRIVERS NEED DRASTIC LAWS

Says Sir Thomas White to the Motor Vehicle Committee.

Urging drastic laws to curb the ever increasing number of motor accidents and protect the rights of the pedestrian, Sir Thomas White, former Minister of Finance, appeared before the Motor Vehicle Committee of the Ontario Legislature and explained in detail what he considered the outstanding necessities in connection with the regulation of motor traffic.

Sir Thomas dealt with the problem both from the standpoint of the larger centres and that of the province as a whole, suggesting in the latter connection legislation to create a province wide organization to cope with the new conditions.

An outstanding feature of Sir Thomas' remarks was his assertion that parking (in the proper sense of the word), in city streets should be abolished.

Referring to the practice of motorists settling their fines out of court, he said that it was a travesty of the law. Big cities, he thought, should have a special magistrate to deal only with motorists and each motorist should appear in court, wait his turn, and make his own defence to the judge.

Hon. F. C. Biggs said that many of the suggestions put forward had already been covered in the act that was being prepared by the committee.

EXTERIOR OF ICE HID HEART OF FIRE

Personality of the Sinn Fein Leader Seemed Like a Wraith of Hatred.

The Irish bullet that sent Erskine Childers to his death will echo far and wide. Already Irishmen in New York are rising to demand some oblation of blood to his restless shade. But it is as a symbol not as a man that he moves them. Alive he was a strange enigmatic personality who lived in a dim anonymous twilight and seemed an inhabitant of another world than ours.

Upon an English journalist who once interviewed him he left a distinctly eerie impression. "I looked up," he said, "and found he had glided into the room like a wraith, almost without my perceiving him. He was a small, wiry, almost wizened fellow, with a rather ferret expression. To talk with him was like talking to a ghost. You got no glow of personal contact. There was a mist between us a cold impenetrable wall which froze me to my marrow so that I felt like turning up my coat collar. I spoke of Mr. De Valera. He replied with extreme frigidity. 'The president, you mean,' as if I had committed some majesty. He said later with the coolest, most insolent indifference 'What is the use of arguing with an Englishman?' I might have retorted on my part, 'What is the use of ar-

guing with an iceberg?' The impression he made upon me was that of a distinctly wintry person, positively glacial. It was not that he did not talk. He did talk—volubly and vehemently—but his brain seemed to exhale a fierce flame without heat. He reminded me of a Robespierre who looked not like a cat drinking vinegar, but like an inhumanly desolate Arctic ice floe."

BRITISH DEMAND FOR LUMBER SMALL

A leading British lumber firm in their wood circular, dated at Liverpool (Eng.) on November 1, say that the imports for the month contain no feature of outstanding importance, being mostly moderate and about sufficient to take care of the deliveries. Compared with this time last year stocks generally are lower, and within quite reasonable proportions. The demand for soft woods showed some improvement with values firm and slightly higher in sympathy with advances in Canadian deal freight rates.

Quebec yellow pine lumber—the consumption from September imports against old contracts almost kept pace with the import during October. The demand, however, continues very restricted with little chance of immediate improvement. Wane pine—First class—There was an import, chiefly to Manchester of about 18,000 cubic feet. The consumption, totalling 27,000 cubic feet, mainly went from parcels which arrived during the previous month. Stocks are not excessive, but with demand very restricted, appear quite sufficient. Second class—The import of 13,500 cubic feet on consignment went to Manchester. The market is dull, and this quality is seldom inquired for. Spruce pine, red pine—No enquiries. Oak—No fresh arrivals, and with merely a nominal consumption, stocks are practically unchanged. Shipments cannot be encouraged at present. Elm—No import and stocks unchanged. Enquiry limited to large square wood. Pine deals—The import was moderate and largely found its way into consumption. Stocks are about normal for this time of year. Spruce—The import consisted of a cargo to Garston. Deliveries were fairly satisfactory, and stocks are low. Values firm.

The arrivals to the Mersey, including the Manchester Ship Canal, totalling 6,580 Standards, mostly going to Manchester. The deliveries were satisfactory, viz., 4,500 Standards, taking into account the fairly large proportion of the import which arrived towards the end of the month. Stock on hand amounts to 11,880 Standards, practically on a par with that held this time last year. Values throughout the month were firm, with a slightly upward tendency. A fair amount of ocean tonnage was offering, with rates inclined to advance. Pine deals—Stocks are very low.

