

J-41-1 X J-44-2 C/2

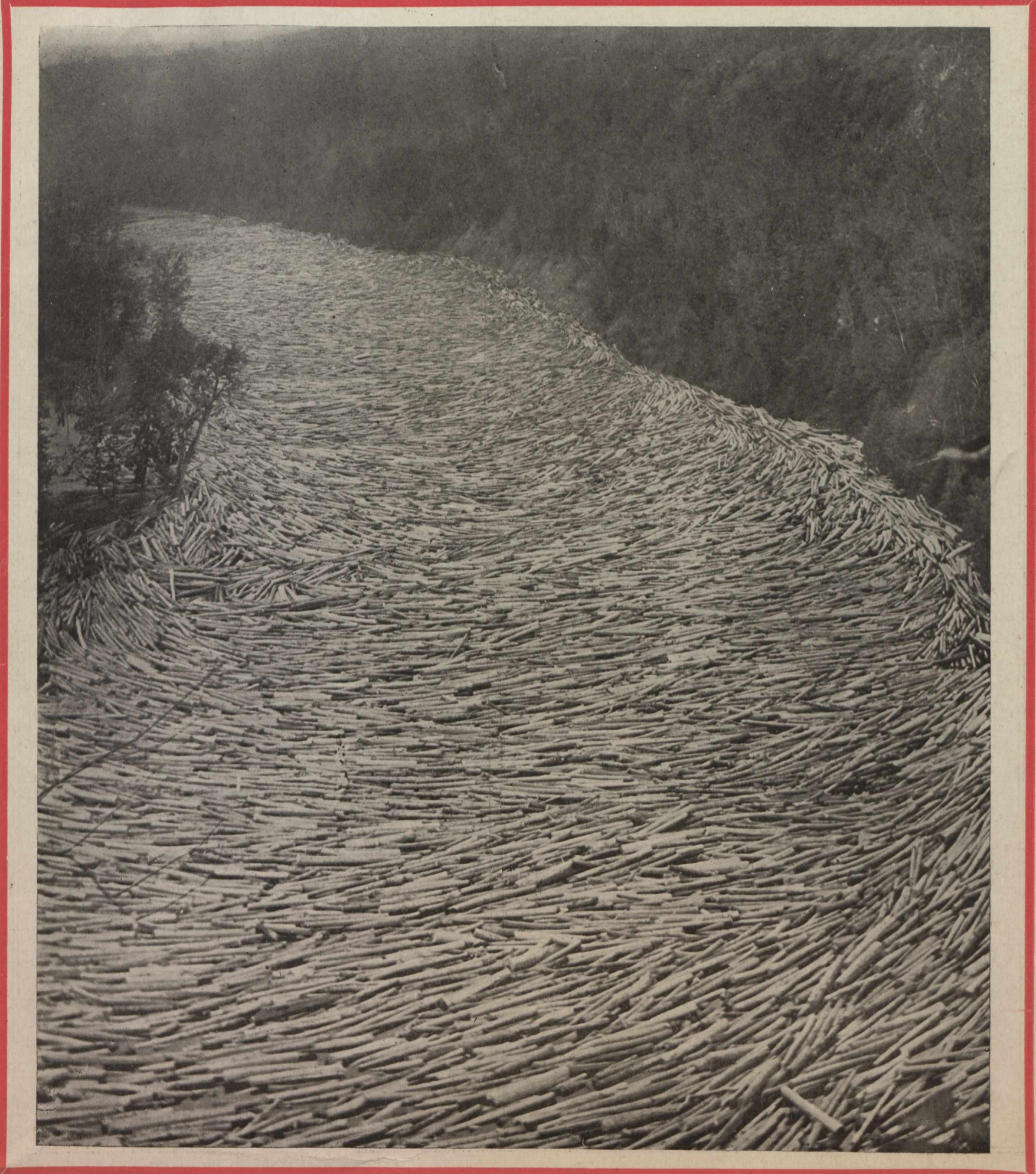
# The Journal of Commerce

DR. ADAM SHORTT  
CIVIL SERVICE COM.  
FREE 13

VOL. XLVII, 1

GARDEN CITY PRESS, MAY 13, 1919.  
Ste. Anne de Bellevue, Que.

PRICE, 10 CENTS.



A river-full of logs at the Plaster Rock Mill of the Fraser Companies, Ltd., Tobique River, N.B.



TELEGRAPHIC and CABLE  
ADDRESS:

"OGILVIE, MONTREAL"



BY SPECIAL APPOINTMENT  
TO HIS MAJESTY THE KING

Head Office, Montreal, Canada

CODES USED

PRIVATE  
A.B.C. 4th and 5th  
Western Union  
Riverside  
Bentley's  
and A.I.

THE

OGILVIE

FLOUR

MILLS

COMPANY

LIMITED

The  
Largest  
Millers in  
The  
British Empire

DAILY MILL CAPACITY  
19,000 Barrels.

WAREHOUSE CAPACITY  
377,000 Barrels.

ELEVATOR CAPACITY  
10,335,000 Bushels



MILLS SITUATED AT:  
MONTREAL, WINNIPEG,  
FORT WILLIAM, MEDICINE HAT

MAKERS OF

The Highest Grades of Canadian Hard  
Spring Wheat Flour



Open Letter to Canadian Manufacturers  
From the Canadian Trade Commission.

# OVERSEAS TRADE

## GROUPS TO SECURE FOREIGN ORDERS

"Form trade-groups to secure foreign orders."

That is the reiterated advice of the Canadian Trade Commission to every industry in Canada able to undertake export trade. The present golden opportunity **TO PRESS PERMANENTLY OUTWARDS TO FOREIGN FIELDS** will not recur.

The world is gaping wide for products. Canada is among the favored few fortunate in being able to supply the things desired, whether raw materials or manufactured goods.

In less than five weeks ten trade-groups have been organized at the direct suggestion of the Trade Commission. Already reports coming in are that prospects are rosier than were even dreamed of. Big business is being booked.

The well-being and industrial stability of the Dominion demand that manufacturers secure as much trade abroad as possible. **IT IS THE TURN OF INDUSTRY** more especially to shoulder **A BIGGER PART OF THE NATIONAL BURDEN**. Agricultural exports cannot be expected to expand; their apparent limit has been reached.

A much greater national income is compulsory; **MORE DOLLARS MUST COME IN FROM OUTSIDE**; it is only through things exported that in the long run we can pay for things imported. Already our balance of trade is reverting to the adverse position it was in before the war.

Dominion factories on an average are only running 70% of their capacity. Canadian credits in Europe were established to keep them running all the time, and **TO PREVENT THE HARDSHIP OF UNEMPLOYMENT AMONG OUR WORKING CLASSES**.

The British preference to Empire-made goods opens a wide market for Canadian products in which no foreign competition need be feared. Such an opportunity has never before been presented.

**A MANUFACTURER WHO DOES NOT UTILIZE EVERY MEANS TO KEEP HIS WORK-PEOPLE STEADILY ENGAGED DURING THE DIFFICULT TIME OF ADJUSTMENT TO PEACE-TIME WORK IS NOT DOING ALL THAT A PATRIOTIC MAN SHOULD.**

The forming of trade-groups to obtain foreign orders which may be sub-divided among our factories according to their capacity is one of the **MOST IMMEDIATE NEEDS OF OUR NATIONAL LIFE**.

**THE CANADIAN TRADE COMMISSION**  
OTTAWA



# The Steel Company of Canada, Limited

## PRODUCTS

"HAMILTON" PIG IRON, Basic, Malleable and Foundry

### RAILWAY FASTENINGS

Angle Bars, Track Bolts, Tie Plates, Spikes, Tie Rods, etc.

### NAILS, SPIKES, RIVETS, &c.

Wire, Cut, Boat and Horse Shoe Nails, Railway, Pressed and Drift Spikes, Tacks and Shoe Nails, Steel and Copper Rivets and Burrs, Iron, Brass and Copper.

### POLE LINE HARDWARE

Pole Steps, Cross Arm Braces, Guy Clamps and Guy Rods, etc., Black and Galvanized.

### IRON AND STEEL

Blooms, Billets, Bars, Wire Rods, Angles, Channels, Plow Beams, etc.

### FORGINGS

Car Axles, Shape and Drop Forgings, Horse Shoes, Carriage and Automobile Hardware, Top Goods, etc.

### WIRE, &c.

Steel, Brass, Copper and Bronze, Heavy and Fine, Bright, Annealed, Coppered, Liquid Bright, Galvanized and Tinned, Stranded, Steel and Copper Cable, Clothes Line, Wire Nails, Staples, Barb Wire, Woven Wire Fencing, Fence Gates.

### BOLTS, NUTS, & WASHER

Machine, Carriage, Elevator, Stove, Tire and Sleigh Shoe Bolts, Blank, Tapped Nuts and Washers.

### WROUGHT PIPE

Black and Galvanized Nipples and Couplings.

### SCREWS

Wood and Machine Steel, Brass and Bronze.

### LEAD PRODUCTS

Lead Pipe, White Lead, Shot and Putty.

Throughout our entire organization, we recognise and adhere to the highest standards of **QUALITY** and **SERVICE**. And upon this—in the future as in the past—the expansion and prosperity of our business depends.

## The Steel Company of Canada, Limited

HAMILTON

Sales Offices at

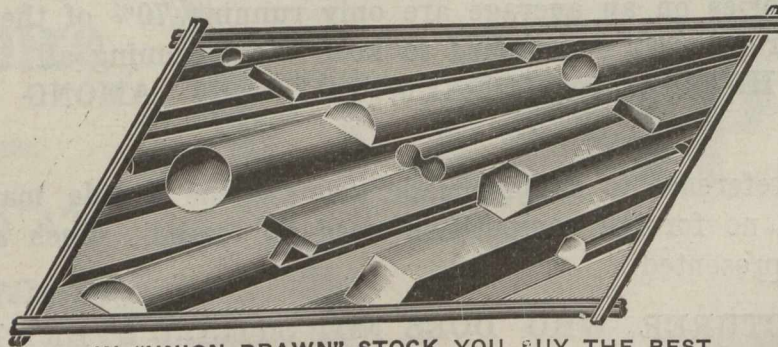
MONTREAL

HAMILTON Toronto Montreal Winnipeg Vancouver St. John

U

## UNION DRAWN BRIGHT COLD FINISHED STEEL SHAF TING

U



IN "UNION DRAWN" STOCK YOU BUY THE BEST.

### Maximum Strength and Accurate Size.

Besides maximum strength and accurate size you get absolute straightness and highly polished surface in Union Drawn, Bright, Cold-Finished Steel Products.

Our process of Cold Die Rolling increases tensile strength almost 30 per cent.; and increases the elastic limit by over 61 per cent. By the same process the resistance to transverse stress is increased about 100 per cent. and the torsional strength is increased over 50 per cent.

### We Manufacture:

Bright, Cold-Finished Steel in Rounds, Flats, Squares, Hexagons and Special Shapes for Machine Construction, Pump Rods, Piston Rods, Roller-Bearing Rods, etc.

Large stock constantly on hand to meet demands for prompt delivery. Pay you to keep well posted on our prices—none better, quality of products considered.

## Union Drawn Steel Company, Limited

HAMILTON

ONTARIO

CANADA



# THE ROYAL BANK OF CANADA

Capital Paid Up \$14,000,000 Reserve Funds \$15,600,000 Total Assets \$422,000,000

1869

SIR HERBERT S. HOLT, President  
 EDSON L. PEASE, Vice-President and Managing Director  
 C. E. NEILL, General Manager M. W. WILSON, Supt. of Branches

1919

*Statement to the Dominion Government  
 (Condensed) showing Condition of the  
 Bank on December 31, 1918*

LIABILITIES.	
Capital Paid-up . . . . .	\$14,000,000.00
Reserve Fund . . . . .	15,000,000.00
Undivided Profits . . . . .	535,757.19
Notes in Circulation . . . . .	37,788,656.74
Deposits . . . . .	337,475,496.57
Due to other Banks . . . . .	6,851,706.27
Bills Payable (Acceptances by London Branch) . . . . .	321,974.55
Acceptances under Letters of Credit . . . . .	10,835,591.36
	<hr/> \$422,809,182.68

ASSETS.	
Cash on Hand and in Banks . . . . .	\$69,804,371.01
Deposit in the Central Gold Reserves . . . . .	26,000,000.00
Government and Municipal Securities . . . . .	56,236,065.08
Railway and other Bonds, Debentures and Stocks . . . . .	14,587,371.33
Call Loans in Canada . . . . .	11,443,391.09
Call Loans elsewhere than in Canada . . . . .	26,980,919.83
	<hr/> 205,052,118.34
Loans and Discounts . . . . .	198,324,832.03
Liabilities of Customers under Letters of Credit as per contra . . . . .	10,835,591.36
Bank Premises . . . . .	6,592,475.43
Real Estate other than Bank Premises . . . . .	1,169,481.02
Mortgages on Real Estate sold by the Bank . . . . .	91,865.75
Deposit with Dominion Government for Security of Note Circulation . . . . .	742,818.75
	<hr/> \$422,809,182.68

*548 Branches in Canada, Newfoundland, West Indies, Central and South America, etc., distributed as follows:*

Canada . . . . .	482
Newfoundland . . . . .	6
West Indies . . . . .	48
Central and South America . . . . .	9
Spain (Barcelona) . . . . .	1
U.S.A. (New York) . . . . .	1
Great Britain (London) . . . . .	1
	<hr/> 548

SPAIN, BARCELONA  
 Plaza de Cataluna 6  
 LONDON, ENGLAND  
 Bank Bldgs., Prince St., E.C.  
 NEW YORK CITY  
 Cor. William and Cedar Sts.

COLLECTIONS  
 throughout Canada, Newfoundland, West Indies, Central and South America handled promptly and on favorable terms.

# The Province of Quebec

## Canada's Largest Province

Area....over 700,000 square miles, or 18 per cent of all Canada

Rich in Natural Resources, Soil, Timber, Fisheries, Mines. Waterpower estimated at 6,000,000 h.p. of which 875,000 are developed at the present time.

Rich in Fish and Game and the best of sport for hunter and sportsman.

A Land of great Waterways, of mighty Rivers and Lakes, of extensive Forests.

A Land where Farming and Dairying is profitably pursued, with an annual production value exceeding \$200,000,000.

A Province that leads all the provinces in the Pulpwood and Asbestos Industries.

A Province that offers exceptionally favorable terms to the settler.

Send for Booklets and Information to

**The Department of Lands and Forests**  
 Quebec City, Quebec.



# BOAT TRIPS EVERYWHERE

## CANADA'S WONDER TRIP.

**M**ILES of beautiful Lakes, Rivers and Rapids, including the trip to the Thousand Islands, the shooting of the Rapids, and the visit to quaint, old Quebec—the world-famous Saguenay River Canyon.

From the moment you board a "Canada Steamship Lines" boat at Toronto—you will find each hour of the journey filled with new and surprising delights. The route is one of wondrous beauty—the boats are floating palaces, providing a new experience in travel de luxe.

1,000 miles of scenic splendor—at a cost so low that all can go.

**CANADA STEAMSHIP LINES, LIMITED**  
Victoria Square, Montreal.

## CRUISES TO THE WEST INDIES

**S**TEAMERS sailing from New York fortnightly to St. Thomas, St. Croix, St. Kitts, Antigua, Guadalupe, Dominica, Martinique, St. Lucia, St. Vincent, Barbados and Demerara. Round trip occupies twenty-eight days—eighteen days in the Islands—the most attractive of cruises. First class passage return from \$140 up.

**QUEBEC STEAMSHIP COMPANY**  
4 Whitehall St., New York.

## SIX DAY FRESH WATER SEA VOYAGE.

**A**LL the pleasures and comforts of ocean travel, with the added interest of visits to beautiful falls, hotel dinners, boulevard drives, etc., en route.

Fast passenger service between Sarnia, Ont., Sault Ste. Marie, Port Arthur, Fort William and Duluth.

A six day trip with never a dull moment—new places to visit—the most modern de luxe steamers on the Great Lakes.

**NORTHERN NAVIGATION COMPANY LIMITED,**  
Sarnia, Ont.

## Two Delightful Summer Resorts

### MANOIR RICHELIEU HOTEL AND COTTAGES, MURRAY BAY.

Overlooking the tidal waters of the Lower St. Lawrence, where the sea breeze mingles with the pine. Cuisine unexcelled—every comfort provided—salt water swimming pool, tennis, golf, bowling, billiards, etc.

### HOTEL TADOUSAC, TADOUSAC.

charmingly located at a point where the Saguenay flows into the River St. Lawrence. Modern hotel, catering to the best people. Immune from malaria and Hay fever.

**Canada Steamship Lines Limited** Victoria Square  
Montreal

# *Reid Towing & Wrecking Company Limited*

**TUGS, LIGHTERS, DIVERS' OUTFITS  
STEAM PUMPS, ETC.**

**SARNIA, ONTARIO**



Head Office  
MONTREAL  
Western Office  
WINNEPEG



Mills At  
KEEWATIN  
PORTAGE LA PRAIRIE  
MEDICINE HAT

# LAKE OF THE WOODS MILLING CO. LIMITED

Millers of Canadian Hard Western Wheat  
Flour for Domestic and Foreign Markets

PRESIDENT: Frank S. Meighen. VICE-PRESIDENT: Wm. W. Hutchison.  
DIRECTORS:

George V. Hastings. Abner Kingman. J. K. L. Ross. W. A. Matheson.  
R. M. Ballantyne. Tancrede Bienvenu. John W. Carson.

DAILY CAPACITY: 13,700 BARRELS.

## *ROUGH TURNED FORGINGS* *STEEL CASTINGS* *PLATE*

FOR PROMPT DELIVERY

*Dominion Foundries and Steel*  
*Limited*

HAMILTON - - - CANADA



Established 1873

# The Standard Bank of Canada

HEAD OFFICE

15 KING ST. WEST - - - TORONTO

Capital Authorized - - - \$5,000,000.00  
 Capital Paid Up - - - 3,500,000.00  
 Reserve Fund & Undivided Profits 4,727,326.00

132 BRANCHES IN CANADA

A General Banking Business Transacted.  
 Savings Department at all Branches.

C. H. EASSON,  
 General Manager

J. S. LOUDON,  
 Asst. General Manager

## St. Maurice Paper Company LIMITED

Head Office, 522-524 Board of Trade Building, Montreal

MANUFACTURERS OF  
 NEWS PRINT, SULPHITE, KRAFT, GROUNDWOOD  
 also  
 SAWN AND DRESSED LUMBER

Paper Mills, Cape Madeleine, Que.  
 Lumber Mills, Charlemagne, Montcalm, St. Gabriel  
 [ de Brandon, Three Rivers

Chimneys Globes Pressedware  
 Bottles Jars Tumblers

HIGHEST QUALITY TANK GLASS PRODUCTIONS  
 Flint, Light Green, Dark Green, Blue, Opal, Amber

OWEN'S MACHINE MADE WARE---for all Closures

### Dominion Glass Company, Limited

Head Office: MONTREAL

Export Office: MONTREAL

Factories:  
 MONTREAL TORONTO HAMILTON WALLACEBURG REDCLIFF

## The Hartt & Adair Coal Co.

DEALERS IN THE

DELAWARE & HUDSON COMPANY'S  
 LACKAWANNA COAL

-:- -:-

TELEPHONE MAIN 5645

146 Notre Dame Street West - MONTREAL

Paper Boxes

Folding Boxes

Wire Cloth and Wire Goods

## The Major Manufacturing Co., LIMITED

316 ST. ANTOINE STREET  
 COR. ST. MARTIN STREET, MONTREAL

## SOLID GROWTH

Up-to-date business methods, backed by an unbroken record of fair-dealing with its policyholders, have achieved for the Sun Life of Canada a phenomenal growth.

Assurances in Force have more than doubled in the past seven years and have more than trebled in the past eleven years.

To-day, they exceed by far those of any other Canadian life assurance company.

SUN LIFE ASSURANCE COMPANY OF CANADA  
 HEAD OFFICE -:- MONTREAL

## A. C. LESLIE & CO., Limited

IRON AND STEEL INGOT METALS  
 -:- -:- SHEET METALS -:- -:-

Stock and Import

Toronto

MONTREAL

Winnipeg

R. S. McCUTCHEON,  
 President & Manager.

E. H. McCUTCHEON,  
 Secretary-Treasurer.

## McCUTCHEON Waist Co., Limited

MANUFACTURERS

THE **Mack** BRAND

Registered.

323 St. James Street,

MONTREAL.

## Fraser, Brace & Company, Limited

ENGINEERS - CONTRACTORS - SHIPBUILDERS

MONTREAL OFFICE - 83 CRAIG ST., WEST  
 NEW YORK OFFICE - 1328 BROADWAY



# Business Men! Be Up-To-Date

To keep abreast of the times  
and be fully and accurately  
informed on matters of *trade,*  
*commerce and finance*

*You Must Read*  
**The Journal of Commerce**

Every business man, too, who would keep pace with the development of the country's resources and expansion of its basic industries, cannot afford to be without the knowledge and facts concerning these, supplied by these Trade Journals:

**Pulp and Paper Magazine**

**Canadian Mining Journal**

**Textile Journal**

**Canadian Bookman**

**Iron and Steel of Canada**

**Canadian Fisherman**

*Printed and Published at*

## THE GARDEN CITY PRESS

Ste. Anne de Bellevue, P.Q.

### Letters of Credit, Foreign Drafts, Travellers' Cheques

The Home Bank has arrangements for the issuing of Letters of Credit and Drafts to over 1,500 principal points in the Kingdom and the world-wide British Empire, and countries of Europe and Asia not still under the War ban. The service is most complete and of unexcelled efficiency.

Travellers' cheques issued. Good everywhere in Canada and the United States.

*Eight Offices in Toronto.*

*Branches and Connections Throughout Canada.*

## THE HOME BANK OF CANADA

Head Office; 8-10 King St. West, Toronto

HEAD OFFICE FOR QUEBEC:

Transportation Building, St. James Street, MONTREAL





**PICCADILLY**  
**LONDON**  
**Smoking Mixture**

The Art of Blending Tobacco has reached the Zenith  
of Perfection in Piccadilly Smoking Mixture.

## The Strathcona Fire Insurance Company

HEAD OFFICE: 90 ST. JAMES STREET, MONTREAL

Funds (including uncalled subscribed capital) exceed \$400,000.00



AN INDEPENDENT COMPANY WITH SPECIAL RATES.

Correspondence invited from Brokers and others  
able to introduce good fire business

A. A. MONDOU,  
*President and General Manager*

BELL TEL. MAIN 2181-2182

J. MARCHAND,  
*Secretary*

## Hudon, Hebert & Co.

LIMITED  
WHOLESALE GROCERS  
and  
WINE MERCHANTS

18 De Bresoles Street - MONTREAL

TELEPHONE MAIN 5039

## S. Gerald Tritt

ADVOCATE, BARRISTER, SOLICITOR

WATERMAN BUILDING  
179 St. James Street

Montreal



# The Journal of Commerce

MONTREAL, CANADA

VOL. XLVII, No. 19.

GARDEN CITY PRESS, TUESDAY, MAY 13, 1919.

Price 10 CENTS

Ste. Anne de Bellevue, Que.

## The Journal of Commerce

Devoted to

CANADIAN INDUSTRY, COMMERCE  
AND FINANCE.

Published every Tuesday Morning by

The Journal of Commerce Publishing Company,  
Limited.

Montreal Office: Room 30-B, Board of Trade  
Building. Telephone Main 2662.

Toronto Office: 412 C. P. R. Bldg., Toronto. Tele-  
phone: Adelaide 3310.

Vancouver Office: 507 Board of Trade Bldg., Van-  
couver.

Printed at The Garden City Press, Ste. Anne de  
Bellevue, Que. Telephone: 165 St. Anne's.

HON. W. S. FIELDING,  
President and Editor-in-Chief.

Subscription price, \$3.00 a year.

Advertising rates on application.

## The Treaty

THE greatest document in the history of the world is the draft peace treaty prepared by the Allies and Associated Powers, and presented to the German delegates on Wednesday last at Versailles. It would be a great document if it were merely designed to set terms for the conclusion of the war between the Allies and the Central Powers, but the fact that it includes the covenant of the League of Nations adds much to its importance. A treaty of such wide extent and such elaborate character could not be expected to be satisfactory in all its particulars to all the nations which are responsible for its preparation. As the details are examined, one may expect to find features of it that fall short of the aims of some of the nations. Nevertheless, on the whole, it seems to have been as well devised as any such paper could be for the two purposes in view, the settlement of peace terms with Germany and the creation of machinery for the preservation of the world's peace in the time to come.

The main features of the terms which Germany is required to accept appear to be all that could be expected. The Kaiser is to be brought to trial. Alsace and Lorraine are to be restored to France. The German colonies are surrendered to the Allies, for such disposition as may be deemed best, under the mandatory rule. Reconstruction of boundaries is established to such an extent that, including the lost colonies, Germany gives up more than a million square miles of territory. The military power of Germany is crushed beyond any prospect of recovery within the life-time of the present generation. The German army is reduced to small proportions. The German navy is similarly dealt with. Conscriptive service is abolished. German fortifications on the French border and for a substantial distance beyond the border are to be demolished. Heligoland is to be demolished. The making of munitions on any large scale is prohibited. The submarines, with a few exceptions, are to be destroyed. The development of aeroplanes for war service is forbidden. The arrangements for reparation and payment for damages will be disappointing in some respects, as they do not go far beyond a declaration of Germany's li-

ability, the details being left to be adjusted by a Commission to sit later. But, just as a guarantee of good faith, Germany is required to pay to the Allies within two years, as a first instalment, the substantial sum of five thousand million pounds sterling.

The terms are severe, but they are not harsher than the circumstances require. They are doubtless very much less severe than Germany would have demanded if she had been able to come out of the war as victor.

Will Germany accept the terms? Probably not at once. Her delegates will endeavor to argue for modifications. Some of her public men may find the signing of the treaty such a disagreeable duty that they will decline to perform it. There may be further troubles and disorders in Germany before the question is settled. But in the end, whoever may stand as the representatives of Germany will see that to sign the treaty and make the best of it is the only open course. The Allies, having deliberately set themselves to the task of requiring this amend for Germany's infamy, must be prepared to enforce their decision. They have the power to do so, and Germany knows it.

## The Big Three

IN the early days of the Peace Conference at Paris, while there was nominally a Plenary Congress composed of representatives of many nations, the real work seemed to be assigned to a Council of Twenty-Five, composed of five representatives from each of the Great Powers which won the war—Great Britain, France, Italy, Japan and the United States. Soon, however, it became apparent that neither the large Congress nor the Council of Twenty-Five were doing much. The working body was seen to be a Council of Ten, composed of two members from each of the five Great Powers. Then, after the manner of the "Ten little Indians," the number was further reduced; a Council of Five—one from each of the Great Powers—appeared to take charge of affairs. After a little while the Japanese member, perhaps dissatisfied with the way things were going, failed to appear, and so there was a Council of Four. Then the Ital-

## Principal Contents

### Editorial:

The Treaty .....	11
The Big Three .....	11
Preference by Reduction .....	12
Oleomargarine Again .....	12
The Man of the Present and Future .....	12

### Special:

Revolutions by J. W. Macmillan .....	13
Canada's Pulp and Paper Industry .....	19-26

### General:

Salient Treaty Terms .....	14
Germany to Pay .....	14
Heard on the Street, Ticker Talks, and General .....	15
Trade and Commerce .....	16
Men of the Moment, Shipping and Scis- sors and Paste .....	17
More Government Ships .....	18
What the Companies are Doing .....	27
Commodity Markets .....	28
In the World of Finance and Newsy Notes .....	29
Banking Transactions .....	30-31
Insurance .....	32-33
Leather World .....	34-35
General News .....	36-37



ian member, becoming angry about Fiume, withdrew and there remained a Council of Three—Lloyd George, Clemenceau and Wilson—who in the end seemed to run the whole business. Indeed, so completely had they dominated the situation, that when for form's sake the Plenary Congress was called to consider the Treaty of Peace there was nothing to consider. The Big Three had everything cut and dried; there was not time to even read the document before the Congress. The German delegates were already on the way to Versailles. So the Plenary Congress meekly accepted the treaty without waiting to read it. The Big Three—Lloyd George, Clemenceau and Wilson—utilizing, of course, the information and advice of a large army of assistants, have dominated the whole situation. And in the main they have done it well.

### Oleomargarine Again

AT a time when butter has been selling up to 70 cents a pound, and is even now at twice its normal price, it is amazing to find that there are men in Canada who ask the revival of the laws prohibiting the use of oleomargarine. It took a world war to break down in Canada a prohibition which was excusable in its day, but which had long outlived its usefulness. When, many years ago, the sale of oleomargarine was prohibited, the article was not favorably known. It was a new product, which unscrupulous dealers too often were disposed to sell as butter. There was a general opinion that by the unrestricted sale of it the public were imposed on and the reputation of Canadian butter was damaged. Under such conditions the enactment of laws forbidding the manufacture, sale or importation of oleomargarine was in harmony with the public opinion of the country. In the course of time oleomargarine was much improved in character, and became a recognized article of commerce in all countries except Canada. In England, where pure food laws are rigidly administered, oleomargarine came into wide use as a substitute for butter, not as good as butter, but nevertheless a wholesome as well as a cheap article. In Canada, however, before the war, there was no demand for it. Our Canadian people used good butter as long as it was within a reasonable price. Hence, there was no demand for the removal of the prohibition of oleomargarine, though Canada was the only country that banned it. When the price of butter soared to double the ordinary figure, that article became a luxury beyond the reach of the ordinary householder. Naturally, the attention of the public was drawn to oleomargarine, so widely used in other countries. Some ill-advised farmers started an agitation to maintain the prohibition. Fortunately, however, the folly of such a movement was generally recognized, and the Government, with the unmistakable approval of the public, removed the prohibi-

tion and gave the Canadian people the right which all other peoples had to use oleomargarine.

We cannot believe that any considerable number of the farmers of Canada will endorse the selfish and indefensible action of those who ask a revival of the prohibition of oleomargarine. The cry against the article as unwholesome is fully met by the approval accorded to oleomargarine in other countries where pure food laws exist. Our laws should guard against the fraud that would be committed if oleomargarine were sold as butter. Let the regulations for the prevention of such fraud be made as severe as possible. But where oleomargarine is sold under its own name, so that the buyers know just what they are getting, any attempt to prevent its sale now would be a crime against the consumers of the Dominion.

### Preference by Reduction

ONE of the difficulties that have usually attended the efforts of British statesmen to adopt a preferential tariff has been the fact that, where a system of free trade, or near free trade, existed, the application of the preferential principle required the imposing of general taxes in order that exemption might then be granted to the countries to be preferred. To impose or increase duties is always a more difficult task than to abolish or reduce taxation. If the Government of Sir Wilfrid Laurier, in introducing the British preferential tariff which has existed here for a long time, had proposed to create new taxes or increase those already existing, the task would have been harder than it was. But as the preferential rates proposed were less than old rates, preference meant a reduction of tariff burdens.

In the case of the United Kingdom, if a general preference was to be created, there would have to be an imposing of new taxes, from which Colonial products would be exempt. That would have been such a radical change for Great Britain, and so particularly objectionable to the consumers in the case of food duties, that it is not surprising that the preferential movement made such slow progress. The scheme of preferential trade announced by Mr. Austen Chamberlain in his recent budget speech, as we have before pointed out, differs very materially from that of his late father, Mr. Joseph Chamberlain, inasmuch as it does not include breadstuffs, which the older statesman regarded as an unavoidable feature of any scheme of substantial preference to the food producing colonies. The proposal of the present Chancellor of the Exchequer has become possible only because it is confined to things already dutiable, and therefore preference by way of reduction can be granted. The only exception to this rule is in the case of spirits, in which the duties are increased.

Preference by way of reduction thus becomes possible where preference by way of increase would encounter insurmountable obstacles.

### The Man of the Present and Future

THERE is a striking passage in the article of Mr. J. L. Garvin in the London Observer on Mr. Lloyd George's recent speech in the British House of Commons. Mr. Garvin and the Observer have been pronouncedly Tory, largely in sympathy with Lord Northcliffe, and hitherto having little in common with Mr. Lloyd George. In nothing is the strange mix-up of British politics more marked than in the enthusiasm with which the Observer editor hails the British Premier as the man of the hour and of the future. "The chief significance," says the writer, "of the Prime Minister's declaration in the Commons is that it marks him out as not only the nation's leader of new causes of peace and progress after Armageddon, but probably the world's leader as well. We must remember what an incomparable advantage British political conditions give in the long run to any man who achieves personal supremacy. Long after Wilson has ceased to be President of the United States or Clemenceau to be French Premier, Lloyd George in all likelihood will not only play the same part as he does now, but will be more and more recognized as the strongest statesman of his time, unrivalled in genius for leadership, in variety of experience, in historic achievement."

The customs of politics in Great Britain, France and the United States lend color to Mr. Garvin's view as to Mr. Lloyd George's continuing to play a part for a long time, though there may be difference of opinion as to degree of prominence that he may have in the years to come. Mr. Wilson's term of office will end soon and the probability is that he will retire from political life. Ex-Presidents may engage in the affairs of private life, but there is no place that they can take in the field of active politics. M. Clemenceau is an old man, but even if he were younger there would be small chance of his continuing long in office. The French people have no liking for long governmental terms. The best government the Republic may have is likely to be turned out on some vote in the Chambers, of a character which would not make a crisis under the British Parliamentary system. The British system lends itself to more stable government than the French. Mr. Lloyd George, whether he holds power or not, is likely to be a large factor in British politics for a long time to come. He will thus, in all probability, have a place in the front rank, as Mr. Garvin says, "long after Wilson has ceased to be President of the United States, or Clemenceau to be French Premier."



# REVOLUTIONS

## Nature, Cause and Prevention

By J. W. MACMILLAN.

For the last three-quarters of a century the year 1848 has been remembered as the year of revolution. In every capital of Europe, save London, there was rioting and bloodshed. Nor was Britain exempt from disturbance and danger. It was the time of Chartism and the Irish famine.

But now the sinister glory of 1848 is gone forever. The period in which we are living is a thousand times as full of revolutionary distraction and violence. In fact, our generation is fated to be remembered as having surpassed all its fore-runners in the fury and sedulousness with which it made war. Thermopylae and Cannae, Crecy and Waterloo were trifling skirmishes compared with the contests between millions around Lemberg and Liege, Verdun and Ypres. As in international battles, so also in civil strife. All the revolutions of the past, down to and including the "red fool fury of the Seine" were but street brawls compared with the national convulsions which have overthrown the dynasties of Russia, Austria, Bulgaria, Turkey and Germany.

The world is seething with the spirit of revolution as I write. There seems to be safety nowhere. Even the lands most remote from the arena of the battles of the past four years are fretted with suspicions and jealousies between its classes, which threaten to bring on serious disorders. While other lands, which have passed through the fire, are showing such signs of irascibility and hysteria as show them to be perilously near to civil war.

It has been held that the determinative thing in a revolution is a change in the location of sovereignty; that it is the setting up of another kind of government which makes a revolution. This is true, but only part of the whole truth. It is the natural error of the accustomed way of reading history, making the doings around a court or parliament the only significant part of the life of the people. In fact, the political activities of man are but a portion, and often a small portion, of his life.

"How small of all that human hearts endure  
The part that kings or laws can cause or cure."

### HOW REVOLUTIONS ARE MADE.

A revolution should be defined as a change in the basis of social control. It has its economic side, its cultural side, its religious side. It is radically subjective, and reaches down into the mentality of the people concerned, transforming their beliefs, ideas and sentiments. It is for the social entity what explosive conversion is for the individual. It establishes a new organizing centre in consciousness.

Revolutions naturally differ from each other in details. They are none the less remarkably alike in their main features. The cause of them is always a checking of the processes of adaptation as a society moves on from one situation to another. The new wine bursts the old bottles. Social habits have become inflexible. The ruling force is interested in the maintenance of things as they are, and take pains to prevent the operation of the forces which would alter the social habits. Every ruling class, whatever it may be, is tempted thus. It has become, by the terms of its rule, satisfied with conditions, or at least, much less dissatisfied than other classes. Its love of power is gratified, and its love of wealth is probably gratified as well. It is conservative to the last degree.

Of all the forces which threaten the inviolable rule of those in power, and assist in making changes and adaptations in the life of the society the foremost is public discussion. Hence the tyrants have hated freedom of speech, freedom of

the press, freedom of public meeting, freedom of organization. In a society which responds to the currents of progress abroad in the world there is the constant tendency to change. That tendency, if allowed to function, will bring about new adaptations which will fit the ever-recurring new situations. If free discussion is prevented the process of adaptation never gets started. The road to healthful change is barred. The irritations, disorders, injustices and cruelties of an outworn regime pile up behind the barrier, until, by sheer mass weight, they break it down. As it comes crashing to earth the whole region is shaken as by an earthquake. Many things are destroyed which had stood for years. Blindly the destruction spreads. The innocent suffer with the guilty. The useful perishes with the useless. It is the revolution.

### FREE DISCUSSION A PREVENTATIVE.

Public discussion is the first insurance against revolution. And public discussion may be prevented in several ways. The Czar's way was to censor the press and prohibit public meetings. The revolution was thus invited. The Kaiser's way was to suborn the natural leaders of thought, the natural spokesmen of the people, my means of ribands and promotions, sickness insurance and the paean of race imperialism. The revolution got him too. There is a third way in which freedom of thought and speech may be presented. It is by the despotism of public sentiment.

Few men think of the constant and forcible pressure upon them of public sentiment. For most men, this is the final court of decision for all their admirations and choices. They are pleased with themselves when they elicit the praise of others. They are depressed when they fail to win praise, and plunged into brief or anger when they are found fault with. A very few save themselves from becoming the prey of their fellowmen's judgment by an appeal to the Divine, or to posterity. In an age like ours, when the thought of a future life counts for little, the authority of public sentiment is thereby enhanced. And only the few who write verses or occupy the chief seats in the synagogues have the courage to appeal to posterity. In such times as ours, and in the counties under the sway of western civilization, the potency of public opinion is immeasurable.

It is a dangerous thing for any community to resent the utterances of unpopular views. They have understood this thing better in England better than anywhere else. Foreigners have wondered at the liberty of speech allowed, so that wild-mouthed ranters may be heard denouncing the police who protect them from the mobs. The same foreigners have likewise wondered at England's freedom from anarchic conspiracies. The two things, license to say what one pleases and social order, go together. There is a lesson here for Canada.

It is not, as is sometimes said, that free speech is a safety-valve by which the aggrieved one discharges his sense of injury. That may indeed occur. But what happens is rather that a way is opened for the redress of the grievance. From public discussion comes public opinion, and from public opinion comes social action. So the adaptation is made in an orderly manner, and the storm of revolution gets no chance to rise.

### THE RISE AND SPREAD OF REVOLT.

Revolution rises among the class to whom life has become intolerable. It is not always the lowest class, for they may be too weak to rebel. Nor is it always at the time of the greatest stress of agony that the revolt breaks out. It is more likely to be at the time of some uncommon tension

of mind, which relaxes the inhibitions which normally fetter action. It is so at this present time. The unrest of labor is not at all by reason of unusually hard times. The times are unusually good. It is the afterclap of the war. But it is the class which has suffered, which feels itself outraged, which lights the torch.

After revolution has begun it spreads by imitation and suggestion. Many join in the revolt against authority who have had no personal wrong done to them. All the primitive-minded, whose impulses have never been rationalized, become the ready prey of the excitement. Such is the psychology of the hoodlum, who goes looting in the time of strikes. The wives of the rebels have more than once led their husbands in daring, at the time of revolution, in obedience to this same law. Now that the red stimulus is supplied the instinctive response is immediate. It is unwise to talk of cause and effect in such a case. The cause has been effective in starting the trouble. Something else keeps it going. It is not so hard to prevent a revolution as it is to stop it, once it has gotten going.

A revolution is accompanied by a set of destructive ideas. For the most part they are platitudes or sophisms, given a volcanic form of expression. In the midst of the confusion and distraction of the revolution they exert a marvellous power. They are verbal emblems and stir the blood as flags and drums do. Think of the "Liberty, Equality, Fraternity" of 1789! Or of Jack Cade's tattered legions singing,

"When Adam delved and Eve span,  
Who was then the gentleman."

One can already hear the war-cries which have been prepared in hope of the next revolution. They are such as "The Dictatorship of the Proletariat," and "Labor is the Creator of all wealth and should possess it." Think of what they suggest to an excitable teamster or section-hand on the railway.

What happens in a revolution is the breakdown of the social habits of the society. It is not only government that goes by the board, but domestic habits, religious habits, industrial habits, and in fact all that continuance of habit which weaves day by day for each human being his accustomed life. Society is necessarily thrown back to more primitive conditions of living. The more impulsive and violent men get lifted into the saddle. The barbarian which is in every man is unleashed. Savagery and brutality ensue. The rough spirits who now gain power go for their objects in the most direct and crude manner possible. Bullying and terrorism are the sanctions of their reign, a sort of support which is usually very effective among their victims, grown flaccid during their tenure of power. An aristocracy soon grows soft.

The forces of revolution are incapable of building. They may indeed prepare the way for future building. But even so they represent a failure in human evolution. Very often they lead through snobs to the dictator, and the latter condition is worse than the former.

The moral for any nation is: Allow of constant and gradual changes if you wish to prevent sudden and violent changes. For this purpose let discussion be free.

### SOLE LEATHER PRICES.

Tanners of sole leather believe that there is little likelihood of cheaper sole leather in the near future. During the war the cattle kill throughout the world has been enormous in an effort to feed the peoples at war. Now these countries will endeavor to restock their herds and a shortage of hides will be experienced. Moreover, added to this there will be a great demand for leather on account of the world shortage, some countries being almost destitute of supplies, and therefor with a great demand and a shortage of hide supplies the price of sole leather is bound to rise if any change is made.



## Salient Treaty Terms

The League of Nations is instituted in concrete form.

The new boundaries of Germany are fixed.

Belgium gets a strip of territory between Luxembourg and Holland.

A fifty kilometre-strip of the east of the Rhine River is demilitarized.

Alsace-Lorraine is restored to France.

The Independence of German-Austria and Czecho-Slovakia is recognized.

The greater part of Upper Silesia, Posen and West Prussia is given to Poland, thus cutting off East Prussia from the remainder of Germany. It is to be decided as to whether she will join Germany or Denmark.

The Saar basin coal mines are given to France for fifteen years, and the district is to be under international control.

Danzig is made a free city, with special privileges for Poland.

Germany must renounce all rights, titles and privileges outside of Europe.

Germany must surrender to China Tien-Tsin and Hankow concessions, and to Japan all her rights to Shantung.

The German agreement with Siam and Liberia is cancelled.

Germany is to renounce all rights in Morocco.

The Brest-Litovsk treaty is cancelled.

The British protectorate over Egypt is to be recognized.

The Treaty of Bucharest is to be renounced.

Belgium is to be permitted to build the Rhine Meuse canal.

Czecho-Slovakia is given access to the ocean both to the south and north.

The Kiel Canal is to be open to all nations upon equal terms.

Allied aviation is to have the freedom of the air over Germany.

Persons, goods, ships and mails of the Allies are to have freedom of passage over Germany.

The Rivers Danube, Rhine and Moselle are to be placed under a commission.

Unless obligations are fulfilled sooner the Allies are to occupy Germany for fifteen years.

Heligoland and Dune fortifications are to be destroyed by German labor and at German expense.

German fortifications in the Baltic are to be destroyed.

Germany must accept all responsibility for loss and damage caused in the war.

The Allied shipping losses are to be replaced ton for ton and class for class.

Germany is to build one million tons of shipping for the Allies within the next five years.

Germany is to reconstruct the devastated areas.

Germany must restore to the King of the Hedjaz the Koran of the Calif Ottoman, formerly of Medina, and must restore to the British Government the skull of the Sultan of Okwawaw, formerly in German East Africa.

Germany must restore the flags taken from France in the war of 1870.

Alsace-Lorraine is freed of its portion of the German national debt.

Germany is to co-operate in international railway facilities.

The German army to be reduced to 100,000 officers and men; the Great German General Staff is to be disbanded; the manufacture of armaments is to cease, and conscription is to be abolished.

The German navy is to be reduced to thirty-six war vessels, with personnel of fifteen thousand officers and men, and the remainder of the vessels, including all submarines, are to be surrendered. All war vessels under construction are to be broken up.

Military and naval air forces are prohibited except one hundred sea planes retained until October in search of mines. No Zeppelins can be retained.

German prisoners to be returned, but officer hostages are to be retained until war criminals are surrendered.

The ex-Emperor is to be demanded of Holland for trial by international tribunal for supreme offence against international morality and the sanctity of treaties.

War criminals are to be tried by military tribunals.

Germany is to be told her total obligations for damages on May 1st, 1921, with schedule of payments extending over thirty years.

Germany is to repay the Allies all sums borrowed by Belgium.

Pre-war debts are to be liquidated by a system of international clearing houses.

Provision for the cancellation of fulfilment of pre-war contracts, including insurance policies.

Germany relinquishes all claims against the Allies.

The Allies are to receive the most favored nation treatment for five years in customs duties and shipping rates.

All parties to the treaty are to accept the opium convention.

International Labor organizations are instituted.

Germany accepts in advance any treaties to be concluded by the Allies with her associates in the war.

The Peace Treaty is to be ratified as soon as possible.

defined in the category of damages is to be determined and notified to her after a fair hearing, and not later than May 1, 1921, by an inter-Allied reparation commission.

### SCHEDULE OF PAYMENTS.

At the same time a schedule of payments to discharge the obligations within thirty years shall be presented. These payments are subject to postponement in certain contingencies. Germany irrevocably recognizes the full authority of this commission, agrees to supply it with all the necessary information, and to pass legislation to effectuate its findings. She further agrees to restore to the Allies cash and certain articles which can be identified. As an immediate step toward restoration Germany shall pay within two years one thousand million pounds sterling, in either gold, goods, ships or other specific forms of payment. This sum being included in, and not additional to, the first thousand million bond issue referred to below; with the understanding that certain expenses, such as those of the armies of occupation and payments for food and raw materials, may be deducted at the discretion of the Allies.

In periodically estimating Germany's capacity to pay the reparation commission shall examine the German system of taxation, to the end that sums for reparation which Germany is required to pay shall become a charge on all her revenues, prior to that for the service or discharge of any domestic loans; and, secondly, so as to satisfy itself that in general the German scheme of taxation is fully as heavy proportionately as that of any of the Powers represented on the commission.

### POWER OF ENFORCEMENT.

The measures which the Allied and Associated Powers shall have the right to take, in case of voluntary default by Germany, and which Germany agrees not to regard as acts of war, may include economic and financial prohibitions and reprisals, and in general such other measures as the respective governments may determine to be necessary in the circumstances.

The commission shall consist of one representative each of the United States, Great Britain, France, Italy and Belgium, a representative of Serbia or Japan taking the place of the Belgian representative when the interests of either country are particularly affected, with all other Allied powers entitled, when their claims are under consideration, to the right of representation without voting power. It shall permit Germany to give evidence regarding her capacity to pay and shall assure a just opportunity to be heard.

### FINANCIAL CLAUSE.

In this connection, and on account of the total amount of claims, bond issues are presently to be required of Germany in acknowledgement of its debt as follows:

One thousand million pounds sterling, payable not later than May 1, 1921, without interest; two thousand million pounds sterling, bearing 2½ per cent. interest between 1921 and 1926, and thereafter 5 per cent. with a 1 per cent. sinking fund, payment beginning in 1926, and an undertaking to deliver bonds to an additional amount of two thousand million pounds sterling, bearing interest at 5 per cent.

Under terms to be fixed by the commission, interest on Germany's debt will be five per cent. unless otherwise determined by the commission in the future, and payments that are not made in gold may be accepted by the commission in the form of properties, commodities, businesses, rights, concessions, etc. Certificates of beneficial interest, representing other bonds or goods delivered by Germany, may be issued by the commission to the interested Powers. As bonds are distributed and pass from the control of the commission, an amount of Germany's debt equivalent to their par value is to be considered as liquidated.

## Germany to Pay

Under the heading "Restitution" in the Peace Treaty appears the arrangements made for Germany to pay for the damage she has done in her attempt to secure world domination. This clause reads as follows:

The Allied and Associated Governments affirm, and Germany accepts, the responsibility of herself and her Allies for causing all the loss and damage to which the Allied and Associated Governments and their nationals have been subjected as a consequence of the war imposed upon them by the aggression.

While the Allied and Associated Governments recognize that the resources of Germany are not adequate, after taking into account permanent diminutions of such resources which will result from other treaty claims, to make complete reparation for all such loss and damage, they require her to make compensation for all damages caused to civilians under seven main categories:

(a) Damage by personal injury to civilians caused by acts of war directly or indirectly, including bombardments from the air.