Logs—The import was 6,000 cubic feet, with a consumption of 11,000 feet. Stocks are within moderate compass; prices keep firm. Planks—There was a small import to Liverpool. Deliveries fairly regular, reducing stocks to 141,000 cubic feet. Parcels of fresh wood of suitable specification would probably find buyers at fair rates.

His refusal to accept the new Irish republican government seemed to show that his life was dominated by his own nature. It was not Germany or Englishmen or Irishmen that he hated. He had a savage kind of idealism that was infuriated by compromise or any touch of the actual. He was obsessed by a passion for the unattainable, and had the same spirit of adventure that drove the Canadian couriers du bois ever deeper into the woods. He was a strange mystical Medieval Don Quixote who had ever to be tilting at windmills. It was his nature to spew what was luke warm out of his mouth, and, if it were not for his execution, he might have lived to strangle de Valera with his own hands as a backslider and weak-kneed Sinn Feiner. He wrote a riddle and his life was a riddle and will be until more light is thrown upon it by his intimates.

ULSTER IS OUT OF THE FREE STATE

Northern House Will Not Appoint Representation on the Boundary Commission.

Premier Sir James Craig stated in the House of Commons that Ulster would not appoint a representative on the proposed commission to fix the boundary between Ulster and the Free State, nor would she be interested in the commission in any way. The process of "contracting out" Ulster from the Irish Free State, as permitted under the Anglo-Irish Treaty, was started today. Premier Sir James Craig, in the lower house of the Ulster Parliament, proposed an address in the name of that body declaring Ulster as part of the newly established Dominion. The measure was sent to the Senate, which returned it to the lower House for final approval, after amending it by inserting words, "and Senate" thereby making the address to read "the name of both Houses." The proceedings were conducted along formal lines.

DEATH OF EUROPE SEEN BY H. G. WELLS

Noted Writer Sees Disintegration of Western Civilization.

"If Mr. Wells is right in thinking that Europe is heading for disintegration, it is not because of any insupportable laws of nature or economics but because we will it so," says the Manchester Guardian. "When the eyes of politicians are fully opened—they have been opening slowly—they will not our troubles begin to fade away?"

Mr. H. G. Wells address referred to above was a lengthy one, and here we give some quotations from the Manchester Guardian report.

"The outward and visible sign of this creeping death of our modern civilization is the collapse of the currency system," he said. "The rubble went, the Austrian krone went, and now the mark has gone."

"I ask you to consider just what the disappearance of any sort of trustworthy coin—any coin which means the same thing from one week-end to another—means in a modern civilized system. It means that at the end of a week, if you have a factory, the men have to be paid wages which may be a huge disappointment, which may not mean enough food or other necessities, and not what the men have worked for? It means that you cannot run a railway system if you cannot charge a fixed price for tickets; that you cannot work any of the big and complicated machinery of our modern civilization unless you have a workable currency to do it with. And currency is breaking down. That will mean not the very gradual but the comparatively rapid death of transport, of industrial organization, the death of all that we know as town life. It means a reversion."

"Russia has reverted. In the great bulk of Russia there is just Moscow and a few dying towns. The great bulk of Russia is a peasant country. The only people who are eating in Russia today are the peasants. The same thing is happening in the more distressed portions of Austria and Hungary. It is going to happen in Germany. In place of the modern civilization those countries are reverting to a peasant order. And it is creeping Westward."

"I call your attention to the fact that the frame is beginning to dip. It is going down beyond 60 to the pound. The French Government is hopelessly insolvent. Its chief remedy at the present crisis is to build battleships and submarines, and that won't help at all. The lira in Italy is sagging too. The same process, the process of reversion towards an older condition of things in which the ordinary life was a peasant life, is going on in all these countries."

"You may say that it is rather a jolly state of things, that town life has always been detestable, and that this means a simpler existence. I won't argue about that now. But a country which can carry 60 or 70 millions of people on a modern industrial organization cannot carry more than 10, or at the utmost 12, millions, if you are going to have it as a peasant state. In Russia and

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over the whole of Eastern Europe have superfluous millions; that is with the fact that these countries (the towns, in their industrial life, there are millions of people not wanted. What is to become of them? They cannot emigrate. The world is filled up, countries like America and Australia are closing their doors to superfluous Europeans. These people, unless this decay in currency and credit is arrested, have got to die. In Russia they are dying. I do not know the vital statistics of Russia today, I did see in 1920 the vital statistics of Petersburg, and they were horrible. An incredible death-rate. What happens in many districts famine; in other districts such a disorder that old people cannot live. Sick people die instead of getting better. Children die in increasing numbers.