(b) Damage caused to civilians, including exposure at sea, resulting from acts of cruelty ordered by the enemy and to civilians in the occupied territories.

(c) Damages caused by maltreatment of prisoners.

(d) Damages to the Allied peoples represented by persons and separation allowances, capitalized at the signature of this treaty.

(e) Damages to property other than naval or military materials.

(f) Damage to civilians by being forced to labor.

(g) Damages in the form of levies or fines imposed by the enemy.

Germany further binds herself to repay all sums borrowed by Belgium from her Allies as a result of Germany's violation of the treaty or 1839 up to November 11, 1918, and for this purpose will issue at once, and hand over to the reparation commission, 5 per cent. gold bonds, falling due in 1926. The total obligation of Germany to pay as



## Heard On The Street

That the feverish trading in New York stocks cannot last.

That interest in the Montreal exchange is increasing daily.

That the money market is not greatly disturbed by present borrowings.

That a sweeping reduction in the price of tires is due about the 1st of June.

That the German people will have no doubts now as to who lost the war.

That Laurentide shares are soaring beyond the high water mark, and that it is justified.

That now the restrictions have been lifted gold will be exported from the United States.

That this is the logical outcome of the National loans in this country and the United States.

That there are few public men who realize the difference between talking and saying something.

That a New York firm with offices in Montreal is about to let the general public in on business.

That Col. Denison, Toronto's veteran magistrate, has a desire to preside at the trial of the ex-Kaiser.

That the shipping situation is much easier than it was three months ago, and that it is steadily improving.

That there was a smile on the face of the "Tiger" when he presented the peace terms to Brockdorf-Rantzau.

That the Germans should remember that if Marshal Foch had had his way, the peace terms would have been still more severe.

That the size of the voters' roll in some constituencies will be considerable reduced when the military defaulters are disqualified.

That it is Austria's turn next, but only those who make a close inspection of the new map of Europe, fail to ask the question—Where is Austria?

That there is good reason for confidence in the outlook for most of the industrials, a continuation of the upward movement, therefore, being most probable.

That if the Hon. T. W. Crothers would just have patience, instead of free tickets, private cars may be provided on the National Railways for the families of M. P.'s.

A resolution has been unanimously passed by representatives from municipalities between Cobourg and Kingston recommending that a hydro-electric municipal railway be constructed east from Toronto to the St. Lawrence River District.

In the case of the Buffalo Drydock Company vs. the steamer John Webster, a United States Deputy Marshal seized the craft at its moorings in Morristown. The vessel, which was being fitted out for the Brockville-Morristown ferry service, was the property of the Ferry Company, and was built two years ago.



C. R. HOSMER,  
President of the Canadian Cottons, Limited, which  
has reported an exceptional year.

## EXIT HUNS FROM CHINA.

The Government of China has deported all of the three thousand Germans who had settled there to do business, and every German business house in Shanghai and other Chinese ports, and in towns in the interior of the country has been closed permanently, and the business taken charge of by the Chinese Government officials. This closing of business includes the Deutsch-Asiatic Bank of Shanghai, which is one of the strongest institutions in the far east.

## CONDITIONS FOR TRADE GROUPS.

The Canadian Trade Commission have laid down seven conditions for the guidance of "trade groups" organizations in making allotments of order secured under the Canadian credits established abroad. The first condition is that every manufacturer under certain conditions must have an opportunity in sharing in the business on the same terms. Secondly, every manufacturer desiring to share in the business must at the present time be actually engaged in manufacturing, or equipped to manufacture a similar class of goods as that for which an order is solicited. Thirdly, if in the opinion of the executive of an export organization promulgated through the president or vice-president, any manufacturer desiring to share in the business under allotment is not in a position to manufacture and produce a satisfactory article the executive will be justified in refusing to recommend such manufacturer to share in the order. Fourthly, if for any reason a manufacturer to whom an order has been allotted is unable or unwilling to complete same he shall not be permitted to arrange for its manufacture elsewhere. Fifthly, all allotments should, if possible, be unanimously agreed to, but, if that cannot be done, the executive, through its president or vice-president, may make a ruling, and if such ruling is not satisfactory to the parties concerned, there shall be the right of appeal to the commission. Sixthly, no allotments are to be considered as final until confirmed by the commission and orders forwarded in the usual manner. Seventhly, in the case of firms not speedily conforming to the standard of products required orders must be surrendered to the commission for allotment to other firms able to accept.

The Postal Telegraph system has adopted the eight hour day, and time and a half for overtime for all its employees, effective from June 1st.

## TICKER TALKS

Count von Brockdorff-Rantzau, chairman of the German peace delegation, in replying to the charge that he had attempted to cause dissension between the Allies, replied that he would consider such a course to be "both foolish and dishonorable" thereby affording another unconscious illustration of the manner in which a Hun always places utility before honor.

When all these deported "reds" gather 'round the village pump there should be a lively time in the old home town.

The world has never seen a counterpart of the present day. Five years ago William Hohenzollern was monarch of one of the most powerful states that history holds record of and to-day he is a fugitive from justice while his country is disrupted and his one-time people are arraigned before the court of the world and judgment is passed upon them.

What are the thoughts of that criminal and his cut-throat gang as they read the terms of the treaty dictated to the one-time German Empire? Surely if man ever had a foretaste of the Day of Judgment it is those men.

How many Germans curse that man as they read the treaty? He is hated in his own country, he is cursed in the far corners of the earth and in all the tongues of the earth. He is a fugitive criminal for whom there is no possibility of escape and — he knows it.

"Free speech" for which the Bolshevik clamor in this and other countries, is not included in Trotsky's "Articles of Faith." Last week 400 persons were shot down in Moscow for shouting "Down with Lenine and Trotsky."

The London (Ont.), Presbyterian Ministerial Association has appointed a committee to investigate the report that Hon. Frank B. Carvell inspected the harbor at Port Stanley on a Sunday. Soon the members of this Union Government will have been charged with all the sins in the catalogue.

Twenty-five thousand cases of eggs were put in cold storage in April, and in Montreal there was twice as much butter stored as was in stock at the same time last year, including a few pounds that we would have consumed had the price been reasonable.

The bachelors of Montreal have applied to the Superior Court for a divorce from the "bachelor tax" forced upon them by the civic fathers on the ground that it was illegal and unconstitutional.

A Judge at Napanee, Ont., has found the county council of Lennox and Addington guilty of maintaining a nuisance on a road and has imposed a fine of \$400 with an additional \$100 for contempt of court for not taking steps to abate the nuisance as directed. The sheriff was directed to have the road repaired at the Council's expense. Couldn't that judge be transferred to Montreal?

It is reported by the American Consul at Rangoon, that there is a market for shoes in Burma. Although only the Europeans and Eurasians and natives living in large towns wear shoes the consumption of shoes is sufficient to warrant the development of a trade with that country. The duty which is 7½ per cent. ad valorem is uniform to all countries.



# Trade and Commerce

## LONDON TRADE MISSION PRAISED.

Mr. Walter B. Ramsay, who represents the paint, varnish, oil and lead industries on the Trade Mission in London, headed by Lloyd Harris, stated recently at a meeting of the Montreal Council that the mission was "placing Canada on the map" as regards commerce. Canadian manufacturers should take more interest in the work of the mission, he is reported to have said. Belgium, Italy and the Balkan States need many manufactured goods previously obtained from the empires of Germany and Austria. If these manufactures were supplied by Canada it would keep her factories running to capacity and provide work for all.

## JAPAN WANTS FLOUR.

Owing to the steady rise in the price of rice the demand for wheat flour is increasing gradually in Japan. The consumption of flour in Tokio, Yokohama and other districts of eastern Japan during 1918 was about 300,000 bags a month, but since the beginning of 1919 the demand has exceeded 500,000 bags. On February 15th the supply of flour in these localities was only about 450,000 bags. The prices of wheat and wheat flour show no signs of decreasing although the Japanese Government is sponsor for bills introduced in the Japanese Diet providing for the entrance of wheat flour free of duty on imports of wheat. Persons well informed on the subject express the view that high prices for rice will be maintained throughout this year and that wheat will remain high in spite of the passage of laws reducing the import duties. China has still 50,000 tons of wheat to furnish this year under the Chino-Japanese treaty of September, 1918, but the balance will have to be imported from Australia, Manchuria or Tsingtau, the only available markets.

## BENEFITS OF CANADA'S PREFERENCE.

A cable received from the Canadian Trade Commission from the Canadian Trade Mission in London a few days ago gives further proof of the benefits to be derived from the Canadian preference in British markets. The cable was in reply to inquiries concerning pulp and paper. The message states that a general effect of the new regulation is to limit considerably the importation of writing and printing paper, newsprint, cardboard and stationery from foreign countries. These newspaper regulations, according to the cable, do not affect Canada. The British Board of Trade announces that the importation of paper and manufactures of paper from non-British countries shall continue to be prohibited except under special license, but that the importation of paper manufactured within the British Empire is free of license. In addition it is stated that the Board of Trade will only grant licenses to import such qualities and descriptions of paper as cannot be obtained in sufficient quantities within the Empire, or when prices for these classes advance so as to be unreasonable. The regulations on imports from foreign countries are based upon percentages of the tonnage of paper imported after April 30. Printed matter, including forms writing paper, calendar and show cards, Christmas cards and other such printing, including toy books which were formerly so largely imported from Germany, will be almost totally prohibited in Great Britain, if coming from foreign countries. The regulation protecting the buyer from unreasonable prices through the power to increase the licenses is a novel feature of the new British policy of restriction.

## POLISH TRADE OPENINGS.

The resumption of trade with Poland offers immediate openings for the sale of agricultural machinery, the annual requirements of which are approximately calculated at £1,250,000. These will be purchased not only by the large landowners and agricultural unions but also directly by the peasants. The electrical industry in Poland, as a result of the proposed greater utilization of available electrical power, will also require the import of turbines and motors, and in connection with the rebuilding of mechanical workshops destroyed during the war, large quantities of machinery tools, belts, etc. Railway engines and waggons will also figure among the imports. In return for the above articles it is expected the Poland will be able to supply coal, salt, zinc, oil, lead, iron, clay and later on spirits, sugar, barley, hops, preserved vegetables, potatoes and animal fats.

## CANADIAN TRADE WITH FRANCE.

M. Paul Balbaud, formerly Professor of French at the University of Toronto, has returned to Canada after four years' service in the Translation Sections of the French and British armies. He comes with the support of the French Ministry of Foreign Relations through the society "France-Amerique" to foster closer association between the countries, especially working through a subdivision, "France-Canada." M. Balbaud informs the Canadian Trade Commission that it is hoped to form self-supporting bodies in every Canadian city, mutually to make known French and Canadian products of field and factory, and to form groups of manufacturers and agents for trade purposes. He hopes to improve the opportunities for study of Canadian students in France, particularly those who desire to take up advanced commercial subjects. M. Balbaud is making a tour of the Dominion which runs to the Coast.

## INCREASED PULP AND PAPER EXPORTS.

Canadian exports of pulp, paper and pulpwood for February, 1919, amounted in value to \$8,777,227 as compared with \$4,402,456 for February, 1918, an increase of practically one hundred per cent. A large proportion of the increase is accounted for by printing paper, of which 797,708 cwt., valued at \$2,278,166 were exported in February, 1918, as against 1,242,674 cwt., valued at \$4,305,099 in February, 1919. February of the former year was one of the months to which the \$60-a-ton price for newsprint paper, fixed under the Federal Trade Commission agreement, applied, while in February, 1919, fixed price was \$75.05 a ton, which accounts for some of the increase in value. Exports of chemical pulp was 366,371 cwt. valued at \$1,260,024 in the former year, while they were 491,061 cwt. valued at \$1,916,828 in the latter. Groundwood exports fell off \$3,824 in value for the month, 147,030 cwt., valued at \$222,245 being compared with 164,673 cwt., valued at \$217,421. Exports of unmanufactured pulpwood in February, 1919, totaled 145,747 cords, valued at \$1,411,100, as against 36,515 cords in the same period the preceding year valued at \$359,486.

Only bona fide Canadian firms will be permitted to compete on foreign orders obtained under Canadian credits. "Mushroom" firms have been ruled out by the Canadian Trade Commission.

Every order secured under Canadian credits in Europe must be open to a bid from every Canadian manufacturer in the line who desires it. That is a fixed rule made by the Canadian Trade Commission.

## JAMAICA PLEASSED WITH PREFERENCE.

The "Gleaner" of Kingston, Jamaica, thinks the trade of Jamaica will quadruple in the next five years, because of imperial preference in Trinidad, Jamaica, and other colonies. Large numbers of small farmers will cultivate cane for the sugar factories and also cocoa. This preference directly benefits thousands of smaller land-holders as well as the large proprietors. This country was once a considerable coffee country and is now expected to become so again.

## MARKET FOR AGRICULTURAL MACHINERY.

According to Mr. Ford, the head of the American Red Cross reconstruction work in Paris, France is in need of large supplies of agricultural machinery. There are now no horses in the devastated portions of France, though there were 242,000 in 1915, and 607,000 in 1917. The varieties of machinery most needed are: 81,000 plows, 56,000 cultivators, 30,000 mowing machines, 115,000 farm waggons, 88,000 harrows, 50,000 hollers, 48,000 hoes, 36,000 seed drills, 13,000 fertilizers, 16,000 beet extractors, 21,000 winnowing machines, 18,000 horse drawn rakes, 32,000 reapers and binders and 53,000 root cutters. This seems to be a good opportunity for manufacturers of agricultural machinery on this side of the Atlantic.

## BUTTER OPENING IN JAPAN.

Enquiries have been received of late by the Canadian Trade Commissioner in Japan for good Canadian butter. At the present time the best butter retails in Yokohama at yen 1.33 per pound (one yen is the equivalent of 52.60 cents.) If Canadian manufacturers could lay down butter at Yokohama at a price which could compete with the above a good market could be developed. The import duty on butter is yen 27.00 per 133 pounds, while the duty on artificial butter is yen 29.60 per 133 pounds. One biscuit manufacturer in Tokio, who uses great quantities of butter stated that he pays yen 1.10 per pound c.i.f. Toyko. This company alone used about ten thousand pounds per month. Before the war almost all of this supply came from Siberia.

## THE BELGIAN GLASS INDUSTRY.

All the Belgian window glass factories are intact and can produce at very short notice. The raw material is on hand and labor also. In 1914 before the war only fifty per cent. of the factories could manufacture during several months or the production would be too great. Now during nearly five years the young workmen have not been taught and it will take a certain time to train them and replace this percentage of labor. On the other hand, very few of the laborers in glass factories were soldiers and the loss of labor through this cause is reduced to a minimum. The window glass factories are not running for the reason that the manufacturers are not yet willing to accept the terms imposed by the trade unions of the glassworkers.

## BRITAIN IMPORTS LESS LUMBER.

Sir James Ball, British timber controller, and Montague Meyers, British timber purchaser, who are on a mission to Canada for the British Government, were guests of the wholesale lumbermen at the National Club of Toronto last week. Sir James declared that probably no business had been more disorganized during the war than the timber and lumber industry. The importations in to the United Kingdom during 1916 were only twenty-three per cent. of normal pre-war imports. "This necessarily brought about the development of our home island resources to an extent never before contemplated," said Sir James.



## Men of the Moment

### ACQUITTED.

Senator Charles Humbert, who has been acquitted by a French jury, was formerly editor of *Le Journal*, and was brought to trial for having dealings with the enemy. Humbert was accused of being an associate of Bala Pasha, who was tried and executed a few months ago. Evidently the charges were not found to be true, although it was by the narrow margin of one vote that Humbert was acquitted.

### A RETIRED VETERAN.

Major-General Macdougall, who has retired from the Canadian Militia, served with that body for 38 years. General Macdougall served in the South African War, where he had charge of transport. On his return from South Africa he held administrative posts in the militia, and on the outbreak of the Great War went overseas as Military Secretary to the Canadian Expeditionary Force. Still later he had command of the training of soldiers in England.

### TWO BARS TO D. S. O.

Lieut.-Col. Kenneth Perry, who has been awarded two bars to the D.S.O., was in command of the 13th Battalion. He is one of the "Original Firsts," having gone overseas as a subaltern. He has been wounded four times, and is one of the two remaining members of the officers who went over with the original battalion. Col. Perry is a son of Commissioner Perry, of the Royal North-West Mounted Police, and was an officer of the 5th Royal Highlanders when war was declared.

### WELL KNOWN BUSINESS MAN.

Mr. J. C. Holden, who died here in his 86th year, was one of the best known business men of the older generation. Born at Cobourg, Ont., he first engaged in the drug business, later coming to Montreal and entering the shoe manufacturing business in the firm of Ames, Holden & Company. He retired from active connection with the firm some 20 years ago. The late Mr. Holden was active in church and philanthropic work, and was also well known for his interest in travel and scientific investigations. During the last few years he spent most of his time in world-wide travel.

### "LEGALLY" EXECUTED.

Captain Charles Fryatt, captain of a British merchantman, killed by the Germans, was "legally" executed according to a German court martial. Captain Fryatt, a plucky Britisher, tried to ram a German submarine when attacked. Later he was captured, and because he had tried to defend himself was executed by the Germans, his death being part of their campaign of frightfulness. His execution aroused a storm of protest in Great Britain and throughout the civilized world. The British will prove weak and cringing if they will allow the Germans to get away with their crime.

### CAN. MINING ENGINEER HONORED.

J. B. Tyrrell, one of the best known mining engineers in Canada, has been chosen as a Member of the Council of the Institution of Mining and Metallurgy of Great Britain. This is the foremost mining institution in the English speaking world, and Mr. Tyrrell's appointment is an honor to Canada. Mr. Tyrrell was born at Weston, Ontario, in 1858, educated at the University of Toronto, and has surveyed practically the whole of Northern Canada; written many books on mining and geological matters, and is a frequent contributor to the press. Altogether he is one of the best known mining men in the Dominion. He makes his home in Toronto.



**BARON SHAUGHNESSY,**  
Retired President of the C. P. R., who was lauded by the shareholders of the Company at its annual meeting held last week.

## Shipping

### CANALS TO OPEN SUNDAYS.

Canadian canals will, in accordance with an order-in-council recently passed, now be opened for use several hours on Sundays throughout the present season of navigation. Heretofore considerable inconvenience has been caused through the locks being closed down over the Sabbath. Canal employees will be paid overtime for the specified hours mentioned.

### COPENHAGEN PORT IMPROVEMENTS.

During the war the harbor and free port of Copenhagen has been enlarged to a great extent, and is now able to receive ever the very big increase of shipping and traffic which is admitted by Americans now working there in distributing food to the suffering countries of Europe. It has now been decided to start a new and immense enlargement by building basins, miles of piers, wharves, blocks of warehouses, and elevators at a cost of some sixty million crowns, which will result in making Copenhagen harbor one of the largest, best and most modern in the world, a perfect centre for the great trade and transit of Northern Europe, thus succeeding Hamburg as the great distributing point.

### GOVERNMENT SERVICE STARTS.

All arrangements are being completed at section 24 on the Victoria Pier, for the inauguration of the service of the Canadian Government Merchant Marine, Ltd. The schedule of sailings provides for the departure of four vessels. The "Canadian Pioneer" began loading last week so as to sail on the 15th for Buenos Aires, and the "Canadian Warrior" will also sail on the same date for the Barbadoes and Trinidad. The "Canadian Recruit" and the "Canadian Voyageur" will sail on the 10th of June, the former for Kingston, Jamaica, and Santiago, and the latter for the Barbadoes, Trinidad and Demerara. Mr. W. A. Cunningham, import and export agent, and Mr. H. Milbourne, marine superintendent, are in charge of this new service. The cargoes to be carried by these vessels include cement, blueprint, automobile supplies, lumber, glass and agricultural implements.

It was later ascertained that the fire which broke out in the hold of the steamer *Adriatic* several days ago while the vessel was on the way from New York to Liverpool was of a trifling nature.

## Scissors and Paste

### "DRASTIC POLICY NECESSARY."

"Hang every bomb thrower and every bomb maker. Deport every anarchist. Kindness to such reptiles is weakness of the worst type. A drastic policy is a necessity, and the longer it is delayed the worse the situation will become." — Philadelphia Inquirer.

### CANADA AND WASHINGTON.

Canada is to have a permanent representative at Washington at a cost of some \$50,000 a year and no one will object. If Canada be great enough to have her delegates sign the Peace Treaty, she is great enough to have an ambassador to the United States. The trade between the two countries is bound to increase, while questions are sure to arise which would be best and most promptly settled by a Canadian "on the spot." — Kingston Standard.

### A RAILWAY RECORD.

The record made by the Canadian National Railways in handling the troops landing at Halifax is worthy of all praise. During 37 days, from March 17th to April 23rd, nearly 50,000 soldiers were despatched from Halifax, or more than 1,300 a day, and the whole colossal movement was carried out without a serious hitch and without an accident. It was done under the direction of and by I. C. R. men who have again shown that in railway operation they are the peers of the best in the Dominion. — Halifax Chronicle.

### SECOND V.C. FOR A MOTHER.

At the Investiture at Buckingham Palace recently the King handed to Mrs. Bradford the V.C. won by her son, Lieutenant-Commander Bradford, at Zeebrugge. This was the second occasion on which Mrs. Bradford has received the decoration from His Majesty, who at a former Investiture presented her with the V.C. awarded to her son, the late Brigadier-General Bradford, who was 24 years old and probably the youngest brigadier in the army. The King recalled the fact that Mrs. Bradford had been at the Palace before and had a long and sympathetic talk with her. — The London Times.

### THE FARMERS' VIEW-POINT.

That the prices of foodstuff will not go down is evidenced by the high wages being paid in the cities. If manufacturers pay such a price for labor, they must charge more for their product, which will revert on the farmer who is unsuccessfully competing as to help. Soldiers will not go on the farm while they can get high wages in the city. The prices of machinery, fertilizers and feeds have doubled and trebled. When city papers endeavor to represent the woes of the consumer they should also ask the farmer to attend the conference, for only then will they learn the true facts. — Huntingdon Gleaner.

### LAND PROFITEERING.

Now that the housing problem is becoming acute, the would-be profiteers in land are beginning to raise their ugly heads and rub their grasping hands. We read of land for the purpose of building houses under the scheme being offered to the Alfreton urban district council at a price equivalent to £1,200 per acre, at which rate a site measuring 20 yards by 20 yards would cost £100! How can small dwellings, lettable at a low but economic rent, be erected on land priced so disgracefully high? It is such base greed on the part of the "Haves" that excites Bolshevistic sentiments in the bosoms of the "Have Nots." — John Bull, London.



# More Government Ships

Hon. C. C. Ballantyne, Minister of Marine, announced in the House of Commons last week that orders for the construction of steel ships sufficient to keep the shipyards of Canada, which require business, operating throughout the present year, and probably well on into the next. He said that in deciding not to discontinue the building of ships the Government had been influenced by the great demand for ocean tonnage, by the fact that it could, if desired, dispose of its ships, and by the inadvisability of throwing out of employment, men now engaged in the shipyards and allied industries. It is not the intention of the Government to abandon its shipbuilding programme now, said the Minister. We are going to order additional ships at least to keep the yards requiring business busy for the balance of 1919, and probably into 1920." He pointed out, however, that there was a limit to the number of cargo vessels which the Government could use in connection with the Canadian National Railway system. "We are getting near that point," he added, "so when I say it is the intention of the Government, with the approval of Parliament, to order more ships, the shipbuilders must not expect there are many more orders to follow. Therefore, they must look for orders for their yards in the same manner as other industries would." Later, he said, the Government would have to consider its policy with respect to the shipbuilding industry and decide whether or not it would give to shipyards protection such as other industries had enjoyed for some years.

The Minister of Marine made his statement in committee of supply in presenting the item of \$30,000,000 for shipbuilding included in the estimates.

Before satisfying curiosity with regard to the Government's policy for the immediate future, he said that 45 steel cargo vessels with a total net tonnage of 264,050 tons are under contract. Of these ships 25 would be completed this year. The Government vessels are costing from \$180 to \$215 a ton, as compared with \$150 a ton paid in England. Mr. Ballantyne pointed out, however, that France was constructing 30 wooden ships in Canada at \$200 a ton, and that he had received from New York an offer of \$190 a ton for the steamers built for the Canadian Government.