"That is the shadow that is spreading over Europe and has been spreading steadily year by year westwards."

THIS LOOKS LIKE A REAL INVENTION.

A newly invented boat able to sail straight into the wind by employing the wind itself as motive power has been described to the Academy of Science, Paris. An aerial turbine, driven by the wind, in its turn, by means of machinery adapted for the purpose, drives the screw. After a number of experiments carried out with models, a boat was constructed which, it is stated has given notable results. It was navigated for three hours on the Seine in the midst of the shipping, and ultimately brought back to the spot from which it started.

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POLITICS AND CUPID.

The marriage of Lord Grey when past sixty induces a correspondent to remind me that politicians are not disposed to singleness of life—except in the case of one newly created earl.

Mr. Joseph Chamberlain was over sixty when he married for the third time; Lord Curzon married a second time at fifty-eight; the late Duke of Devonshire married a first time at fifty nine; Lord Curzon re-married at sixty; and Lord Loreburn at sixty-one.

One of General Pershing's favorite stories is of the volunteer battalion of backwoodsmen who once joined General Grant. Grant admired their physique, but mistrusted their training. However, he told the "colonel" to drill his men for him. Without a moment's hesitation the colonel yelled to his command: "Boys, look wild! Make ready to thicken and to' lef' endways! Tote yer guns! Git!"

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HEAD OFFICE AND EXPORT OFFICE MONTREAL

KLONDYKE FROZE LAST WEEK, LATEST SINCE 1918.

The Klondyke freezeup officially began Friday. The Yukon river in front of Dawson closed completely over between 8 and 10 o'clock Thursday. This is the latest closing on record except in 1916 when the river closed up on the same date. For two weeks ice has been running in the Yukon, gradually getting heavier.

ST. JOHN, N.B., WILL HAVE AN EXTENSIVE MUSEUM.

The council of the St. John Board of Trade is advocating the erection of a building large enough to provide adequate and suitable accommodation for the Natural History Society and its extensive museum, the St. John Arts Club and its studios and art classes, the New Brunswick History Society and its records, and for the safe-keeping of civic archives.

SYDNEY MARKSMEN LEAD IN ROSS RIFLE LEAGUE.

The Sydney Rifle Association led all Canada in the Ross Rifle League competitions held last summer and fall, according to advices received by the local marksmen. The total score made by the Sydney riflemen was 157 points higher than made by the next highest scorers. The locals have received from Ottawa an invitation to affiliate themselves with a local militia regiment.

C.P.R. ARE MOVING GRAIN IN GREAT SHAPE.

With the close of navigation approaching, the Canadian Pacific and Canadian Northern Railways are making record shipments of grain from the Prairies to the head of the Lakes. Since Sept. 1 the commencement of the present crop year, the Canadian Pacific loaded 87,248 cars, the most recent day, Wednesday, accounting for 1,258 cars against 396 for the same period last year. The Canadian National Railways are maintaining a standard of car movements of grain close to the 1,000 mark daily.

The lady was evidently upset. She looked at the money in her hand, and turning to her husband said, "Why, he's given me the wrong change."

"Hobby was annoyed. This sort of thing had happened before. 'I thought so,' he said. 'That's the way my hard earned money goes; Trust a woman to get fooled! Now go back to the counter at once, Jane, and get it put right.'"

"She went dutifully, and when she returned he said: 'Well, is it all right now?'"

"Oh, quite," she answered. "He'd given me a dollar too much."

MONS MEMORIAL TO THE IRISH LANCERS.

At the Town Hall of Mons, a memorial was unveiled to the 5th (Royal Irish) Lancers, commemorating the retaking of Mons on November 11, 1918. The memorial bears the names of several hundred officers and men who died during the war, as well as an inscription enumerating the principal military achievements of the regiment. On the Union Jack covering the memorial being lowered, Sir Hubert Gough formerly handed over the memorial to the town. The Burgomaster, in reply, thanked him, and the British chaplain then blessed the memorial. Luncheon was then served in the Town Hall, at the end of which the Irish officers presented the town with a painting by a British artist representing the entry of the Irish troops into Mons in 1918.