This statement Col. J. A. Currie, of North Simcoe, later supplemented by the assertion that, if the Government desired, it could dispose of its vessels to Japan at a profit of from \$10 to \$15 a ton.

When the Canadian Government embarked upon its shipbuilding programme, said the Minister, many of the yards were being used by the Imperial Munitions Board. This board was building both steel and wooden ships, but the Canadian Government had adopted a policy of building only steel vessels. The money which the Imperial Munitions Board was expending on shipbuilding was loaned to it by the Canadian Government. Mr. Ballantyne said he thought that Canadian money could better be used for creating a Canadian merchant marine. There are forty-five steel ships now under contract in Canadian yards.

The value of the contracts was \$52,691,450, the net tonnage 264,050, and twenty-five would be completed during the present year. The price varied from \$180 to \$215 per ton. The sum of \$20,000,000 would have been paid up to the end of the fiscal year. The speed of these vessels, he said, varied from 8 to 13 knots for the largest, and he added that in no country in the world, not even in the Old Country, did they turn out better ships than in Canada. The Canadian ships were lower

in cost than the United States vessels—at least \$25 per ton lower. He read a statement of Sir G. B. Hunter, the British builder, that ships in the United Kingdom were now costing about three times their pre-war price, or \$150 per ton.

Mr. J. H. Sinclair said he had seen a statement in the Financial Post that vessels are being built on the Clyde at \$55 per ton. In Halifax the price paid by the Government was \$200 per ton.

Mr. Ballantyne replied that the French Government is having 30 wooden ships built in Canada at \$200 per ton.

Mr. Duff interjected that they are building wooden vessels in Nova Scotia at \$75 per ton.

Mr. Ballantyne said they were a different class of vessel. He continued that there had been criticism of himself on the Pacific coast because he would not allow firms to take foreign contracts. The reason was because the Government could not get plate. Although there had been orders placed in the United States for 60,000 tons of plate, only 6,000 tons had been delivered up to the armistice.

The yards had taken very much longer to build the vessels than had been anticipated, but there had been a shortage of steel labor. This is being remedied and the yards are coming along more quickly now.

As to the shortage of space, Mr. Ballantyne said the British Minister of Shipping had reserved 70 per cent. of the space on all vessels, and so only 30 per cent. was left for Canadian shippers.

Mr. Ballantyne continued: "In view of the fact of the great demand for ships and in view of the fact that we could sell our ships, we are not going to discontinue shipbuilding for the moment. We realize that there are thirty thousand men engaged in the shipbuilding yards throughout Canada. We realize also that there are fully 10,000 more men engaged in allied industries. To cause forty thousand to be out of work at the present time would be a rather critical thing for any Government to do. Therefore, it is not the intention of the Government to cease our shipbuilding programme now. We are going to order additional ships at least to keep the yards requiring business busy throughout the balance of 1919 and probably into the year 1920."

Mr. Sinclair took the ground that prices paid by the Dominion Government for ships were entirely too high. He argued that Canada was handicapped in shipbuilding by her high protective tariff. Great Britain was able to build ships cheaper because she took the ground that the material was the important thing in construction, and that this could only be found cheaply in a free trade country. He quoted figures to show that the cost of steel was much higher in Canada than Great Britain. If ships could be built in England for \$100 a ton, and in Canada the same ships cost \$200, Canadian vessels could not hope to compete with those from the other side of the Atlantic.

Hon. C. C. Ballantyne argued that it would not be a good policy for the Government to build ocean liners for carrying cargo. What the Canadian Railways want is cargo vessels. The Government did not include in its programme any plan for building passenger ships. He declared that the Government policy of building cargo vessels is a sound one, and that they could not be properly termed tramp ships.

Dr. Michael Clark said that the shipbuilding programme of the Government was only one more illustration of the extreme things it was possible to do under a protective tariff. There was absolutely incompatibility between a high

tariff and successful shipping. "If you make your tariff high enough," Dr. Clark said, "you might need penitentiaries and jails, but you won't need many ships. If you build them you would not be able to use them."

Dr. Clark referred to the great maritime business built up by Great Britain under free trade. It had to be admitted that it was a mistake to take shipbuilding out of the hands of the Imperial Munitions Board, and that "we have entered into unprofitable if not ruinous contracts."

His information was that the prices of steel plates and of freights are tumbling. It would be a good thing if goods in the household line tumbled at the same time, and if the Government saw, if necessary, that they should tumble. Relief is needed in the high cost of living as well as in the high cost of ships.

Canada had gone in for the folly of building up a cotton trade in Canada, a country which was not adapted for it. As Canada in large measure refused to take the excellent Lancashire cottons, the vessels went elsewhere.

"The idea," Dr. Clark concluded, "of building up a shipping policy while keeping a high tariff, is a contradiction in economics, a contradiction in common sense and an attempt to reverse commercial history."

Col. Currie said there was cheaper power in Canada than in Lancashire, and in the long run it would be just as possible to build up the cotton industry in Canada as in England. The question of free trade was not involved in shipping. There was free trade in ships, and in the material that went into shipbuilding.

What was the reason Canada had built ships? It was because of the lack of shipping, because warehouses, in Canada, were filled with cargoes which could not be shipped. If the Minister of Marine wanted to sell his ships he could dispose of them to Japan at from \$10 to \$15 per ton more than he paid for them.

Germany before the war took one-third of the trade of the world, said Col. Currie, because of its policy of bonusing shipbuilding. Free traders would make Canada a jobbing nation, and not a manufacturing nation. If we want to do foreign trade we must establish the transportation facilities to carry our goods. "We in Canada," he said, "have taken a place in the sun and we must hold it."

The worst thing Canada ever did, said Col. Currie, was to lend money to the Imperial Munitions Board for the construction of ships for Great Britain. Canada should have had these ships herself. As it worked out, at the conclusion of the war, some of them found their way into the hands of private steamship lines.

Sir Herbert Ames asked if the Government intends to retain the 45 ships it had built, or does the Government intend to sell some of these ships and build others.

Mr. Ballantyne replied that at the present time it would not be wise for the Government to sell any of its ships. He had received an offer from New York for the Government ships at \$190 per ton. If business falls off later, it might be well for the Government to dispose of some of its ships.

Mr. Papineau was informed in the House of Commons last week that 2,168 leases for oil lands in the Western provinces had been granted since the first of January, 1917.

A large trade on our Atlantic coast is stagnant, and 2,000 people are idle. There is a glut stock of \$300,000 worth of sardines, and canneries will not re-open until this is sold. The amount, the Canadian Trade Commission points out, is almost the exact value of imports of foreign sardines into Canada last year.



# CANADA'S PULP AND PAPER INDUSTRY

By J. NEWELL STEPHENSON, M.S., Editor,  
Pulp and Paper Magazine of Canada.

Continued from Last Issue.

## Barking and Cleaning the Wood.

Whether pulp is made by mechanical or chemical processes the preliminary treatment of the wood is the same. The woods most used in Canada for the production of pulp are spruce and balsam. Spruce is by far the most important wood as it produces a better pulp than can be obtained from other species. The pulp produced from spruce is of a better color, stronger and lends itself to the production of a fine sheet of paper better than any other species with the possible exception of poplar which for some grades of paper, i.e., book, is of as great importance as spruce. Spruce was used in the production of 50 per cent. of the pulp made in Canada in 1915, balsam fir was used to the extent of 33 per cent., while the remaining 17 per cent. was made up of hemlock, jack pine and poplar.

The wood arrives at the mill in the form of logs and bolts, the logs varying in length from 16 feet up while the bolts are generally 4 feet in length. The diameter of the logs and bolts varies, but most mills accept nothing under four inches in diameter at the small end. A large proportion of the wood is peeled at the lumbering operations and in the case of unpeeled wood which has been river driven a great deal of the bark has been removed by the action of the water and through friction during the driving. However, some wood is received with the bark still on and this must be removed at the mill. The logs are cut into shorter length, 2 or 4 feet, by slasher saws and the bark is removed either by a rotary barker or by a barking drum. The former consists of a heavy circular iron disc placed vertically in a strong casing and revolving at a speed of from 700-850 revolutions per minute. The disc is provided with several knives projecting from the surface. The log is fed across the face of the disc and at the same time is pressed against it and rotated in such a way that the knives slice the bark from the wood. Barking or "rossing" as the process is called removes a considerable amount of wood with the bark. The

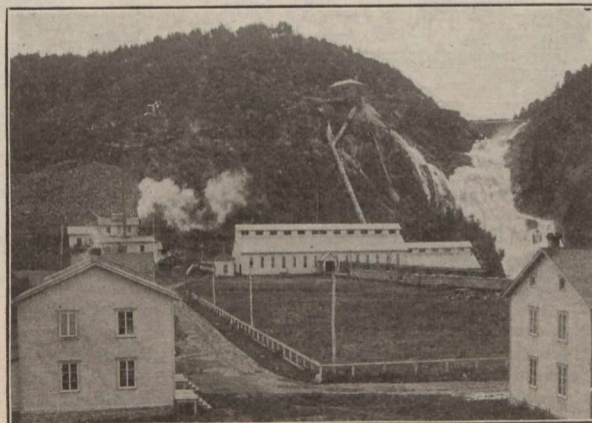
amount of bark on a log amounts to about 10 per cent. by weight while in the barking process about 20 per cent. of the weight of the log is removed; this means that in addition to the bark about 10 per cent. of wood is being taken from the stick. The smaller the stick, the greater the percentage of loss.

In order to reduce this loss barking drums are used in many plants. There are two types of drums in use at the present time, the closed drum and open drum. The closed drum consists of an iron cylinder closed at both ends with a door on the side of the cylinder for charging in the wood. The drum rotates on hollow trunnions, holds about two cords of wood per charge and has a capacity of from 24 to 48 cords per 24 hours depending upon whether the wood has been brought to the plant in cars with the bark practically intact and in a dry condition or whether it has been riven driven and the bark softened and partially removed. The wood is placed in the drum, the cover bolted down, the drum revolved and water is run in at one trunnion and taken out at the other. The tumbling of the wood and the rubbing action between the stricks removes the bark which is carried out of the drum by the water flowing through the trunnions.

The open type drums are made up of angle irons with openings between and are open at both ends. The drums are generally placed at a slight angle and rotate in a trough of water. The wood enters continuously at one end, passes through the drum where the rolling and tumbling action removes the bark and is discharged at the other end. The bark falls through the openings between the angle irons to the bottom of the tank where it is removed either by hand or by a conveyor system. In most mills the rossing refuse is burned under the boilers, three pounds of refuse being equivalent to about one pound of coal. As the bark from the rotary barkers is in a fairly dry state it can be used at once as a fuel, but the refuse from the barking drums must be dried before it can be used. Some mills dump the bark outside in large piles to dry, but this method requires considerable time and handling. The most efficient way of treating the refuse is to pass it through press rolls which squeeze out the moisture

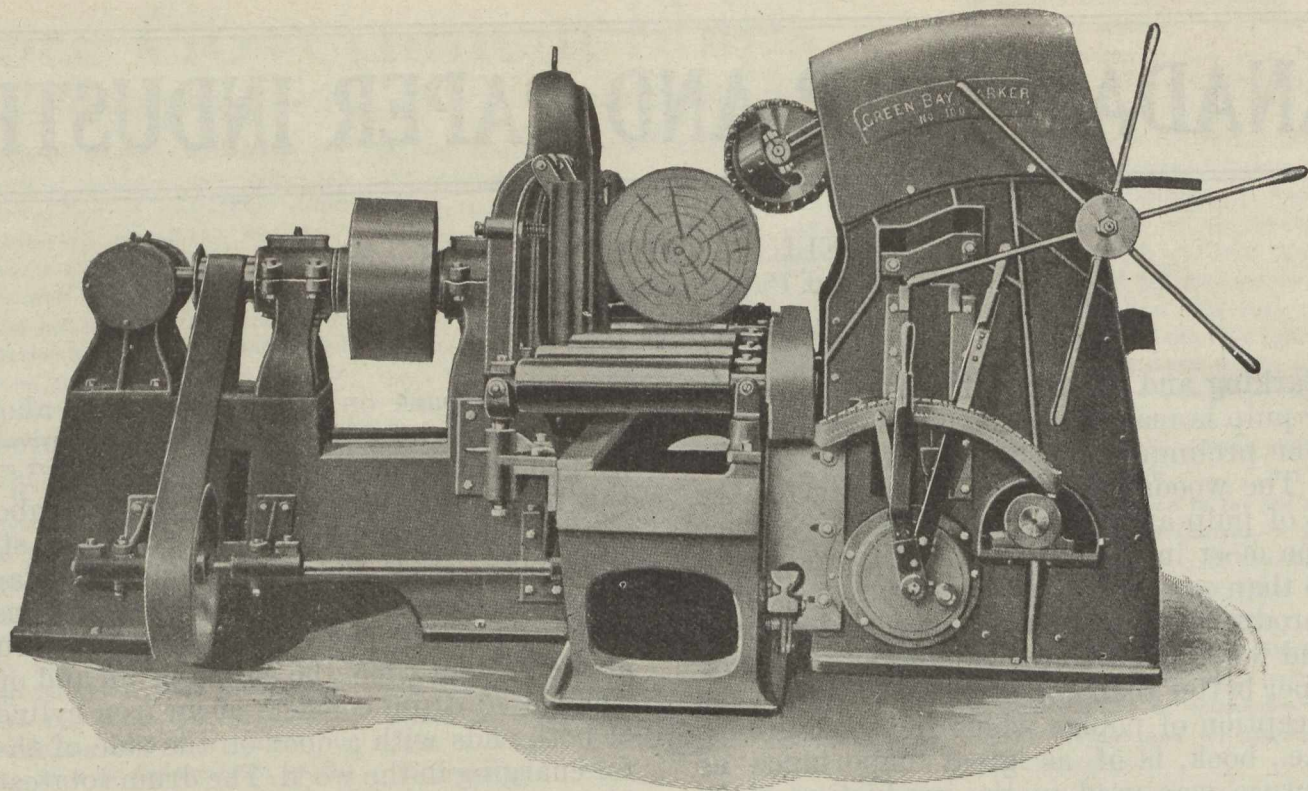


This fine stand of black spruce has already been made into pulp and lumber. If proper methods are employed, another crop of pulpwood can be harvested from this same area by another generation.



A picturesque pulp mill in Quebec.





The pulley at the left is driven by a belt, and in turn drives a huge disc (carefully covered) in the centre. This disc carries several knives, which shave off the bark as the log is rolled by the sprocket and chain, a device used to protect work men from the loss of fingers.

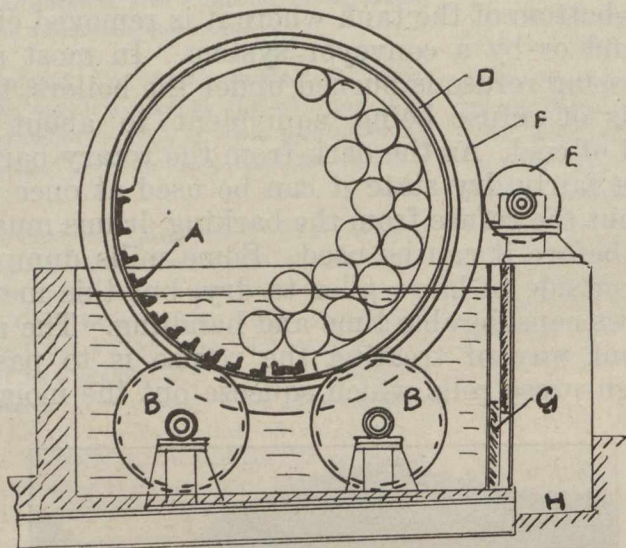
to a content of about 50 per cent., where upon the material can be used directly in the boilers. The following figures give an idea of the saving made by using drum barkers. It should be borne in mind, in making this comparison, that rotary barkers practically eliminate danger of getting bark in the pulp and are therefore used mostly for pulp for high grade papers.

	Lbs. air dry pulp from 1 cord wood.
Rotary barkers .....	1700
Barking drum .....	1980

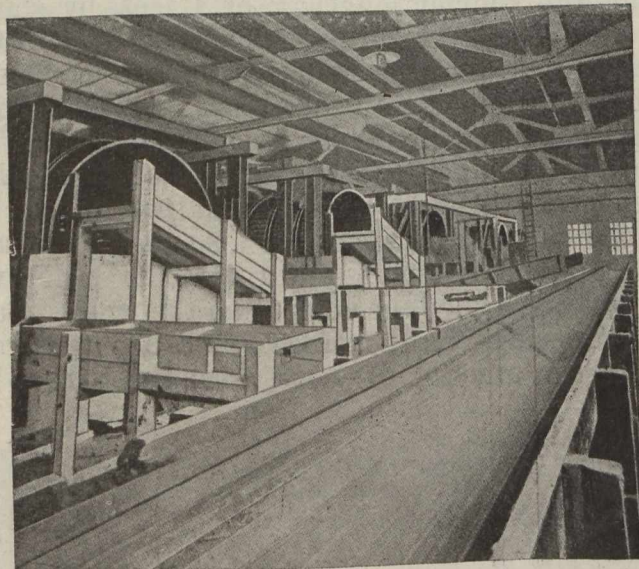
**Mechanical or Groundwood Pulp.**

Groundwood pulp is produced by the grinding action of sandstone on wood. The stone tears the fibres from the wood and isolates them more or less

completely. The grindstones are made from a fairly coarse sandstone, most of them are imported from England, although a few are produced in Canada. Of late artificial grindstones have come into use, but have not yet been perfected to the point where they are able to supplant the natural stones. The stones, usually 54 inches in diameter with a 27-inch face, are ordinarily mounted vertically on a horizontal shaft and enclosed in a circular cast-iron casing provided with pockets in which the two-foot lengths of rossed wood are placed. The wood is forced against the stone by grinder pistons which are operated by hydraulic pressure, the pressure used vary-

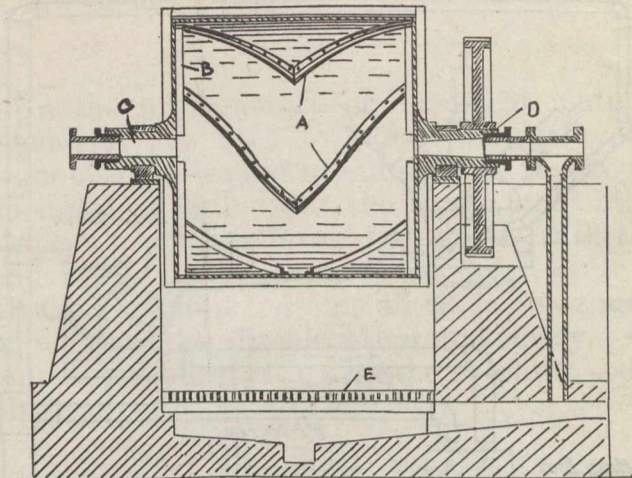


The principle of the barking drum is shown by this picture of the Alfsen drum. The wood is carried upward by the revolving drum, and as it falls back bumps off the bark by striking other logs and rubbing on the sides of the drum. A shows the steel bars of which the drum is constructed. B shows bearing wheels on which the drum rolls. D shows one of the rings to which the bars A are riveted. E is the gear on the driving shaft, and F is the gear on the drum to which motion is transmitted by the turning of E. G is an adjustable dam that regulates the depth of water in which the drum revolves, and also determines the length of time that the wood must stay in the drum before being delivered.



One of the latest developments in the method of barking wood is the apparatus of the American Barking Drum Co. The picture shows an installation of five of these drums. If operated on the number just mentioned, but instead of turning on rollers they are hung on chains and driven by a chain drive which eliminates many of the difficulties of the ordinary gear. They can be run either wet or dry and are built from 8' to 14' in diameter, and up to 30' long. Any wood that is not barked the first time through is sorted out and sent back for another trip. The barked wood tumbles out upon a chain conveyor, which carries it to the manufacturing departments or to the storage pile. The bark falls through between the angle irons of which the drum is constructed, and is either used for fuel or filling in land or else thrown into the river.

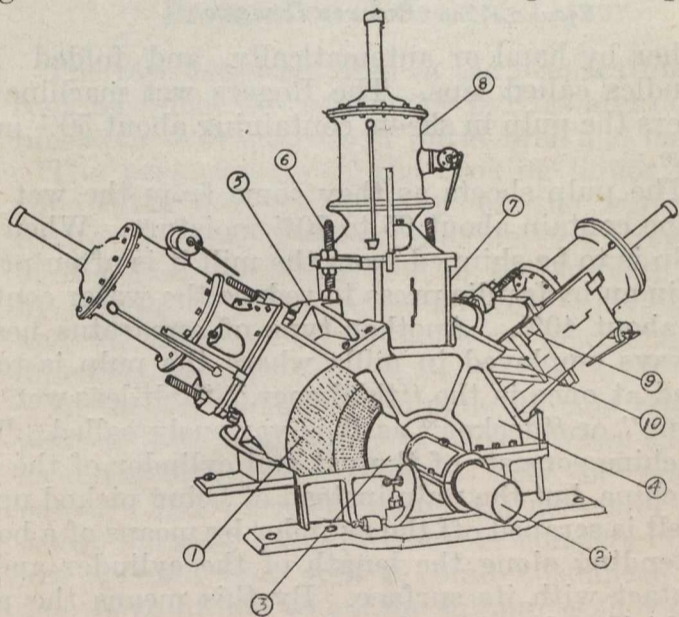




A sectional view of the well-known Bache-Wiig, or enclosed type. The irons A, keep the sticks rolling. Fresh water is introduced at C, and discharged at D. The grid E, catches the blocks as they are emptied from the drum.

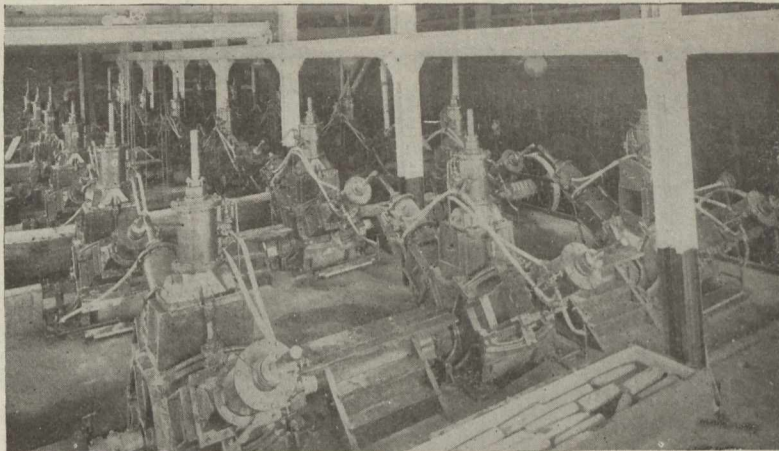
ing from 30 to 50 lbs. per square inch, and the stone travels at a circumferential speed of 2,500 to 3,500 feet per minute. The grinders are driven either by water wheels, individual water turbines or electric motors; the latter is particularly good practice in mills situated near large hydro-electric developments where power is cheap. Each grinder is equipped with either three or four pockets about 24 inches long and 12 inches wide in which the wood is placed with the grain parallel to the longitudinal axis of the stone. The horse-power required for each stone is 300 to 500 and 40-70 horse power per 24 hours is required to produce a ton of pulp.

During the grinding process water is sprayed on the surface of the stone to keep the wood from burning and to carry away the fibres which adhere to the stone. In order to vary the nature of the pulp produced the amount of water used is varied. If a large amount of water is used "cold ground" pulp



THREE POCKET GRINDER

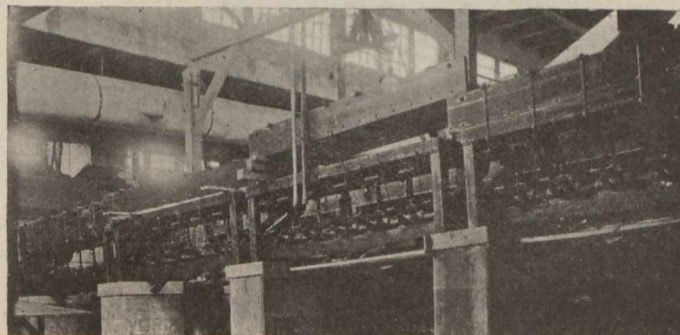
This diagram shows the parts of a grinder which consists of a grindstone (1) mounted on a shaft, (2) and gripped by two steel flanges. (3) The flanges are made in pairs, and are screwed on to the shaft by right and left hand threads, so that rotation in the proper direction tightens their grip upon the stone. The grinder side-frames or casings (4) are bolted to the bridge-trees, (5) and the latter carry heavy studs (6), which support the pocket as the stone wears down. Mounted on the pocket is the hydraulic cylinder (8), which transmits pressure to the wood through a piston rod (9), and a flat pressure foot, (10). Wood is charged through a door at one end of the pocket.