LEE OF FAREHAM IS NOW VISCOUNT.

Lord Lee, who has been made a Viscount in recognition of his services at the Washington Conference, is the son of a clergyman. He had a distinguished military career, and rendered valuable service during the war, particularly in connection with operations and food production.

He and his lady, the new Viscountess, will become historic as the donors of Chequers for the use of the Prime Minister for the time being. In its short official history, Chequers has seen some notable events—the chief perhaps being the meeting between Lloyd George and other Ministers on the one hand, and Mr. Michael Collins, Arthur Griffiths, and their colleagues on the other.

It is said that Mr. Lloyd George showed his Irish visitors round the house, ending with the exhibition of Cromwell's death mask—found, by the way, in a secret hole in the wall at Chequers, the house having formerly belonged to Cromwell's daughter and his sword!

DICKENS LANDMARK MAY BE LOST TO LONDON.

London is in danger of losing a fine old relic of Dickensian and pre-Dickensian days. This is the George and Vulture in St. Michael's Alley, Cornhill, where poets and literary men have foregathered from the earliest times, and where Dickens tells us Mr. Pickwick and his city friends went to meet for jollification. Today the tavern is overshadowed by and almost lost among the great commercial buildings, but it still retains many of the traditions of the past, and remains a veritable piece of old London among the hubbub of modern business life. Unfortunately, it may not so remain for long. The lease is running out, and there is a possibility of the site being acquired for business purposes. An appeal is to be made to the city corporation to preserve the London lodging of Earl Forsters, the history of the "George and Vulture" goes back many centuries. About the year 1775, it became "a common hostelry for travellers," and later developed into quite a fashionable city tavern, the resort of Addison and Steele, Dean Swift, and other famous men. In 1666 the inn was burnt down during the great fire, but it was soon rebuilt and its fame re-established. Dickens was a frequent patron of the house.

IRISH IRREGULARS COME UNDER BISHOP'S BAN.

A pastoral letter to the priests and people of Ireland has been sent by the Irish Roman Catholic Hierarchy who met at Maynooth recently. The Bishop's say that they regard the state of Ireland with the most painful anxiety, because of the moral and religious issues at stake. Owing to the irregulars' campaign, which has no moral sanction, the country's name has become a byword among the nations. The killing of national soldiers, they say, is murder, and the seizing of public or private property is robbery. Persons guilty of these crimes cannot be absolved in Confession or admitted to Holy Communion if they persist in such evil courses. If any priests approve this "saddest of all revolts" he is false to his sacred office and guilty of grievous scandal. Furthermore, priests are forbidden, under pain of suspension, to advance such doctrine publicly or privately. The bishops made three appeals.

VILLA AGAIN REPORTED TO BE DYING.

The King of Bandits, Francisco Villa, is reported lying at death's door in a little house in the mining town of Parral, Chihuahua. He was shot while trying to put down an uprising headed by Jesus Lopez, aged father of the late Martin Lopez, for years Villa's right hand man. The uprising occurred on Villa's ranch. Lopez started the uprising when he became convinced that his son had been killed in battle as reported, but was shot down by Villa after a defeat at Juarez in June, 1919. At that time Martin Lopez was commanding the forces that entered the city, but was driven out by Col. J. G. Escobar, now a general. Villa, in his anger, shot Lopez, who had accompanied him on many campaigns, the older Lopez believed. The successful rebels in the present uprising at the Canutillo ranch did not remain after driving out Villa, fearing a large force would be sent after them.

CHINESE BANDITS HOLD WHITE MISSIONARIES.

In the hands of bandits, five foreign missionaries, five of them Chinese, are being held in the province of Honan, China. The latest abductions include Mme. Sederstrom, and her daughter, who were captured at Shaang Tsia Hsien, according to a correspondent writing at Kaifeng. They are members of the China Inland Mission. From the Anoushans synd Missionaries Forberg and Lundefelt were seized on October 13. There are frequent communications from the captive families. The prisoners write that they are well treated even given opportunity to preach the gospel to their captors. In this instance the purpose of the bandits is believed to be to enforce demands upon local authorities rather than to extort ransom. Gen. Feng Hu-Hsiang, "the Christian governor" of Honan, has been demoted to army headquarters at Nanyang, outside of Peking. The Honan Tschansate, or military governorship, has been abolished.

"COKE" PLAYS A PROMINENT PART IN INDIA.

A large seizure of Cocaine was made by the Calcutta (India) Customs officers when they raided the steamer Japan and discovered about \$15,000 worth of the drug. The suspicion of the custom officers was aroused by the fact that they had noticed someone from the ship throwing a packet overboard while he was entering the docks. The packet when picked up by the Customs officers was found to contain 300 ounces of cocaine in eight tins. The Customs officers kept a strict watch after that incident but could not lay their hands on the smugglers. Next day, however they decided to conduct a thorough search on board with the result that 250 ounces more of cocaine packed in 10 tins were found in the ballast tanks. As usual, however, the smugglers who are evidently expert in trickery could not be found.

QUEBEC AND IMMIGRATION.

The Quebec Provincial Government is in communication with the Federal Government in connection with a comprehensive scheme of immigration to be placed in effect with the least possible delay. The correspondence which is taking place is considered an aftermath of the plan which the Hon. Charles Stewart, of the King Cabinet, is preparing for submission to his colleagues in the Cabinet, details of which may be given at the Canadian Club lunch to be held in Montreal on Monday.

Quebec Government authorities are fully awake to the need for more people in the province. The problem of this province, however, is peculiar in that the Government knows its first task is to prevent migration to the United States of so many sturdy sons of Quebec, whose energy and application to the development of their native soil would prove so fruitful for the country at large.

In any immigration scheme, however, the fullest co-operation from Quebec, it is known, can be counted upon, and as soon as Ottawa has reached a decision on the subject, it is anticipated that the Hon. L. A. Taschereau will have an announcement to make as to Quebec's scheme for stopping the drift of population elsewhere and for peopling the vast and largely wealthy tracts in the province now idle for want of population.

CAN'T SPOON AND DRIVE MOTOR SAYS JUDGE.

The ban has now been placed on a fellow and his girl "spooning" while automobile driving on the country highway.

At last Justice Channing Follette, of Los Angeles, says a young man can't drive his automobile with one hand and let the other encircle the waist of an alluring young woman.

The edict issued today by Justice Follette avers that the girl, no matter how beautiful or how hard she pleads, is to be brought to court by the arresting officer to be fined for allowing her admirer's attention to be diverted from the road.

The decision against "spooning" on country highways by Justice Follette followed an extended investigation of the offense most prevalent among motorists, on the highways.

The report shows that many accidents are caused by drivers who are so busily engaged in looking deeply into the eyes of some young lady who is tucked under one arm that he hits other machines.

CADDIES WON GAMES WITH GREEN-HEADED PINS.

According to Max Pemberton, who has written a book about his old chief the late Lord Northcliffe, once remarked about golf: "I have done many foolish things in my life, but never anything so foolish as that." But Sandy Thompson made an enthusiast of him, amusing him greatly by his slim sayings, such as the maxim: "Always hurry when playing a fat man." Sandy would tell strange stories of the iniquity of North Berwick caddies 40 years ago. "They used to carry green headed pins," he averred. "They would take out the flag, stooping down to do so, and then they inserted a pin in the turf in the direct line of the opponent's shot. This pin they removed when they replaced the flag." Lord Northcliffe thought club secretaries ought not to be allowed to interfere with the course. "Each new secretary," he would say, "ruins one hole, and when a course has had 18 secretaries it is ruined."

ALBERTAN CIVIL SERVANTS RETIRE ON SUPERANNUATION.

About 40 Albertan members of the Civil Service have reached the age of retirement as set forth in the Superannuation act put into force, since July 1 of this year, and of these, 12 have been retired with allowances. Those who have been less than ten years in the employ of the government at the time they come under the act, receive a lump sum graduated according to the length of service. Those who have been in the service longer than ten years are entitled to a gratuity based on their length of service also. The eldest official to retire is Jimmie Wilson, brand recorder of Medicine Hat, who has been in the service since before Alberta was a province. Mr. Wilson is an old-time westerner. Before the formation of the western provinces, he was brand recorder for the Dominion government for the old territories of Assiniboia and Alberta, and before that he was Indian agent on the Blood reserve at McLeod.

NEW CANADIAN LINES NUMBER THIRTY-TWO.

Thirty-two transatlantic liners were constructed during the course of the past fiscal year and added to the various ocean services linking Canadian ports with the old world, according to the last issue of Lloyd's Register of shipping.