This is a picture of the grinder room of a mill making mechanical pulp. The wood is seen floating to the grinders and in each of the second and third grinders in the first row a pocket is opened ready for wood to be charged. The door is then closed and water pressure forces a piston down against the wood which is thus held firmly against the rotating stone, the lower edge of which is seen on the second stone. Under this is a pit to catch the fibres as they are ground off the log by the stone and washed from the stone by a stream of water. At the right is a wall, behind which are the huge hydraulic turbines each generating from 1,200 to 1,600 H.P., and each driving three grinders.

is obtained while with a limited amount of water the grinding temperature rises to as high as 150° F. and "hot ground" pulp is produced. "Cold ground" pulp is very even fibred and fine and can be used in fairly good grades of wood pulp paper while "hot ground" pulp is coarse, uneven, contains long fibres and is used in cheaper grades of paper such as newsprint, wrappings, etc. The "hot ground" pulp works particularly well on fast news machines as the water drains from it quickly making it possible to operate the machine at high speed.

The pulp goes from the grindstone to a tank below the grinders and from here to bull screen, a coarse strainer, where all the coarse splinters and unground pieces of wood are removed. After diluting with water it then passes to the fine screens, which may be of the flat or the rotary type. The flat screen consists of a long shallow box with the bottom made up of perforated bronze plates. The perforations are of the nature of long slits about .012" wide through which the pulp must pass. Below these plates is a diaphragm which moves rapidly up and down, keeping the pulp in a state of agitation and causing a slight suction. The pulp mixed with a large amount of water flows into the flat screen, the water and fine material passing through the screen while the coarser pulp moves on to the end of the screen where it flows into another flat screen with coarser perforations. In this way the pulp is sorted into coarse and fine grades. The cen-



A series of screens. The diluted pulp is fed at one end, and as it flows along the fine fibres work through the strainers and the over-size, or screenings, are taken off at the other end.



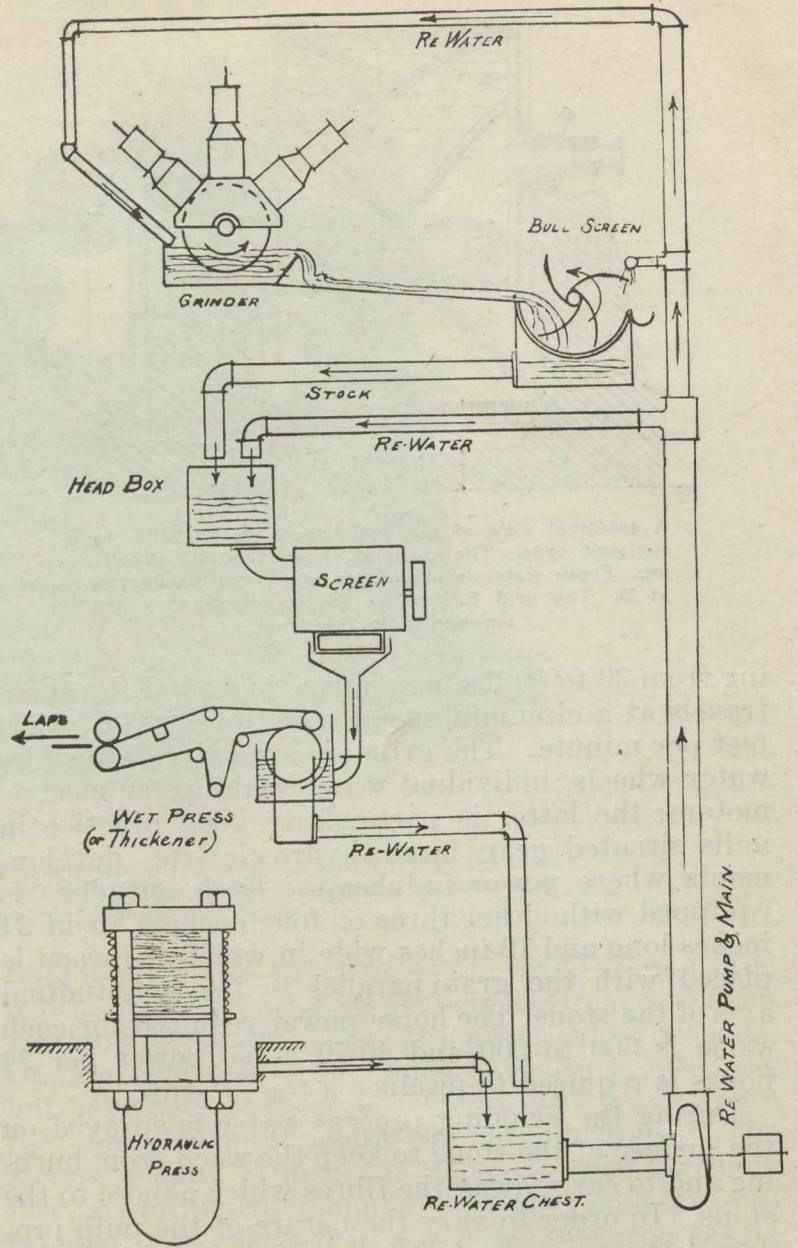


Wet machines, showing cylinder vat, felt, the roll on which the pulp winds up, and table for folding the "lap."

trifugal screens are somewhat more complicated, but act on the same principle of passing the fine pulp mixed with water through small openings leaving the coarse material behind.

**The Pulp is Made Into Sheets.**

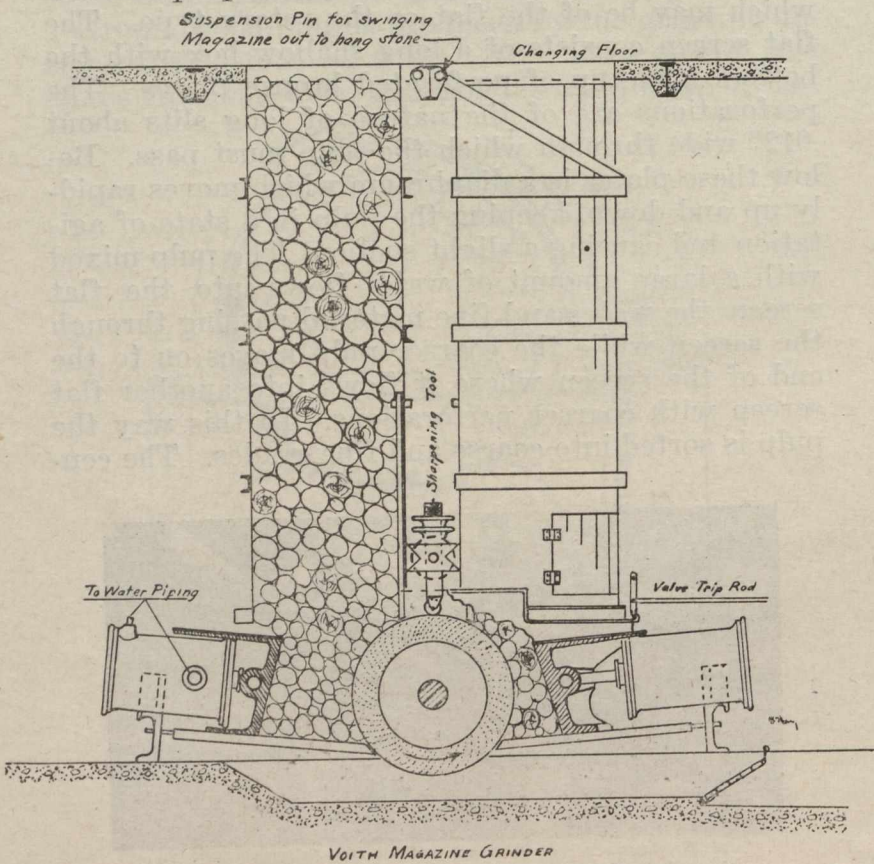
The screened pulp then passes to machines called wet machines for partially removing the water. The diluted mixture is pumped continuously into a vat about 6 feet wide and 8 feet long and 5 feet deep in which a hollow bronze cylinder about 3 feet in diameter and 6 feet long covered with 60 mesh brass wire rotates. The pulp is deposited on the wire, while the water passes into the cylinder and from there is led outside the vat. A small roll called a couch roll is in contact with the top of the revolving cylinders and an endless felt passes between the couch roll and the cylinder. The sheet of pulp upon the cylinder is picked up by the felt carried between press rolls, over a suction box and finally wound up on a large wooden roll until of sufficient thickness. At the proper time it is removed from this roll



GROUND WOOD PROCESS DIAGRAM.

either by hand or automatically, and folded into bundles called laps. The Rogers wet machine delivers the pulp in sheets containing about 50% moisture.

The pulp sheets as they come from the wet machine contain about 65 to 70% moisture. When the pulp is to be shipped from the mill it is often pressed in an hydraulic press to reduce the water content to about 40%. Another type of apparatus nearly always employed in mills where the pulp is to be used at once is the "thickener," "felt-less wet machine" or "decker" as it is variously called. This machine consists of the vat and cylinder of the wet machine, but the pulp instead of being picked up by a felt is scraped off the cylinder by means of a board extending along the length of the cylinder and in contact with its surface. By this means the pulp is thickened so that the mixture contains about 95% water as against 99 to 99.5% in the original mixture. The same principle is used on some save-alls (or fibre-catchers). Wet pulp, i.e., pulp containing 40 to 65% water, is always sold on the "air dry" basis. "Air dry" pulp refers to pulp containing 10% moisture. This figure is obtained by drying a sample bone-dry. The wet weight divided by the dry weight and multiplied by 100 gives the percentage of bone-dry fibre. Divide this percentage by 9 and multiply by 10 to get the percentage of "air dry" pulp. The total weight of the shipment multiplied by this figure will give the tonnage to be paid for. The same process holds for all kinds of pulp.



VOITH MAGAZINE GRINDER

The magazine grinder is practically automatic and chews up 4 foot sticks of wood which fall into the pockets and are pushed against the stone by hydraulic pistons.

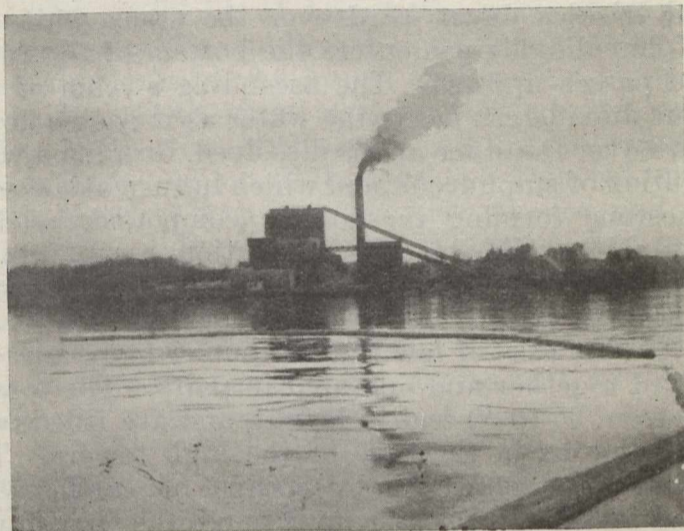


## Chemical Pulp

In the manufacture of chemical pulp various chemicals are used to isolate the cellulose fibres from other substances contained in the wood. These chemicals dissolve out the lignin and other substances which are intimately mixed with the fibres and leave a nearly pure cellulose as a residue. Mechanical pulp contains all these substances, some of which cause discoloration and decay. Chemical pulp is produced either by the sulphite, soda or sulphate process.

### Sulphite Process.

This process may be conveniently divided into four steps, namely: preparation of the cooking liquor, preparation of the wood, digestion of the wood with chemicals and washing screening and removing water from the pulp.



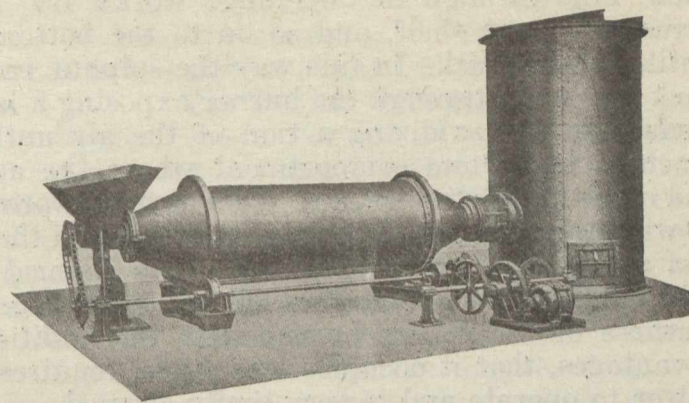
Ontario is a great pulp and paper producer. This is one of the latest sulphite mills.

### Preparation of Cooking Liquor.

The raw materials used in the preparation of the cooking liquor are sulphur or pyrites and dolomitic limestone or a mixture of burnt lime and magnesia.

The preparations of the cooking liquor may be subdivided into the burning of the sulphur or pyrites to form sulphur dioxide, the preparation of the lime, the absorption of the sulphur dioxide by limewater or limestone to form cooking liquor and the recovery of the sulphur dioxide from the digestion process.

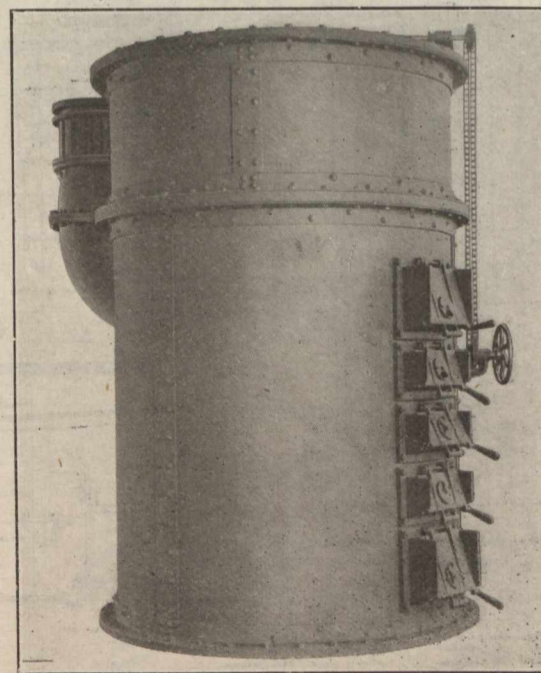
In the production of sulphur dioxide either sulphur or iron pyrites may be used. When sulphur is used three types of burners may be employed namely: flat burners, rotary burners and upright retort burners. The flat burner consists of a shallow covered pan with a counter-balanced sliding door in front into which the sulphur is shovelled and through which the air for combustion enters. To start the burner a small wood fire is built in the pan after which sulphur is shovelled in. After the sulphur has become thoroughly ignited it maintains the heat for its own combustion and it is then only necessary to keep the burner supplied with sulphur and to regulate the air supply. Sulphur contains some impurities, and these float on the surface of the molten sulphur and have a tendency to deaden the fire. Although various stirring mechanisms have been devised to agitate the sulphur this difficulty has never been thoroughly overcome, and for this reason and for the fact that the flat burner ex-



The rotary sulphur burner is fed with brimstone. A combustion chamber insures that all the sulphur is burned to sulphur dioxide.

poses only a relatively small surface to the action of combustion this type of burner is being supplanted by other and more efficient types. The rotary burner consists of a long cylinder with cone shaped ends mounted horizontally on steel tires rivetted to the cylinder shell and resting on bearing wheels. The bearing wheels are made to revolve and the weight of the cylinder is concentrated on the tires, which in turn press against the revolving bearing wheels and cause the cylinder to rotate. Either dry or molten sulphur is fed into one end of the burner and the gas is taken out at the other. As the cylinder rotates the molten sulphur clings to the sides and drips back to the bottom of the cylinder causing excellent agitation and exposing a large surface to combustion. Along the length of the burner openings are placed which furnish air and enable the supply to be accurately regulated. These burners are very efficient and furnish a supply of very rich gas.

One of the latest forms of burner is the upright retort burner. It consists of an upright cylindrical shell lined with fire brick and fitted inside with a series of shelves one above the other. At the top the burner is a large closed melting pot for melting the sulphur. The dry sulphur is either shovelled by hand or carried by a conveyor into the melting pot where it is melted by the heat of the burning sulphur inside the burner, and from here flows to the upper shelf of the burner where it ignites. The



The vertical type of burner takes little space and power.



shelves are provided with openings arranged in such a manner that the sulphur overflows from one shelf, falls through the opening, works its way across the next shelf, and so on to the bottom or until all consumed. In this way the sulphur passes back and forth through the burner exposing a large surface to the oxidizing action of the air until it reaches the bottom compartment where the ashes and other impurities collect. This burner is provided with openings for the proper regulation of the air and a very rich gas is obtained. It is claimed for this burner that it embodies all the advantageous features of the rotary burner with the additional advantages, that it occupies less space, requires no power to operate and is very easily cleaned.

The sulphur-dioxide gas passes from the burner to a combustion chamber where the hot gas is intimately mixed with the air, and where any unburned sulphur which is carried over is oxidized. The usual content of sulphur dioxide is 10—14%, the remainder oxygen and nitrogen. It is then conducted to coolers which are made up of 8 to 12 inch lead pipes connected in series and placed in a shallow tank of running water. The gases are cooled on the counter current principle, that is, the gas travels in the pipe in one direction and the water travels outside the pipe in the opposite direction so that the coldest water is in contact with the gas as it leaves the cooler and the water which has taken up heat in its passage through the cooler is in contact with the hot gas as it enters the cooler; this insures that the gas leaves the cooler at the lowest possible temperature. The gas then passes from the cooler to the acid system.

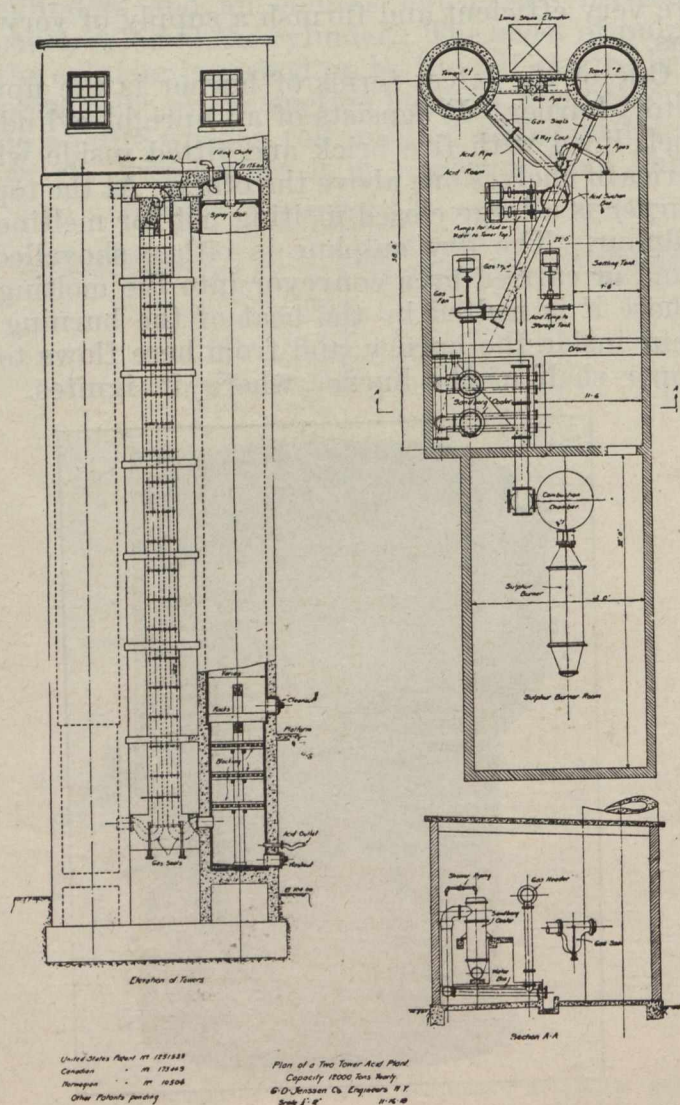
### Two Types of Acid Systems.

There are two types of acid systems—the limestone system and the milk of lime system, both are in use in this country, but until very recently the milk of lime system has found most favor; however, within the past three or four years the limestone system has become very popular. The limestone system is used almost entirely in European countries.

In this system, of which the Jenssen tower is typical, either pure limestone ( $\text{CaCO}_3$ ) or dolomite limestone ( $\text{CaCO}_3 \text{ Mg CO}_3$ ) in high towers or a number of low towers or chambers is used. The high towers are from 100 to 125 feet in height, about 10 feet in diameter, are made of concrete or wood, and are ordinarily lined with wood or acid resisting brick. The towers are filled with pieces of limestone varying from 3 to 6 inches in diameter and resting on timbers at the bottom. Water is sprayed over the limestone at the top of the tower and trickles down ward over the stone while the sulphur dioxide gas enters the bottom of the tower and passes upward. The ascending stream of sulphur dioxide gas meets the water as it passes downward over the stone and is dissolved, forming a weak solution of sulphurous acid which in turn attacks the limestone forming the soluble compound, calcium bisulphite. The bisulphite solution runs into a chamber at the bottom of the tower and is pumped to storage tanks.

In the case of low towers four or more are connected together and operated in pairs. The towers are from 35 to 50 feet in height, and are filled with limestone as in the case of the high towers. The towers are connected by means of earthenware pipes and the gas passes up through the first tower, down through the earthenware pipe to the bottom of the second tower and then up through the tower. Water is sprayed over the top of the limestone in the second tower dissolving the sulphur dioxide and reacting with the limestone, forming a weak calcium bisulphite solution, and this is pumped from the bottom of the second tower to the top of the first where it trickles down through the stone becoming stronger as it nears the bottom of the tower. From the bottom of the first tower it is pumped to storage tanks. Here, as in the case of cooling the gases, the counter current principle is used; weak gas is in contact with the weak liquor in the second tower, while strong gas is in contact with the strong liquor in the first tower. In case more than two short towers are used the principle is the same, i.e., the strong gas enters the first and the water enters the last tower, and they travel in opposite directions. When high towers are used the natural draft is sufficient to move the gases, but with short towers it is necessary to employ fans or pumps to conduct the gases from tower to tower.

In the chamber system there are two long rectangular chambers, connected together, and each containing a number of compartments connected alternately at the top and bottom. The compartments are filled with limestone and water is pumped to the top of the last compartment, where it trickles down over the stone, meeting the gases which are passing in the opposite direction. From the bottom of the last compartment the weak acid is pumped to the top of the next, and so on through the system, becoming stronger and stronger as it proceeds. It finally empties into the first compartment, which



Plan and Elevation of Jenssen Two-Tower System



contains only acid, through which the strong sulphur dioxide gas bubbles on its way to the limestone compartments. From here the acid is pumped to storage tanks.

In the milk of lime system burned dolomite lime (CaO, MgO), is slaked with a large amount of water to form milk of lime, and sulphur dioxide is passed through it to form calcium and magnesium bisulphites. There are several types of apparatus in use for carrying out this reaction, and they can all be classed under two main heads: the intermittent or "dump" system, and the continuous system. The Stebbins System is a good example of the "dump" system, while the Barker System illustrates the continuous system.

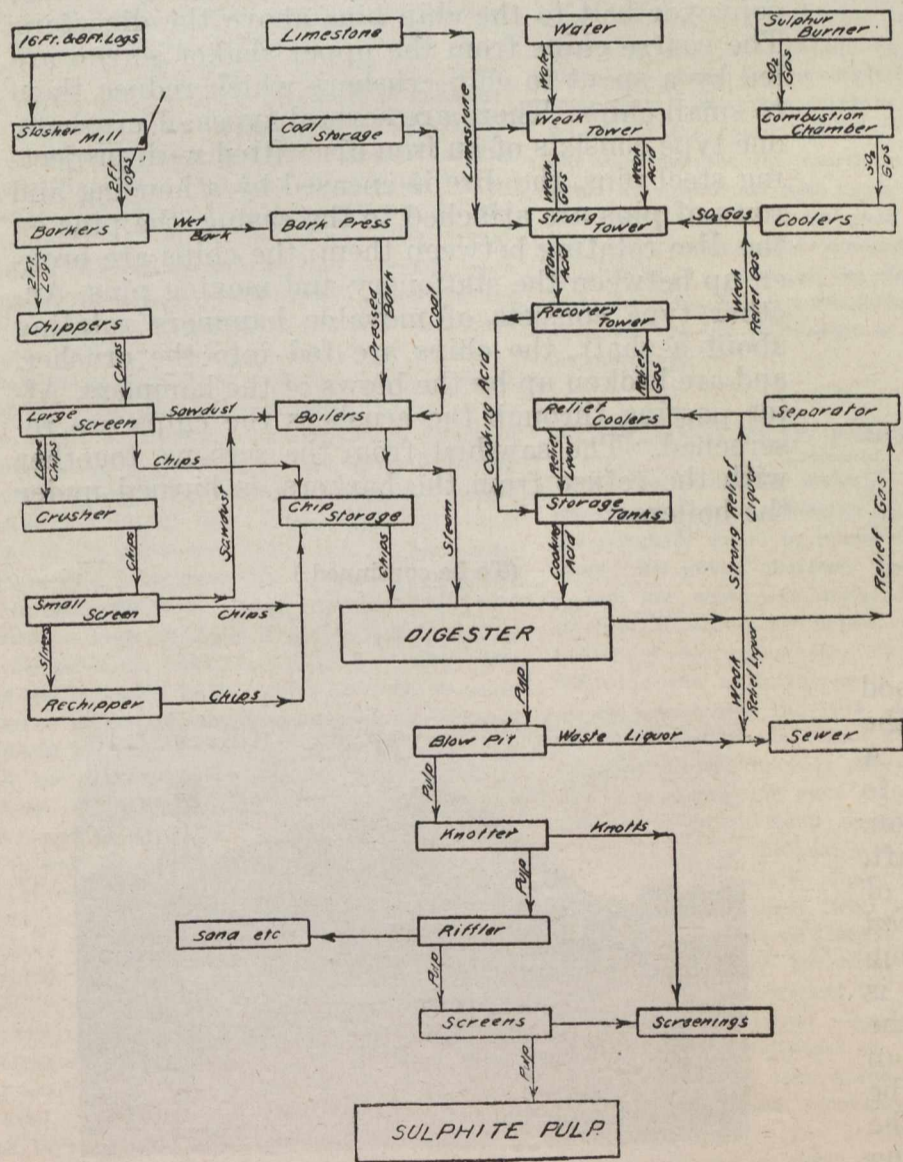
The Stebbins System consists of two acid tanks, and two milk of lime tanks, equipped with agitators, baffle plates and cooling pipes. When the system is in operation the next tank is filled with milk of lime, while the two milk of lime tanks serve simply as storage tanks. The sulphur dioxide coming from the gas cooler is drawn by means of a suction pump to the bottom of the first tank up through the weak acid to the bottom of the next tank up through the milk of lime, and out of the system. Thus the weak acid in the first tank becomes strengthened, and the milk of lime in the second tank is converted to weak acid. As soon as the acid in the first tank is of sufficient strength it is pumped to storage tanks, and the weak acid in the second tank is led into the first tank to take the place of the strong acid, while the weak acid in the second tank is replaced by milk of

lime from the storage tanks. As can be readily seen this process is intermittent and is called a dump system because the strong acid tank, i.e., the first tank has to be emptied at the end of each operation.

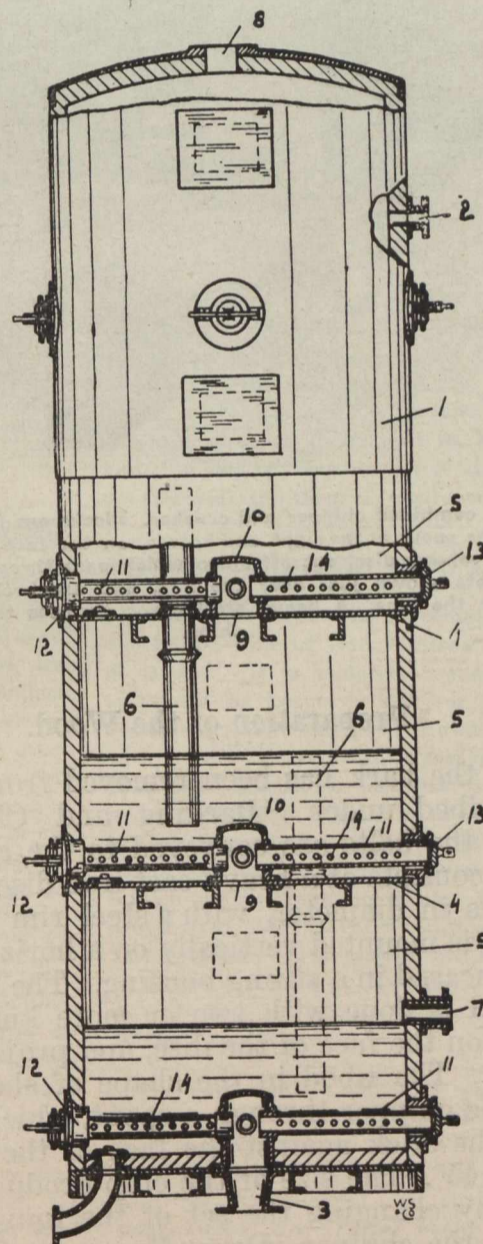
**The Barker System.**

The Barker System consists of a high tank with perforated partitions and overflow pipes from one partition to the next. The milk of lime flows in at the top of the tank, and gas enters at the bottom; a suction pump connected to the top of the tank draws the sulphur dioxide gas up through the tank and leads off the unabsorbed gases. The rate of flow of the lime water and the degree of vacuum produced by the suction pump are so regulated that the gas passes up through the perforations in the partitions, while the lime water overflows through the overflow pipes and the acid comes from the bottom of the tank at the proper strength. Some of the advantages of this system are that it occupies a comparatively small space, and does not require constant attention. Since the lime water flows without interruption into the top of the tank and comes out at the bottom as acid, the system is known as a continuous system.

In the digestion process which will be described later, a certain amount of sulphur dioxide gas and acid have to be relieved from the digester from time to time, and to operate efficiently the gas and acid has to be recovered and utilized. This is accom-



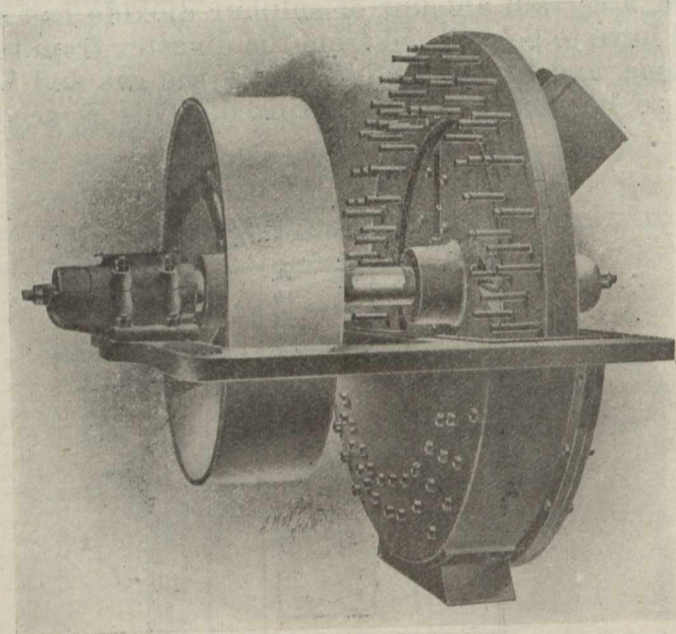
All roads lead to Rome. Note how all the materials roam to the digester where wood chips are converted to sulphite pulp.



Section of the tank, in which cooking acid is made by the Barker System. Where this system is used, we should have lime instead of limestone in the chart and one less tower.



plished by conducting the gas through coolers to a storage tank containing the cooking acid or "reclaimed acid," as it is called, where the gas is absorbed by the acid causing the latter to become stronger. The acid or "liquor" which comes from the digester is passed through coolers and run into storage tanks containing the acid made in the acid system. This mixture of acid from the acid system and liquor from the digester is known as "storage acid." The "storage acid" is pumped to other storage tanks, and the sulphur dioxide gas from the digesters is passed into it as described above, forming "reclaimed acid," which is then ready for use in digesting the wood to form pulp. The "reclaimed acid" varies in density from 5.5° to 6.5° Bé, and the sulphur dioxide content varies from 3.5% to 6.0%, of which 25 to 30% is present as calcium bisulphite, and 70 to 75% as free sulphurous acid. The "combined" sulphur dioxide (calcium bisulphite) in the cooking acid is about 1 to 1.25 per cent, the "free" sulphur dioxide (sulphurous acid) about 3 to 5 per cent. The strength depends on process and quality of pulp.



A combined chipper and crusher. Blocks are fed into the spout at the right, and knives on the face of the revolving disc, cut off chips which pass through the slots shown just over the hub, and are broken up by the pins. A heavy steel cover encloses the machine.

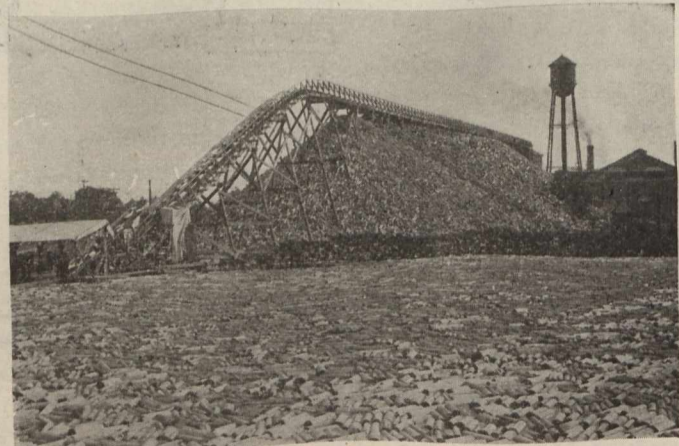
### Preparation of the Wood.

After the bark has been removed from the wood as described under "Barking and Cleaning the Wood," the bolts are conveyed to the chippers. A chipper consists of a heavy cast iron disc from 47 to 88 inches in diameter, with a steel rim shrunk on. The disc is mounted vertically on a horizontal shaft, and is encased in a strong housing. The chipping of the wood is done with two or more knives placed radially on the face of the disc, and projecting from the disc. The wood in the shape of short bolts is fed to the chipper through a spout, which holds the end of the stick against the face of the disc at an angle of 45°. The size of the chip produced may be altered by changing the set of the knives and the speed of the chipper. Depending upon the cooking process to be used the chips vary in size from 5/8 inches to 1 1/8 inches square, but the average chip used in the sulphite process is between 5/8 inches and

7/8 inches square, and 1/8 inch and 1/4 inches thick. The 88 inch chippers operate at a speed of 200 revolutions per minute, and have a capacity of 10 cords of wood per hour, and can be driven with a 100 to 125 H.P. motor. When the chippers are working properly they should deliver chips 60 to 70% of which are of the size desired with not over 3% of saw dust.

From the chippers the chips are conveyed to the chip screens, where the sawdust and large chips are screened out. Two types of chips screen, flat shaking screen and rotary screens, are in general use, and they are often operated together. Either wire screen or perforated metal plates are used in constructing the screens. The coarse screens have openings with a diameter about one half inch longer than the length of the chip desired, while the fine screens have a mesh of about three-eighths of an inch. Shaking screens consist of two shallow boxes placed one above the other, the bottoms of which are made up of wire screen or perforated metal; the screens are hung in such a manner that they may be shaken back and forth by an eccentric. The chips are fed to the top screen, which has the larger perforations, and which holds back large chips and slivers and allows the smaller chips and sawdust to pass through. The finer material falls to the second screen, which has a fine mesh, which retains the chips, allowing the sawdust to pass through. In addition the chips are generally passed through a conical shaped rotary screen of fine mesh for the complete removal of the sawdust, and from here are carried by a large conveyor belt to the chip bins above the digesters. The coarse chips from the upper shaker screen are led by a spout to chip crushers which reduce them to small chips. There are several types of crushers, one type consists of an iron disc fitted with projecting steel pins, the disc is encased by a housing and rows of pins are attached to the casing, the pins on the disc rotating between them; the chips are broken up between the stationery and moving pins. Another type consists of movable hammers rotating about a shaft, the chips are fed into the crusher, and are broken up by the blows of the hammers. After passing through the crushers the chips are re-screened. The sawdust from the screens, together with the refuse from the barkers, is burned under the boilers.

(To be continued.)



This picture shows a combination of an elevating conveyor and a cross conveyor for placing the blocks at a distance from the unloading point of the wood preparing department.



# What the Companies are Doing

## C. P. R. ANNUAL PRAISES LORD SHAUGHNESSY.

The first meeting of the Canadian Pacific Railway Company held since the retirement of Lord Shaughnessy was held in Montreal on Wednesday last. The new president of the company, Mr. E. W. Beatty took the occasion to express the appreciation of Lord Shaughnessy that all the shareholders of the Company felt. Loud applause greeted the tribute paid to the retired president on behalf of the company. The annual statement was then made by Mr. Beatty reviewing the affairs of the company. Some of the outstanding points of this statement are reproduced as follows:

"The results of the year's operations were, on the whole, and under the conditions which existed, satisfactory, notwithstanding the shrinkage in the net earnings of \$12,043,630, due to the extraordinary increase in wage scales and cost of materials of all descriptions. Over seventy-seven per cent. of the total increase in operating expenses was due to increases in wages alone.

"The volume, both of freight and passenger traffic, decreased in comparison with 1917, the increase in gross earnings of \$5,148,363, being due to increases in rates granted in March and July of last year. After four years of war, and the existence of times of the most severe climatic conditions, I am happy to say that the physical condition of your property is excellent, and it will not require more than usual maintenance expenditures to ensure its usual efficiency. The financial position of the company at the end of the fiscal year, as indicated in the annual report was, on the whole, extremely gratifying.

"Serious and continuing blunder in our railway policy have resulted in the Government being required to assume the ownership at present of 11,400 miles of railway, with the prospect of the acquisition of an additional 6,400 miles. Your directors look forward with confidence to the development of the trans-Atlantic and trans-Pacific steamship business of your company, particularly the latter, and adequate provision for the needs of the immediate future have been made as indicated in the annual report."

Lord Shaughnessy, in replying to the tribute paid him spoke in part as follows:

"I would be lacking in candour if I failed to admit great pride in the progress of the company during my presidency and in its present splendid position, physically and financially, and equal pride in the faith and confidence of the shareholders who, with marvellous unanimity responded to calls for new capital by subscribing for additional issue of stock, even on occasion when in deference to popular clamor the issue price was less favorable to the subscribers than it might properly have been. My predecessors, Lord Mount Stephen, and Sir William Van Horne, who carried the responsibilities of the chief executive through the periods of construction and the first few years of operation, had a most difficult task as is well known to our senior colleagues on the board of directors. Mr. Angus, Sir Edmund Osler and Mr. Matthews, but it was my good fortune to become president just when the tide was turning, and when Canada was coming into her own.

"The expansion in the country's business and the consequent increase of traffic compelled capital expenditure on a large scale to furnish improved transportation facilities presently required and to anticipate the future, and the money for these purposes was provided year by year from 1900 to the outbreak of war.

"The policy of your directors was bold and forward.

"There was never any hesitation, and looking back over that period they are justified in the convention that few, if any mistakes were made, and that conviction is, I am sure, shared by the great body of the Canadian people and of the company's shareholders."

## IMPERIAL OIL ERECTS PLANT.

The Imperial Oil Company, which is the largest distributor of oil and gasoline in Canada, is now ready to erect a forty thousand dollar plant for the handling of their product at Welland. The site of three acres purchased south of the Electric Steel Company has a frontage of 325 feet on the canal and runs close to the electric railway. The two tanks of five thousand barrel capacity will be filled direct from the barges in the canal.

## WILLYS-OVERLAND STRIKE.

About 7,500 employees of the Willys-Overland Company at Toledo, who quit work on May 5th in defiance of orders extending their work day to 4.06 o'clock, were refused admission to the plant when they reported for work as usual at seven o'clock the next morning. All the men who walked out, says vice-president C. A. Earl, of the Overland Company, forfeited their share in the profits under the fifty-fifty plan recently announced. At the last distribution it ran from \$24 to \$100 per man for three months.

## CHILE COPPER EARNINGS OFF.

The Chile Copper Company shows a surplus after charges of \$300,036 for the quarter ended December 31st last, or the equivalent of eight cents per share on the capital stock. In the September quarter the earnings amounted to \$2,701,630, or the equivalent of 71 cents per share. The earnings for the fourth quarter were computed on a basis of 26.65 cents a pound for copper. On the basis of the four quarterly reports the earnings for 1918 amounted to \$5,572,810, equal to \$1.46 a share on the stock. The 1917 report showed a surplus available for dividends of \$2,598,412, or the equivalent of 68 cents a share on the stock.

## BREWERIES CASH POSITION STRONG.

The newly-elected directors of the National Breweries, Limited, declared last Wednesday that the company would be placed on a six per cent. basis. An initial quarterly dividend of one and a half per cent. was declared on the common stock of the enterprise, payable June 1st to shareholders of record May 14th. This action was taken following the adjournment of the meeting held at noon at which the 1918 statement was submitted to the shareholders. The showing of the company during the year ended October 31st last was a good one and gave ample justification for the increased dividend decision of the board. Gross profits for the year were reported as being \$616,265, an increase of almost two hundred thousand or approximately fifty per cent. over those of 1917. A surplus of \$236,509 remained after allowance was made for bond interest, preferred dividend requirements and the writing off of some \$82,226 to depreciation reserves. This amount available for distribution on the common stock is equal to 10.5 per cent. against about 1.5 per cent. the preceding year. Allowance is made for the fact that bonds to the amount of \$92,000 were retired during the year, presumably, as in the past, out of earnings. The balance sheet exhibits a number of important changes effected in the company's position during the year. Cash on hand

is shown at \$1,212,403, as compared with \$803,059 at the end of the 1917 period which is an increase of \$409,344. The total working capital is well over the two million mark, current assets of \$2,462,652 and current liabilities of only \$256,640, comparing with \$1,295,926 and \$235,798 at the end of the previous year. In comparison with the large amount of cash on hand it is worthy of note that last year's total of over \$1,200,000 compares with \$135,461 five years ago. Current assets of the company include accounts receivable of over a million and a quarter against rather less than half a million at October 31st, 1917. Stocks on hand show a reduction of over nine hundred thousand dollars, probably in view of the fact that up to a few weeks ago the company faced the very uncertain future owing to the prohibition movement and before the light wine and beer referendum. The surplus of \$236,509 for the year brings the total surplus up to \$900,592, or the equivalent of about eighteen per cent. on the combined preferred and common stock of the company outstanding at the end of the year. It was decided at the meeting to make the fiscal year of the company conform with the calendar year. The retiring board was re-elected.

## OPEN MONTREAL OFFICE.

The firm of Homer L. Gibson & Co., dealers in mining stocks, have opened offices in Montreal. Albert W. Reid, who has just returned from overseas will be in charge in the city. Previous to enlisting, Mr. Reid was manager of the company's Porcupine office and before that was on the staff of the Crown Mines.

## W. C. MACDONALD INCORPORATED.

The W. C. Macdonald, Registered, is being incorporated into a company according to a notice now appearing in the Quebec Official Gazette. This company takes over the old firm founded many years ago by the late Sir William C. Macdonald, as manufacturers and dealers in tobacco. The partners of the W. C. Macdonald, Registered, were Messrs. T. Howard Stewart and Walter M. Stewart, who inherited the business. The incorporation of the business has for its aim the perpetuation of the name of Sir William. The capital of two and a half million dollars is held and will continue to be held by Messrs. Stewart and members of their respective families, so it has no financial significance whatever.

## HOLT RENFREW COMPANY SALE.

A Montreal syndicate is completing plans for the taking over of Holt Renfrew Company, Ltd., of Quebec. It is understood that the syndicate is headed by Lorne C. Webster, associated with Sir Herbert Holt and A. J. Brown, K.C. The idea with which the syndicate is taking over the company is to enlarge the business to take in a much wider field than that now embraced. The new organization will have a capitalization of \$225,000 bonds, one million dollars preferred stock and one million dollars common stock. If present plans are carried out the entire staff will be retained. The new board will include Sir Herbert Holt, A. E. Renfrew, Lorne C. Webster, J. W. McConnell, A. J. Brown, K.C., R. B. Lindsay and W. H. McWilliams of Winnipeg.

The Ford Motor Company's war production included over two million steel helmets, fifteen hundred thousand liberty motors with four hundred thousand cylinders for same, eight thousand caissons for one hundred and fifty-five millimeter guns, twenty-five "Eagle" boats, over eight thousand trucks, twenty-five thousand regular Ford cars and over six thousand ambulances. The company has an average of forty-five thousand employees.



# COMMODITY MARKETS

## MILLFEED FIRM.

A good steady trade was done in all lines of feed-stuffs throughout the week, and the market was fairly active, with a firm undertone. The market for rolled oats remains quiet, but prices are firm, with broken lots of standard grades quoted at \$3.90 to \$4 per bag of 90 lbs., and sales of Golden cornmeal were made at \$5.15 to \$5.30 per bag, delivered to the trade.

## BALED HAY STRONG.

There has been no development in the baled hay situation since last week. A very strong feeling prevails in the market, but there have been no actual changes in price to note. The demands for offerings is keen, but these are small and buyers find difficulty in filling their requirements in many cases. Car lots of No. 1 timothy hay were quoted at \$33, and No. 1 light clover mixed hay at the same price.

## LIVE HOGS EASIER—MARKET FIRM.

Although there was great activity in smoked meats and live hogs at the middle of the week, the end of the period saw live hogs much easier. Lard has remained firm throughout. A fair trade was being done in most lines of smoked and cured meats in a wholesale jobbing way, and there was a steady demand for small lots. The demand for lard continued steady, and firm throughout the week, and the market was fairly active in a jobbing way.

## LOCAL GRAIN QUIET.

Although weakness was felt in the mid-week period, and Chicago option markets fluctuated rapidly on Thursday, and easier feeling prevailed at the week end. The Winnipeg market for barley eased off also, and the local market remained more or less unchanged for cash grain. Business was considerably quieter toward the week-end, and buyers were not disposed to operate, although some round lots were offered from the west for shipment.

## CHEESE QUIET AND UNSETTLED.

Owing to the uncertainty as to whether the Dairy Produce Commissioner will fix prices for the 1919 production cheese has been quiet and unsettled. Although shippers are at liberty to fill orders and engage freight, few will care to take the risk until something definite is announced as to the action to be taken by the Commissioner. In the meantime the shippers are in a very unsettled state. In the meantime the prices have been more or less nominal here. The receipts show a considerable decline from the same period a year ago, being some 66 per cent. lower.

## LOCAL FLOUR STRONG.

The strength that marked the beginning of the week in the local market for winter wheat flour persisted throughout the remainder of the period. Prices scored an advance of 30 to 40 cents per barrel on account of the very limited offerings from Ontario millers, and the light supplies on spot with increasing demand from local buyers. There were no further developments in the local spring wheat flour situation, prices being firm with a continued good demand from all sources for supplies, and a fairly active trade was done. The tone of the market for white corn flour advanced sharply in the middle of the week, and remained firm, with a steady demand for small lots.

## POULTRY EXPORT GOOD.

A good steady trade in cold storage poultry was done throughout the week. Receipts of live and fresh killed poultry continued very light and what did come in was immediately picked up. In some instances sales were made above official quotations and the quality was above the average. The surplus of frozen poultry has all been cleared by export and the situation is very strong. The United States poultry markets are firm for live and fresh killed stock.

## MAPLE PRODUCTS AND VEGETABLES.

The market for maple products has been firmer and higher. Sales of car lots of sugar were made at the advanced price of twenty-six to twenty-seven cents. There is some excitement owing to rumor that the United States desires several large shipments. Maple syrup is firm. France has been the greatest purchaser of American beans. In the United Kingdom there is very little encouragement in view of the large stocks of Rangoon beans held. The prospects for exportation of Canadian beans this year is poor. Domestic demand is steady and prices firm. The condition of the potato market remains strong and the prospects are that unless supplies come forward in the near future prices will go higher as stocks on spot are small. The demand in a jobbing way is good.