The total tonnage of these ships exceeds by 10,000 tons the figure set during the corresponding period last year. Of the 32 liners built during the current year, 23 were of a tonnage varying between ten to twelve thousand tons, the remaining nine exceeding fifteen thousand tons.

Among the principal ships are listed the following: The Empress of Canada, of the Canadian Pacific Steamships, 21,517 tons, running between Vancouver, Hong Kong and Yokohama; the Montcalm 16,478 tons, also Canadian Pacific Steamships, to Montreal; the Montrose, 16,402 tons, Canadian Pacific Steamships, Liverpool to Montreal; the Seythia, Cunard line, 19,730 tons; the Laconia, the Tyrrenia, 16,243 tons, all three 19,680 tons, the Samaria, 19,602; and Cunard liners; the Gislio Cesare, 21,548 tons, of the Navigazione Generale Italiana; and the Conte Rosso, 18,917 tons, of the Lloyd Sabaud Line.

NATIONAL PARK ON VIMY RIDGE

Will Commemorate 19,000 Canadian Missing.

The gift of 250 acres of land on the Vimy Ridge, France, to Canada by the French Government was officially confirmed today by Premier King. Hon. Rodolphe Lemieux, Speaker of the House of Commons who is at present in France, was cabled today to sign the deed on behalf of Canada and officially accept the title. In the centre of the tract of land, situated in the heart of the area so well known to Canadians will be erected the beautiful Allard memorial for over 19,000 Canadians reported missing. The donated area will be turned into a great "national park," stated the Premier today, and the Canadian government will care for it. "As soon as Parliament meets," stated the Premier, "the proper measures will be introduced so that our grateful thanks may be extended to the Government and people of France for their great kindness and everlasting gift."

NEW PRESIDENT

Continued from Page 1.

make some announcement with respect to the location of the general headquarters of the National system, and the kind of organization under which the railways are to be administered. In so far as the first is concerned, I have nothing to say tonight, excepting what I have already said, namely, that the headquarters will be placed at that point from which the Canadian National Railways can be most efficiently and, consequently, most economically worked, having regard to all the circumstances. I am sure that whatever may be the demands of local pride, no patriotic citizen of the Dominion would wish me to proceed upon any other basis.

It should not be beyond the wit of man to devise an organization which will adequately meet this cardinal principle, and at the same time preserve that cohesion which is essential to economical management.

I have said that our first and most pressing objective is to stop the drain on the purse of the taxpayer resulting from the Canadian National Railways. We shall do materially better this year than in previous years, and will more than meet operating expenses. Roughly speaking, and without taking into consideration the amounts which the Government has had to furnish in the past to meet the deficits in operating expenses and the guaranteed requirements of capital, our National Railways must earn, roughly \$40,000,000 net annually to stop any further advances from the Government.

The accomplishment means an increase in gross receipts and reduction in expenses. I am inclined to think the latter will be more easy of accomplishment than the former, because the former is involved with the whole question of development, and this brings me to the question of immigration, a subject on which I would like to say a few words.

Most thoughtful people in Canada, judging from the public expressions I have heard, feel that we have but one problem in Canada, namely, that of increasing the population, and I think that is largely correct. If the Dominion is to develop as it should and if we are to enjoy all the advantages which follow in the train of development, we in Canada must address ourselves vigorously to the question of immigration. By immigration I do not mean throwing down the barriers and making the mistake which was made in the past decades in the United States, which resulted in admitting every immigrant who chose to come to the States; but I think that we should adopt a policy which is intensive, but at the same time selective.

How soon the Canadian National Railways will become self-supporting turns largely on what is done in the matter of immigration.

I am not so foolish as to imagine that single-handed I can solve the difficult railway problems which confront not only the board and myself, but every citizen of Canada; nor am I so silly as to imagine that if these problems could be solved single-handed, I am the only one who could do it. It happens, however, that I have been asked to tackle the job. I have gone into it with a full knowledge of the conditions, and I propose to see it through, but success will only be achieved if I succeed in convincing you and the employes of the Canadian National Railways that you and they are justified in placing your confidence in the officers who administer the property, and myself. It will require a high degree of team work on the part of those employed by the railway, coupled with the support of the public.