## BUTTER STEADY.

After a shrinkage of from 14 to 15c. per pound in the price of butter in about two weeks, the price was bid up some 4 $\frac{3}{4}$ c. per pound on Friday last. This was owing to the keen competition between buyers for offerings at the auction sale held at the Board of Trade. On Tuesday, at Gould's cold storage, some 300 packages of creamery butter were sold at 47c., but this butter was not of the finest. Until the cows are turned on grass the cost of feed will continue at a remarkably high cost. Judging by the rapid progress which the meadows and the fields are making, however, we shall very soon have full grass butter. It will be the last week of the month before the full grass butter of the Eastern Townships is on the market. The June butter is the best, however, and this is generally sought by English importers, who are willing to contract for it in advance. Owing to the very high prices this year, however, it is thought that they will buy it as they want it rather than speculate on June butter for delivery in July.

## CANADIAN CATTLE FOR EXPORT.

On account of the large consumption of beef in Europe and other foreign countries during the past four years of the war the herds of cattle have been depleted and especially so in Belgium and France, and now that the war is over these countries are anxious to replenish their herds. Consequently there has been considerable enquiry as to conditions of the cattle trade in Canada, the prospects and the available supplies which has resulted in some business being done for shipment from this port during the present season. The requirements of stockers for Belgium and France is estimated at between 50,000 to 75,000 head, but the indications are at present that they will not be able to fill them all this year owing to the somewhat limited amount of ocean space available from both Canadian and United States ports, which is attributed to the large offerings of other cargo, such as lumber, for which very high rates are being paid, and as this line of cargo is more profitable to carry than cattle at present, steamship owners prefer it; however, as stated above, some business has been done in

cattle for shipment from here and the United States this season. The first lot of 200 to 300 head of Canadian Northwest stockers is expected to be shipped from this port for Antwerp on the SS. Dumbridge at an ocean freight rate of \$75 per head, and it is reported that other engagements of freight have been made from the port of New York at \$80 per head, but it is understood that steamship agents generally are now asking \$100 per head for space from Montreal, New York, Boston and Baltimore, and that they are quite indifferent to book even at this rate. The above shipment will reopen the export live stock trade from the Port of Montreal, the last season's trade of any importance being in 1912, when the total exports for that season amounted to 6,465 head of cattle, and 178 head of sheep.

There has been a move on in England for the past few months to have the embargo removed off Canadian stockers, and according to a cable received here from London on May 6th, in the House of Commons, Mr. Willie asked the Parliamentary Secretary of the Board of Agriculture, "if he was aware that at the Imperial War Conference, the President of the Board of Agriculture had stated that the above board had favored the removal of the embargo on the importation of Canadian cattle, as there was no reason whatever why Canadian cattle should be excluded, and that a resolution that the embargo on Canadian cattle should be removed as speedily as possible was accepted by the president of the above board, and in view of the foregoing if he would say when it is proposed to take the necessary steps to fulfil the pledge and have the embargo removed.

Mr. Boscawen said, in reply, that Canadian cattle can be imported into this country for slaughter at the port, but legislation would be required to permit their importation as stores. If the imports could be restricted with absolute certainty to cattle born and reared in Canada and leaving Canada for the first time by shipment to a British port it would be impossible to exclude them only on the ground of diseases from which they are exceptionally free, but the board is not of the opinion that importation would be to the advantage of the agricultural community of this country and has no intention of introducing legislation in the sense asked for.

At the Canadian Pacific Live Stock Market the offerings to-day were 100 cattle, 100 sheep and lambs, 575 hogs, and 2,000 calves. There was practically no change in the condition of the market for cattle, prices being firm on account of the small offerings. The demand was fairly good from butchers for small lots to meet immediate wants, and sales of odd good steers were made at \$14 to \$14.25, fair at \$13 to \$13.50, medium at \$12 to \$12.50, and common and light stock at from \$9 to \$11 per 100 lbs., while a few extra choice cows and bulls sold as high as \$12.50 to \$13, and the lower grades from that down to \$8 to \$10 per 100 lbs.

The feature of the small trade was the activity in the market for calves, which was due to the demand from American buyers for supplies for shipment to the United States, and several car loads went forward to different points. This tended to create a stronger feeling in the market, and prices ruled fully \$1 per 100 lbs., the best grades selling at from \$10 to \$13, and the common at from \$6 to \$9 per 100 lbs. A few small lots of yearling lambs brought from \$15 to \$17 per 100 lbs., and old sheep sold at \$13 to \$15. Some spring lambs were disposed of at from \$8 to \$12 each, as to size and quality. The tone of the market for hogs was steady, with the demand ample to absorb all offerings, and sales of selected lots were made at \$22 to \$22.25 per 100 lbs. weighed off cars.



# In the World of Finance

## NEWSY NOTES

### SILVER MAXIMUM REMOVED.

The Chancellor of the Exchequer, J. Austen Chamberlain, announced last Thursday in the British House of Commons, that, owing to the removal of the maximum for silver bullion in America, an order was issued for the removal of the maximum price in England also.

### SWISS TAXES.

By three hundred thousand votes to one hundred and sixty-three thousand, the people of Switzerland have approved a measure imposing a war tax on incomes, the tax to be levied until one-half of the country's debt due to the war is paid off. Geneva and Neuchâtel were the only cantons which returned a majority against the scheme. The tax is to be applied to incomes exceeding four thousand francs, with a progressive increase in taxation on the larger incomes.

### ANOTHER CANADIAN LOAN.

Sir Thomas White announced that the Government intended to float another domestic loan probably in September, but he did not state the amount or the terms. The bill to appropriate three hundred and fifty million dollars was reported from committee late Thursday night. In replying to an inquiry from Mr. McKenzie as to how the amount asked for in the bill was to be raised Sir Thomas replied that it would be by domestic loan possibly in September, but he would not state at present the amount of the loan or whether the bonds would be taxable.

### ANOTHER BELGIAN LOAN NEEDED.

The Belgian Government has decided to ask the Allies for an immediate loan of five hundred million dollars without which aid the country will be lost, according to the Belgian Minister of Economics. This loan would be secured by German indemnities. It will not be sufficient, he said, that Belgium receives priority indemnity to the extent of half a billion dollars. This sum will not be forthcoming for a couple of years and the country can not hold out that long. Even with the removal of the burden of her war debt, Belgium is under an immense weight in every way and only with this sum and an equal sum loaned immediately to Belgium will the country be able to recuperate. Over seven hundred and fifty thousand people are idle and the Belgian Government is paying fifty million francs to them each month pending the reopening of factories and the resumption of work on a self-supporting basis.

### APPROPRIATION OF 350 MILLION.

Sir Thomas White last Wednesday moved the second reading of the bill to appropriate \$350,000,000 to meet expenses of demobilization of Canadian troops, to promote trade and industry and transportation facilities therefore and to carry out "any measures deemed necessary or advisable by the Governor-in-Council in consequence of the war." The acting premier stated that he did not consider it necessary to wait for the budget to bring in this bill, but stated that he would give particulars as to the cost of the war as regards Canada when the budget was brought up. Prior to the war the net debt of the country was \$235,000,000, and now it is \$1,584,000,000, so that the increase in the national debt during the war is one and a third billion dollars. The war loans outstanding amounted to one and half billion dollars and the account with the Imperial Government shows a difference of two hundred million in favor of Canada.

### OVER EIGHTEEN MILLIONS SUP. ESTIMATES.

On Wednesday last the supplementary estimates for the fiscal year ended March 31st, 1919, were tabled in the Dominion House of Commons. The total, which amounts to \$18,827,098, includes one item at \$9,305 for the state funeral of the late Sir Wilfrid Laurier.

The total of the Young Men's Christian Association fund raised last week in Montreal fell fifty-two thousand dollars below the amount aimed at. The sum actually raised was \$182,153.

### CHINESE BIDDING UP SILVER.

Reports come in from New York that Chinese interests were bidding \$1.06 an ounce for bar silver last week end. Silver dealers would not confirm these reports but called attention to the higher rate of Chinese exchange which was quoted at \$1.05½. This is equivalent to the price Chinese metal dealers would have to pay for silver in this market. Bar silver closed in the New York markets on Friday night at 105¾, which is in advance of 4½ cents since the Government price restriction was removed two days previous.

### RE-ORGANIZE INTERNATIONAL EXCHANGE.

In an address before the Currency Exchange Committee of the British House of Commons, Chairman Larkworthy of the Ionian Bank put forward an interesting plan for the reorganization of international exchange relations between the principal countries. The plan is intended to furnish a basis for the re-establishment of the money and credit system of Great Britain, but is offered as providing a means for general stabilization throughout the world, including the liquidation of international balances. His proposals in brief were: Firstly, to pass a short act of Parliament declaring that the currency note shall henceforth be the only legal tender currency in Great Britain; secondly, to erect a Department of Currency Control as a sub-department of the Treasury divided as follows: (a) An Issue Division, (b) A Securities Valuation Division, (c) An Exchange Sale and Purchase Division; thirdly, to pay back the value of its fiduciary notes to the bank of England and suppress the issue; fourthly, to entrust all the funds realized by the State through the normal sale of currency notes to the Comptroller of the Currency as a trust; fifthly to promote treaties with other nations for the reciprocal establishment of similar exchange offices by those other nations; and sixthly, to adopt the system of regional organization and the widespread multiplication of banks where required.

### MATTAGAMI PULP FINANCING.

The Mattagami Pulp and Paper Company has decided on new financing according to an announcement made recently. The Royal Securities Corporation heads a group of Canadian and American financial interests for the sale of two million dollars of mortgage securities for the northern Ontario pulp and paper concern. The securities will be seven per cent. sinking fund debentures maturing in 1949, secured by mortgage and convertible into common shares of the company. The purpose of the issue is for working capital and the financing of extensions to the company's plant to be completed by October next for increasing its annual output from thirty to forty-five thousand tons, an expansion rendered necessary by the demands of the company's export market in the United Kingdom for high grade sulphite pulp. It is believed that a private sale will be followed by a public offering.

Buenos Aires is rounding up its anarchist population.

The 52,000-ton steamer Imperator has been turned over to the American navy to be used as a transport for troops.

The town of Rimouski, P.Q., has decided to erect a monument to the memory of its fallen heroes in the great war.

The British Ministry of Food is drawing to the close of its existence. It is judged that it will be wound up by the late fall.

The City of Montreal has decided to allow officers and men of the police force six dollars per pair with which to buy boots.

The Khaki University has arranged visits of selected men for instruction in agriculture, fishing and manufacturing tours in the British Isles.

The Manitoba Provincial Government has announced its intention of making the Manitoba statute governing investigation and settlement of trades disputes effective at once.

The operating ratio rose from 67.8 per cent. to 81.6 per cent. Taxes increased 22.6 per cent., and net operating income decreased from \$904,000,000 to \$690,000,000, or 23.7 per cent.

Montreal has been governed by her Administrative Commission at a cost which is estimated at over eight hundred thousand dollars less than the estimate placed in advance for the year 1918.

Professor J. W. Macmillan, whose article entitled "Revolution" appears elsewhere in these pages, has left the University of Manitoba to take a position on the staff of Victoria University, Toronto.

Hon. T. W. Crothers asked that families of M.P.'s be granted free transportation on the railways. He was replied to by the Minister of Railways, who stated that they already did this when a request was made.

The head of the commission for Franco-American war matters, has made an investigation into the number of French soldiers killed between the ages of twenty and thirty-one, and he reports that 58 per cent. had lost their lives.

Three more pulp and paper mills are in operation than in 1915. The increase in value of production between 1915 and 1917 is nearly 140 per cent., the amount for the former year being \$40,348,001, and the latter \$96,340,327.

As compared with the annual average of the test period, operating revenues of American railways increased 44.9 per cent. in 1918, and operating expenses 74.7 per cent., while net operating revenue decreased 17.4 per cent.

In future all operators of motor vehicles within the city of New York will be required not only to secure a license from the Secretary of State, but will have to submit to actual examination as to their fitness to operate a motor car.

By mutual agreement between the Building Trades' Council and the Canadian Builders' and Contractors' Association it has been decided to form a council for Ottawa which will have for its purpose the arbitration and adjustment of all disputes which may occur in the future between building employers and employees.



# Banking Transactions

ESTABLISHED 1872

## Bank of Hamilton

Head Office: HAMILTON

CAPITAL AUTHORIZED... 5,000,000  
 CAPITAL PAID UP ..... 3,000,000  
 SURPLUS ..... 3,500,000

## Banking Service

The attention of manufacturers is drawn to the excellent facilities this Bank offers in all Branches of a complete Banking Service.

A good banking connection is an essential to the success of the manufacturer or merchant.

**THE CANADIAN BANK OF COMMERCE**  
 465 BRANCHES

## The Royal Bank of Canada

Incorporated 1869

Capital Paid-up ..... \$14,000,000  
 Reserve Funds..... \$15,500,000  
 Total Assets ..... \$420,000,000

HEAD OFFICE: MONTREAL.

SIR HERBERT S. HOLT, President.  
 E. L. PEASE, Vice-President and Man-  
 Director.

C. E. NEILL, General Manager.  
 555 Branches in CANADA, NEWFOUND-  
 LAND, CUBA, PORTO RICO, DOMINICAN  
 REPUBLIC, COSTA RICA, VENEZUELA,  
 BRITISH WEST INDIES,  
 SPAIN, Barcelona—Plaza de Cataluna 6.  
 LONDON, Eng. NEW YORK  
 Prince Street. E. C. 68 William Street.

SAVINGS DEPARTMENT at all  
 Branches

Business Founded 1795

## American Bank Note Company

Incorporated by Act of the Parliament of  
 Canada

ENGRAVERS AND PRINTERS

BANK NOTES AND CHEQUES  
 CORPORATION BONDS  
 STOCK CERTIFICATES  
 MUNICIPAL DEBENTURES  
 and other MONETARY DOCUMENTS.  
 Head Office and Works: OTTAWA.

Branches:—

MONTREAL, Bank of Ottawa Building.  
 TORONTO, 19 Melinda Street.  
 WINNIPEG, Union Bank Building.

### NEW ROYAL BRANCHES.

The Royal Bank of Canada has announced the opening of branches at Harbor Buffet, Nfld.; Red Willow, Alta.; Telkwa, B.C.; La Maya, Cuba, and at the corner of Runnymede and Bloor Sts., Toronto.

### BEATTY JOINS MONTREAL BOARD.

Mr. E. W. Beatty, K.C., President of the Canadian Pacific Railway, has been elected a member of the board of directors of the Bank of Montreal, according to an official announcement made last Friday afternoon.

### THE BANK OF ENGLAND.

London, May 8.—The weekly statement of the Bank of England shows the following changes:  
 Total reserve... Inc. £ 631,000  
 Circulation .. Dec. 380,000  
 Bullion .. Inc. 251,583  
 Other securities .. Dec. 2,750,000  
 Public deposits .. Inc. 3,761,000  
 Other deposits .. Dec. 9,561,000  
 Gov't securities .. Dec. 5,635,000

The proportion of the bank's reserve to liabilities this week is 18.88 per cent.; last week it was 18.38 per cent.

Rate of discount, 5 per cent.

### U. S. BANKERS OPPRESSED WITH RAILWAYS.

Bankers in the United States have found that the load imposed upon them by the railroads is more than they care to bear. With a view to obtaining relief from this burden of financing the railroads they held a conference last Friday with representatives of the Associated Railway Executives. The bankers made it clear that the drain upon their resources caused by the necessity of advancing funds to the railroads had become too great. They suggested that an organized effort be made to get the forthcoming Congress to expedite legislation which will replenish the revolving fund of the railroad administration. In cooperation with the War Finance Corporation bankers have taken care of all requirements of the railways for May. This sum aggregated approximately one hundred and thirty-five million dollars. Of this total sixty million dollars was required on the first of May, while the balance is to be advanced during the remainder of the month. The banks furnished forty million, six hundred thousand dollars of the funds on May the first, of which amount thirty-four million dollars was secured by notes with collateral and the balance by unsecured notes. Aside from these advances made by the U. S. banks they have also been required to finance the equipment companies, which furnish the railroads with rolling stock during the period of federal control.

### BANK FOR COLOMBIA.

Five London banks have organized an association for the promotion of a banking institution in Colombia. This institution, so advices from Bogota inform us, will be known as the English bank and will have its headquarters at Bogota, with branches at Medellin and Manizales. The bank is reported to be capitalized at ten million dollars.

### THE BANK OF FRANCE.

Paris, May 8.—The weekly statement of the Bank of France shows the following changes:

	Francs.
Circulation ..	Inc. 329,355,510
Treasury deposits ..	Dec. 20,004,339
General deposits ..	Inc. 64,053,257
Bills discounted ..	Dec. 21,262,837
Advances ..	Inc. 24,309,366
Gold in hand ..	Inc. 476,764
Silver in hand ..	Dec. 2,076,787

### CANADIAN CLEARINGS HIGHER.

Bank clearings at twenty-four Canadian cities for the week ended May 8th, 1919, aggregated \$334,465,182, or an increase over the corresponding week in 1918 of \$71,703,611, or twenty-seven per cent. Montreal's clearings were the best for the year to date, and exceeded the same week a year ago by forty-one millions, or an increase of 45 per cent. Ottawa showed an increase of over 80 per cent. Only three cities are reported to have shown a decrease for the week. These were Calgary, Fort William and Lethbridge. Following are the clearings for last week, with comparative figures from a year ago:

	1919.	1918.
Montreal ..	\$133,725,196	\$92,370,152
Toronto ..	79,569,070	68,827,857
Winnipeg ..	44,999,086	40,381,055
Vancouver ..	12,402,453	10,115,852
Ottawa ..	12,398,853	6,956,399
Quebec ..	5,938,683	4,654,322
Hamilton ..	5,935,627	5,216,159
Calgary ..	5,878,283	6,148,945
Halifax ..	5,231,975	4,468,981
Edmonton ..	4,139,095	3,520,896
Regina ..	3,788,451	3,433,819
London ..	3,782,280	2,616,114
St. John, N.B. ..	3,238,845	2,437,793
Victoria ..	2,396,952	1,986,485
Saskatoon ..	2,111,176	1,684,403
Windsor ..	1,756,306	1,314,453
Moose Jaw ..	1,604,800	1,354,421
Sherbrooke ..	1,023,388	895,302
Kitchener ..	962,682	758,522
Peterboro ..	874,476	768,266
Fort William ..	777,576	938,264
Lethbridge ..	762,984	910,931
New Westminster ..	583,907	475,603
Brandon ..	582,748	526,577
Totals ..	\$334,465,182	\$262,761,571

Medicine Hat reported clearings of \$553,949.

A strike of the tobacco workers at Havana has begun. What about a reprisal by a strike of tobacco smokers?



## THE STANDARD BANK

OF CANADA  
 HEAD OFFICE - TORONTO

### BUSINESS ACCOUNTS

All classes of business accounts  
 receive careful attention.

EST'D 1873  
**MONTREAL BRANCH**  
 E. C. GREEN, Manager, 136 St. James Street.



# In and Out of Canada

## FRENCH CLERKS STRIKE.

The strike of bank employees continues in Paris. Several thousand men and women participated in processions through the streets. The authorities held large forces of police and soldiers in readiness for any trouble.

## REPORT OF BRITISH BANKING COMMITTEE.

An interim report has just been presented and adopted which was prepared by the Banking Currency and Foreign Exchange Committee of the London Chamber of Commerce. This report makes recommendations covering various phases of the British Banking System with emphasis particularly on the necessity for the maintenance of the gold standard. On the subject of the issue and banking departments of the Bank of England, the report recommends that the two departments should be amalgamated. In support of this contention the committee quotes evidence tendered by the London Chamber of Commerce to the Treasury Committee. This evidence points out the failure of the Bank Act to realize the anticipations of its founders. It also urges that in normal times the issues of the bank should be covered as to one-third by gold, with provisions for an automatic emergency issue in times of pressure or panic, thus avoiding the necessity for suspending the operation of the act — in short, elasticity in the circulation is advocated.

The committee strongly insist upon the necessity of preserving the gold standard as the basis of British finance. They further lay it down that the Bank of England, as the chief bank of issue, is charged with the duty of following closely the tendency of the foreign exchanges and of taking such steps from time to time as may be necessary to protect the gold reserves of the country.

The second part of the report is devoted to criticism of the interim report of the Treasury Committee on Currency and Foreign Exchanges after the War. The contention of that Committee that the Bank Act provisions have operated automatically to correct unfavorable exchanges, and check undue expansions of credit, the report declares is incorrect.

The regulator, the Chamber of Commerce Committee state, has been the discount rate, the fixing of which rests with the banking department, which the act does not control. The issue department supplies an index, but has no control.

The Treasury Committee are declared to be in error in stating that Government borrowing from the banks has been the main cause of the disappearance of the gold standard. Borrowing as a whole must be taken into account. The issue of Treasury notes has been a contributory cause. The Chamber of Commerce Committee objects to the proposed consolidation of all note issues in the hands of the Bank of England on a similar basis of security. It points out that the character and functions of large and small notes are essentially different, and asserts that it is quite unnecessary, and indeed, may prove dangerous, to provide that temporary increases in the internal circulation should be required to be covered pound for pound by gold. On the contrary, the principle of ratio should be applied to all note issues.

As regard the fiduciary issue, the Chamber of Commerce Committee wholly objects to the fixing of an absolute figure beyond which all notes should be covered by equal quantities of gold, and point out that even the Act of 1844 did not contemplate this. There should be elasticity in the fiduciary issue. The Treasury Committee's proposal that provision for emergency circulation should be made through the medium of the Currency Act of 1914 is condemned.

The form of compulsory balance sheet proposed for the joint stock banks of the Treasury Committee is criticised chiefly on the ground that it makes no provision for the disclosure of the gold held. The plan for the establishment of a gold reserve of £150,000,000 meets with qualified approval, but the London Chambers Committee expresses a strong opinion that the unlimited issue of Treasury notes should now cease unless a suitable gold cover is provided for any excess. The plan for covering Treasury note issues by Bank of England notes is strongly condemned as being complicated and expensive.

## REDPATH AND CO. OPEN IN OTTAWA.

The Montreal Stock Exchange firm of Redpath and Company announces that it has opened a branch in Ottawa at forty-one Sparks street. Direct wire communication has been established between the Ottawa and Montreal offices. The new branch will be in charge of Capt. Percy Shaver, late of the Royal Air Force. He is well known in Ottawa, having been for five years private secretary to Sir Clifford Sifton.

ESTABLISHED 1832

Paid-Up Capital  
\$6,500,000



Reserved Fund  
\$12,000,000

TOTAL ASSETS OVER \$150,000,000

The strong position of the Bank of Nova Scotia not only assures the safety of funds left on deposit with the Bank but also places it in a position where it can readily care for any legitimate business needs of its customers. We invite business of every description.

# THE BANK OF NOVA SCOTIA

# THE MOLSONS BANK

Incorporated by Act of Parliament 1855

Paid-Up Capital \$4,000,000  
Reserve Fund \$4,800,000

Head Office: MONTREAL

## BOARD OF DIRECTORS.

Wm. Molson Macpherson . . . . . President  
S. H. Ewing . . . . . Vice-President  
F. W. Molson . . . . . Director  
Wm. M. Birks . . . . . Director  
W. A. Black . . . . . Director  
John W. Ross . . . . . Director  
J. M. McIntyre . . . . . Director

Edward C. Pratt, General Manager.

# Saving Is Easy

The easiest method of saving is to acquire the habit of depositing a certain sum in the Bank regularly.

In our Savings Department you receive interest at the rate of 3% per annum added twice each year to the principal.

# The Dominion Bank

Letters of Credit,  
Foreign Drafts,  
Travellers Cheques.



Letters of Credit or Drafts issued to over 1,500 principal points in the Kingdom and the world-wide British Empire, and countries of Europe and Asia not still under the war ban. Travellers' Cheques supplied good everywhere in Canada and the United States.

# The Home Bank of Canada

Branches and Connections Throughout Canada  
Transportation Bldg. 120 St. James Street  
2111 Ontario St. East Cor. Davidson Street  
1318 Wellington Street, Verdun

One of the two batteries of the Royal Canadian Garrison Artillery stationed at Quebec is being moved to Kingston, Ont.

The Duke of Devonshire is to lay the corner stone of the new building being erected by the Royal Military College during his visit to Kingston, planned for the middle of June.



## Solid Growth

Up-to-date business methods, backed by an unbroken record of fair-dealing with its policyholders, have achieved for the Sun Life of Canada a phenomenal growth.

Assurances in Force have more than doubled in the past seven years, and have more than trebled in the past eleven years.

To-day they exceed by far those of any Canadian life assurance company.