I ask no favors, simply a clear field and a sporting chance. The success of the Canadian National Railways is sufficiently important to every citizen of the Dominion to justify an appeal for at least fair play. So far as I am concerned I have undertaken the job convinced that it can be done and I ask you to give me that degree of confidence and support which you think my efforts justify.

FAITH HEALING BY NEW ZEALAND MAORI.

The Maori miracle man of New Zealand, Wiremu Ratana, is reported to be about to enter politics. Ratana came under notice about two years ago as a worker of miracles in healing. He did not seek to the limelight. Rather he sought to avoid it. He was a Maori farmer, and he continued to farm his land to teach his people industry and temperance. He preached a simple Christian doctrine and denounced rivalry of "tohungans," the ancient Maori wizardry, which in latter day revivals had a sinister aspect. His cures he ascribed solely to faith in Divine power. The Anglican Synod, after hearing the testimony of clergy well acquainted with Ratana's work, went so far as to place on record its approval of the good that was being wrought spiritually for the Maori. Now it is reliably reported that followers of Ratana will contest the four Maori seats at the general election in December. This has come as disquieting news to white people, who, from doubting have come to regard Ratana as a Maori of remarkable power who used his gifts with the greatest wisdom.

RIGHT TO BAR

WHITE V. BLACK

"Though this is pre-eminently a sporting nation, the action of the Home Secretary in forbidding the boxing match which was to have taken place on December 7 between Beckett and the negro Siki will, we believe, be generally approved," says the Telegraph (London).

"The negro prize-fighter has himself shown how right is that decision. He acted in Paris last week in a manner which led the French Boxing Federation to suspend him, and with us the code of conduct in sport is certainly not lower than on the other side of the channel. The fight was between Prunier and Balzac, the holder of the French middle-weight championship, who was counted out in the eleventh round. The result was not, apparently to the liking of the Senegalese, who was one of the seconds; he flung himself into the ring and endeavoured to strike the winner's manager, M. Cuny. Gendarmes had to intervene, and by prompt action they prevented what might have developed in the excited atmosphere of the moment into a very ugly incident.

"It will stand to the credit of the new Home Secretary, Mr. W. C. Bridgman, that, as the first notable act since he accepted office, he should have promptly placed his veto upon what promised to be an exhibition of brutality and nothing more. As the history of boxing in this country, where the sport had its birth, has shown, we are real sportsmen—hard hitters, good losers, and unboastful winners. The action of the Home Office in stopping this contest between 'white' and 'black' is justified on grounds of our own domestic public policy. But it has a wider significance; it directs attention to larger considerations which the Home Office could not ignore.

"Such contests, considering that there are a very large number of men of color in the British Empire, are, it is claimed, 'considered against the highest national interest, and they tend to arouse passions which it is inadvisable to stimulate.' There is cause for congratulation that at this early stage of a most undesirable development the police authorities should have determined that this negro prize fighter should not be allowed to enter the ring in any part of the country.

"From the moment when the match between Carpentier and Siki was arranged, there has been a growing feeling that matches between 'white' and 'black' are, on the broadest grounds, undesirable."

SERVANT INHERITS \$25,000 FROM MISTRESS.

Dame Genevieve Ward, the famous actress and operatic star, who died in August at the age of 85, left estate of the value of \$25,776. She left \$5,000 and furniture to her maid, Amy Brown, "who has so faithfully and devotedly served me," and \$20 to her cook, Nancy Brewer, and the residue to Sir William Treloar's Hospital for Cripples at Alton. There are a number of personal bequests, including all her silver and plate, to Sir Frank Benson and Lady Benson, the famous Shakespearean actors.

A sad case comes up in the divorce court in St. Louis, where a woman worth \$400,000 is suing for divorce from her husband.

If you don't believe there are any bone-dry spots in America, just buy some stock in certain oil companies.

Old lady—"Did you ever do a single day's work in your life?" Old Hobo—"Just about, leddy."



Could Not Sleep

Mr. Earnest Clark, Police Officer, 338 King St. Kingston, Ont., writes:

"For those years I suffered from nervousness and sleeplessness. I believe my condition was brought about by overwork. I had frequent headaches, neuralgic pains and twitching of nerves and muscles. I had indigestion, was short of breath and easily tired. I commenced a treatment of Dr. Chase's Nerve Food, and seven boxes of this medicine relieved me of all my symptoms. I am now feeling one hundred per cent. better than I was, and have to thank Dr. Chase's Nerve Food for the good health I am now enjoying."

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