**SUN LIFE ASSURANCE  
COMPANY OF CANADA  
HEAD OFFICE - MONTREAL**

## The London & Lancashire Life and General Assurance Association, Limited

Offers Liberal Contracts to Capable Field Men  
GOOD OPPORTUNITY FOR MEN TO BUILD UP  
A PERMANENT CONNECTION

We Particularly Desire Representatives for City of Montreal

Chief Office for Canada:  
164 ST. JAMES STREET, MONTREAL.

ALEX. BISSETT - Manager for Canada.

## UNION ASSURANCE SOCIETY LIMITED OF LONDON, ENGLAND

FIRE INSURANCE, A.D. 1714.

Canada Branch, Montreal:  
T. L. MORRISEY, Resident Manager.  
North-West Branch, Winnipeg:  
THOS. BRUCE, Branch Manager.  
AGENCIES THROUGHOUT THE  
DOMINION

# \$5,000

provision for your home, plus

# \$50 A MONTH

Indemnity for yourself.

## Our New Special Indemnity Policy

Shares in Dividends.  
Waives all premiums if you become totally disabled.  
Pays you thereafter \$50 a month for life.  
Pays \$5,000 in full to your family no matter how many monthly cheques you may live to receive.

Ask for Particulars.

**CANADA LIFE  
TORONTO**

# INSURANCE

## AMERICAN COMPANIES GET CAN. LICENSES.

The Merchants Fire of New York has been licensed by the Dominion Insurance Department for the transaction of hail insurance throughout Canada and for fire insurance in the provinces of Ontario and British Columbia. The Newark Fire has also been licensed to transact fire and automobile insurance throughout Canada.

## CANADIAN COMPANIES TAKEN OVER BY ZENITH.

The Merchants Casualty and the Union Casualty, both with headquarters in Winnipeg, have been taken over by the Zenith Companies of Minneapolis, of which the former Insurance Commissioner of Minnesota is president. Although the Zenith has thus far devoted itself to underwriting health and accident business the president announces that it will now take advantage of the Union's corporate privileges to extend its writing to general lines. The Merchants of Winnipeg has an authorized and subscribed capital of half a million, total assets of \$761,152, and a surplus over all of \$82,332. It is the largest company of the age and kind in Canada. The company issued about forty thousand health and accident policies in 1918. The Union Casualty has a subscribed capital of half a million, also with assets of about \$160,000.

## EFFORTS TO AROUSE PUBLIC OPINION.

During the past few years local efforts have been made in all parts of Canada to arouse public opinion to stop Canada's very heavy fire waste, with more or less success, says Mr. John B. Laidlaw, Chairman, Dominion Fire Prevention Committee and Manager, Norwich Union Fire Insurance Society, Toronto, in "Safety Engineer."

"It is hoped that the meeting of the National Fire Protection Association in Ottawa will so create and arouse public opinion that the past efforts of the few may be succeeded by the united effort of all — of the Dominion Government, the Provincial fire marshals, the various commercial and insurance bodies, and of individuals, so that the great annual fire waste of Canada may be permanently reduced.

Canada has spent greatly of lives and treasure to save herself and civilization, and desires to prevent the waste by fire of the lives and material wealth rescued from the destroyer.

## CONNECTICUT INSURANCE REPORT.

The fifty-fourth annual report of the State of Connecticut Insurance Commissioner for business of 1918 has been made public. This report states that there are 162 fire and fire and marine insurance companies authorized to do business within the State; four marine, thirty-three life, fifty-seven casualty and foreign-eight fraternal insurance companies. The Insurance Department announces the largest receipts in any one year since its establishment. These amounted to \$298,458, being an increase of thirty-seven thousand dollars over a year ago. Since the last report eight fire insurance companies have been examined. Total gains in surplus by 162 fire and fire and marine insurance companies in the State doing business on December 31st last, with comparisons for four years are as follows:

1914	\$ 2,867,778
1915	26,754,253
1916	7,664,237
1917	12,131,946
1918	24,753,786

Howard S. Ross, K. C.

Eugene R. Angers

## ROSS & ANGERS

BARRISTERS and SOLICITORS

Coristine Building, 20 St. Nicholas St., Montreal

## BLACK DIAMOND

FILE WORKS

Established 1863. Incorporated 1897.  
Highest Awards at Twelve International Expositions, Special Prize, Gold Medal, Atlanta, 1895.

## G. & H. Barnett Co.

PHILADELPHIA, Pa.

Owned and Operated by

NICHOLSON FILE COMPANY.

## Commercial Union Assurance Company Limited

OF LONDON, ENGLAND.

The largest general Insurance Company in the World.

Capital Fully Subscribed	\$ 14,750,000
Capital Paid Up	1,475,000
Life Fund, and Special Trust Funds	73,045,450
Total Annual Income Exceeds	57,000,000
Total Funds Exceed	159,000,000
Total Fire Losses Paid	204,667,570
Deposit with Dominion Government	1,323,333

(As at 31st December, 1917)

Head Office, Canadian Branch:

Commercial Union Bldgs., 232-236 St. James Street, Montreal, Que.

Applications for Agencies solicited in unrepresented districts.

J. MCGREGOR, Manager Canadian Branch.  
W. S. JOPLING, - Assistant Manager.

## PROFESSIONAL

THE SOCIETY FOR THE ADVANCEMENT OF INSTRUCTION IN THE LANGUAGES. — Instruction in the Languages and Mathematics. No. 91 Mance Street, or telephone East 7302 and ask for Mr. E. Kay.

Founded in 1806.

## THE LAW UNION AND ROCK INSURANCE CO. LIMITED

OF LONDON.

ASSETS EXCEED \$50,000,000.  
OVER \$10,000,000 INVESTED IN CANADA.  
FIRE AND ACCIDENT RISKS ACCEPTED.

Canadian Head Office:

277 Beaver Hall Hill, MONTREAL.

Agents wanted in unrepresented towns in Canada.

J. E. E. DICKSON, Canadian Manager.  
W. D. AIKEN, Superintendent Accident Dept.

## Every Agent Wants

to represent a Company whose name is his introduction. One whose policies are unexcelled. Liberal dividends. Strength and security unsurpassed.

The figures for 1918 emphasize these points in the North American Life.

Business in Force	over \$70,900,000
Assets	18,100,000
Net Surplus	2,750,000
Payments to Policyholders	1,700,000

These are reasons why the Company is known as "Solid as the Continent." Correspond with E. J. Harvey, Supervisor of Agencies.

**NORTH AMERICAN LIFE ASSURANCE COMPANY**

HEAD OFFICE - - - - - TORONTO



**GOVERNMENT CROP INSURANCE.**

The United States Government has announced that it will take out two and a half million dollars' worth of hail insurance on wheat sown in Kansas and Oklahoma through the instrumentality of the federal seed wheat loan negotiated last fall. The Federal Land Bank in Wichita, Kansas, has been authorized to procure a blanket policy to the extent of four dollars an acre, to be written in at least three stock companies of recognized standing. This insurance is to become effective from May 10th.

**THE FARTHER STEP.**

Mr. T. A. Russell, speaking before the Canadian Club of Orillia, is quoted as saying, "I am also sure that we have got to go a step further, and just as we regard fire insurance and provision for workmen's compensation for injuries received while in employment as a charge on the business, also make provision for the depreciation of the worker, in the same way as we do provision for the depreciation of the machine tool that is employed. In other words, some system of insurance and pensions must be worked out either by the State or by the industries, or by both together, to provide to the worker who is industrious, a guarantee of protection for his old age."

**FIRE PREVENTION.**

The National Fire Protection Associations' Convention concluded its sitting last Thursday in Ottawa and a resolution was passed that subsidies should be asked from the United States Federal and State Governments, and those of the Dominion and Provinces of Canada, for the conduct of an educational campaign during the week of the Fire Prevention Day. This day, the convention had already voted will be held on the ninth of October next. The resolution was put to the convention by George F. Lewis, acting fire marshal of the Province of Ontario. Another important resolution passed endorsed legislation prohibiting the use of inflammable nitro-cellulose films in places other than theatres, unless a fire-proof booth be used. Reports on the following subjects have been dealt with and passed: Inflammable films, safety to life in retail stores and schools, hazardous chemicals and explosives, sprinkler equipment and fire extinguishers and insulation of pipes and pipe fittings. A number of the American delegates stayed over to attend the meeting of the Dominion Fire Prevention Association which was held the following day.

**UNDERWRITERS' LIFE CONVENTION.**

The Dominion Convention of the Underwriters' Life Association of Canada, which will be held in Calgary this year on August 19th to 22nd, promises to surpass in attendance, at any rate, any similar gathering of Life men in the past. The Association has a membership of over twenty-one hundred, an increase of some eight hundred over last year's high water mark and it is expected that at least one-half of the total membership will make the trip. Every western member will be there and "the 'wise' ones are expected from the East," as the Calgary executive puts it. The convention certainly affords a splendid opportunity for the eastern underwriters to see the prairies at their best—harvesting time. Also it will give them an opportunity to see Sunny Alberta and the Rocky Mountains. Several of the American and Canadian companies will hold their own conventions at Calgary immediately preceding or following the big convention. Preparations are being made in Calgary to accommodate a crowd that will set a new mark for Convention attendance.

**A PECULIAR CASE.**

The judge sitting in the equity session of the superior court, Boston has a peculiar case before him and a knotty question to answer in a suit brought against the New England Mutual Life by Charles C. Jones, who was judicially determined dead by three courts. Now Jones has presented himself very much alive. The point is, however, that back in 1871 a policy was taken out in favor of Jones to the extent of ten thousand dollars. It was to run for forty years. The premiums were paid annually by a Mr. Storrow, trustee of a fund created by the father of Charles C. Jones. This continued till 1895 when it seemed certain that Jones was dead and the policy was surrendered and the cash divided among the wife and three children as beneficiaries in the policy. Jones asserts that the insurance company owes him ten thousand dollars, basing his claim on the fact that he has outlived the term of the policy? Since the Company has already paid the sum twenty-four years ago it contends that if anybody owes Jones any money it must be the Storrow estate. The judge reserved his decision.

**INSURANCE LIABILITY JUDGMENT.**

The Second Division of the Court of Review — Acting Chief Justice Archibald and Justice Coderre and Hackett — handed down a judgment in confirmation of a decision of the Superior Court to the effect that the London, Guarantee and Accident Company, Limited, was condemned to pay Ida Desmarais, wife of E. Lalonde, the sum of fifteen hundred dollars due on a policy of insurance issued on an automobile. The policy was originally issued to R. Hector Desmarais, brother of the plaintiff. He afterwards sold the automobile to his sister and the company agreed to transfer the insurance policy to the plaintiff. The company defendant contested the claim on an allegation that the policy was issued according to an application by the original holder in which there was misrepresentation as to the value of the car and the place where it was kept. The car caught fire while travelling on one of the streets of the city and was totally destroyed. The Court found there was no error in the judgment holding the company liable on the policy to the extent of fifteen hundred dollars and costs.

**MONTREAL FIRE-ESCAPE BY-LAW.**

A by-law requiring that all new or old buildings of three storeys in height and more to be equipped with fire escapes has been printed for the consideration of Montreal City Council. It reads as follows:

"Every building, three storeys or more in height, already erected or which may be hereafter erected, the rooms of which are occupied as offices, or which is occupied, in whole or in part, as works, manufactory, factory, mill, work-shop, warehouse, wholesale store or departmental store, hotel, boarding-house, rooming-house, apartment-house, theatre, opera-house, concert hall, hall for public meetings, garage, church, school, seminary, college, convent, monastery, public or private hospital, orphanage, asylum or institution whatsoever shall be provided with sufficient fire escapes, such as iron stairways, cloth or metal tubes, or other means of egress in case of fire approved of or prescribed by the inspector of buildings.

"In public buildings generally, people having to do the cleaning of windows from the outside, shall use a platform balcony, solidly built and fit to prevent the fall of persons or objects."



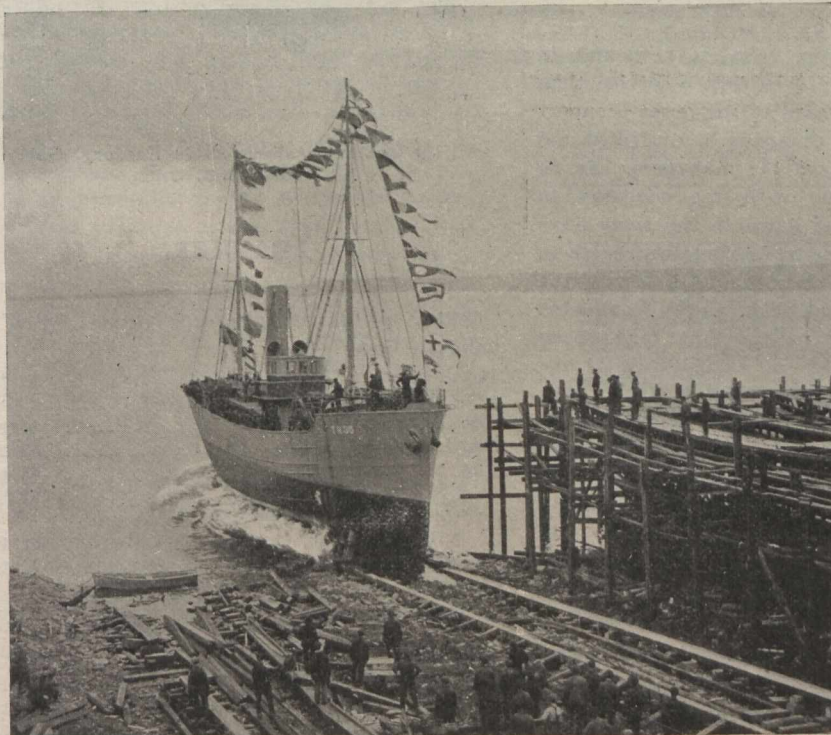
A SESSION OF THE COURT OF KING'S BENCH (Crown Side), holding criminal jurisdiction in and for the DISTRICT OF MONTREAL, will be held in the COURT HOUSE, in the CITY OF MONTREAL, on MONDAY, the SECOND DAY OF JUNE NEXT, at TEN o'clock in the forenoon.

In consequence, I give PUBLIC NOTICES to all who intend to proceed against any prisoners now in the Common Goal of the said District and all others, that they must be present then and there, and I also give notice to all Justices of the Peace, Coroners and Peace Officers, in and for the said District, that they must be present then and there, with their Record, Rolls, Indictments, and other Documents, in order to do those things which belong to them in their respective capacities.

L. J. LEMIEUX,  
Sheriff.

Sheriff's Office,  
Montreal, 12th May, 1919.

**Davie Shipbuilding & Repairing Co., Ltd, Lauzon, Levis, P.Q.**



TRAWLER  
LAUNCHED  
AT OUR  
YARD



# Leather World

## BRITISH BOOTMAKERS IN FRANCE.

An interesting lecture entitled, "What We Did in France," was lately delivered before a meeting of the Boot Trades' Association of Walthamstow, England, by Mr. J. G. Purcell, who was in charge of the Boot Repairers Company in France during the war just ended. Soon after the army started operations in France the boot problem became a pressing one. As the Army increased, the difficulties of repairing boots on the field became greater, and enormous numbers of new boots, which the hard wear necessitated replacing every three or four weeks, were thrown away for want of soling. Eventually it was decided to set up a big repair shop at the base, so that the boots could be collected on the field, forwarded to the base, and after repair, distributed again to the troops. It was easy to draft the scheme, but not so easy to get the men, as recruiting at that time was on a voluntary basis. Mr. (now Sir) Edward Penton therefore asked him (the lecturer) to assist the authorities to recruit men for the new company. He (Mr. Purcell) was at that time President of the United Council of London Boot Trades' Associations (now the London District Council), and willingly consented to give assistance. He first volunteered for service himself, and then sent out a circular to every Association in the country asking for volunteers. The appeal was successful, and the Boot Makers' Company, as it was called, was formed. At Woolwich the men were unpleasantly surprised. A large proportion of them were over forty years of age, some were over fifty, and even a few over sixty. At the Ordnance Depot they were "licked into shape" by the drill sergeants, who impressed upon them that they were soldiers first and tradesmen afterwards.

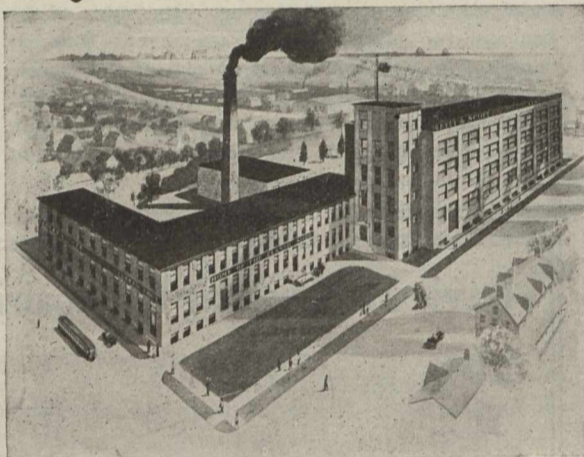
In the early days in France, continued Mr. Purcell, the men were put to all sorts of odd jobs while the workshop was being built, and it was some months after they arrived before they were installed in the new shop. Mr. Purcell went on to describe the process through which the boots discarded in the field and in the trenches went. They arrived at the shops in sacks, and, after being washed in strong disinfectant, were sorted and stripped, benched, sent to the loose nailers and the hobbors, and afterwards to the finishers, whence, they were taken to be oiled and subsequently packed up again for redistribution to the troops in the field.

The repaired boots were equal to new, and, in fact, were found to give even better service than new boots. They had heard of the great economy which the Boot Makers' Company had effected and the money they had saved the taxpayers. As he had had nothing to do with the company in France beyond being set down in the early days to clean some of the muddy, bloodstained boots in strong disinfectant as they came in from the trenches, he felt free to criticize, and he contended that very much better results could have been obtained. The imposition of a task for all the men alike was, in his opinion, a mistake. The younger men did the work easily, with time to spare, while the older men, and men who were used to good, highly paid work, and could not "slap-dash," were not able to complete the task in the day, and were infrequently called back to the shop in the evening to finish their work, with the result that they were less fit than ever for their duties on the following day.

The lecturer referred to the changes that occurred as time went on, and to the introduction of inexpert men and French women, who were taught most of the processes. At the finish there were some two or three hundred women employed,

in washing, stripping, hobbing, finishing, oiling, and sorting. As an instance of wasteful use of material, he said he had seen good chrome sole—"Dri-ped"—used as lifts and tip-fillers, and in the lace making department, where only old uppers unfit for any other purpose were supposed to be used for making laces, high-grade field service uppers had been utilized.

Mr. Purcell proceeded to give some account of lighted side of camp life. As the working hours were from 7 till 5.30 or 6, and until midday on Sunday, until the last year, the men had little leisure. Sunday afternoons were devoted to football by the more athletic, and to walks along the sea-front or in the country by the older men. The humdrum existence day after day and week after week was most trying, and the weekly concert in the Y. M. C. A. Hut was a much-appreciated institution. Mr. Purcell paid a glowing tribute to the services rendered by the Y.M.C.A. Had it not been for the civilizing influence the Y.M.C.A. and its recreation hut exerted, camp life would have been a dreary horror. In the workshops camp the Hut had been given by the Mercers' Company. Sir Robert Baden-Powell, who was Master of the Company at the time, had installed it as a Scout Hut, and in the early months Lady Baden-Powell was in charge. After a passing reference to the almost constant aerial bombardment experienced during the last two years of the war, in which the camp itself miraculously escaped, although the town of Calais suffered severely both in casualties and damages, the lecturer concluded by trusting that the men who were now coming back would be assisted by their fellow-craftsmen at home to get going again, as they had made a great sacrifice.



An up-to-date Ontario Shoe Factory, Getty & Scott, Galt, Ont.

## LEATHER.

Selling prices at wholesale houses of a few standard lines:—

Spanish sides (light) No. 1 . . . . .	64 to 65
do (light), No. 2 . . . . .	62 to 63
do (light), No. 3 . . . . .	60 to 63
Spanish sides (heavy), No. 1 . . . . .	67 to 68
do No. 2 (heavy) . . . . .	65 to 66
do No. 3 . . . . .	62 to 64
Trimmed backs, 33 per cent. trimmed,	
No. 1, or best . . . . .	82 to 83
do No. 2 or good . . . . .	80 to 81
Trimmed bends, 50 per cent. trimmed,	
No. 1, or best . . . . .	92 to 93
do No. 1 . . . . .	88 to 89
do No. 3 . . . . .	84 to 86
Oak sides (Canadian), No. 1, or best..	69 to 70
do No. 2, or good . . . . .	65 to 66
Oak bends, No. 1, or best . . . . .	96 to 97
Hemlock roundings . . . . .	42 to 00
do shoulders . . . . .	52 to 00

## HUMAN LEATHER.

A French writer informs us that in consequence of a prejudice, which is worthy of respect, the industry of tanning the skin of human beings is not tolerated in civilized countries; nevertheless, it produces a soft, beautifully-grained leather of great toughness, excelling even that of chamois. The skin varies in thickness from one-third of a millimetre to four millimetres in the belly (a millimetre is one-twenty-fifth part of an inch) where it attains its maximum. During the Reign of Terror in Paris, every night covered vans carted the headless trunks from the scaffold to a tannery at Meudon, where the skins were tanned—or rather tawed—with alum and salt, and then dressed. Many citizens wore breeches made from this material. The skin of the female is very soft, but on account of the softness of the tissue it is not so tough as that of the male. John Ziska, the great Bohemian captain, when dying, ordered his soldiers to convert his skin into a drum, so that he might still march at their head and lead them to victory as of yore.

## CLASSIFICATION OF INDIAN HIDES AND SKINS.

To the importers in this country of Indian hides and skins the following extract from a speech delivered by Sir Henry Ledgard in his lecture at the Royal Society of Arts last year on the subject of the Indian hide and leather trade will prove interesting. He says: "For many years the Indian Government purchased large numbers of cattle, kept them where troops were stationed, fed them well for about three months, and then slaughtered them to supply beef to the British soldiers. The hides from these, known as "Commissariats," were sold by public tender for a year to three years in advance, and these were the best in India. They were branded on the neck with the letter "C" and a number corresponding with the month when bought, and realized the highest prices. Many years ago the Indian Government discontinued buying cattle, but this term "Commissariat" remains in the trade and indicated the highest grade of hide. The next grade, known as "Slaughtered," signified that the sides were from slaughtered animals as distinguished from those which had died a natural death. The third grade was termed "Deads"; and still lower are "Rejections." These trade terms are still used by the chief hide markets in the central parts of India, the Central Provinces and the Punjab—though the classification has changed. For instance, "Commissariat," though non-existent still represents the best hides, and "Slaughtered" include the next lower grade of slaughtered hides and the best of those from animals that have died. The hides of Bengal, Maherpore, Chittagong and other districts have each their distinctive characteristics and are classified accordingly. Of goat skins there are in India several varieties. The best are from the Province of Bihar and known as "Patnas." They are fine in grain, and ideal for the production of glace kid skins. Further east in Dinagpore, Bengal, and Eastern Bengal (including Dacca), the skins are somewhat larger and heavier in grain and texture, but still suitable for glace kid. Passing westward into the United Provinces and Rajputana we find the skins also larger and rather coarser than Patnas, the lighter ones only of value for glace kid. The heavier are suitable for "Moroccos" for the upholstery trade, but unfortunately many have holes made by pricks of thorns on trees where the animals feed. Further north in the Punjab the skins are known as "Amritsars." They are large, strong and heavy, and best adapted for upholstery. In the south, Hyderabad and Deccani skins are of fair quality, chiefly purchased by the Madras tanners, and tanned in Southern India."



**THE AUSTRALIAN BOOT TRADE.**

In connection with the development of trade in leather goods between Australia and South Africa, an Australian contemporary mentions some features of the Australian and South African boot and shoe trade which will undoubtedly prove of interest to Canadian boot and shoe manufacturers as well as to exporters doing business in that part of the world. We quote in part as follows: "There is no gainsaying the fact that the trade here has attained a standard that it can compete with great success against manufacturers in other parts of the world. That admitted, as it must be in fairness by all who are competent to judge, there should come in the second factor of preference within the Empire. This has become, since the war, a phase of British commerce which is of vital importance, and the need for unification to the limit of possibility between the units of the British Empire is now thoroughly recognized. This, not only for defensive, but equally for commercial, purposes. Leaving on one side, however, the purely sentimental consideration, the merits of Australian footwear, as we have said, are such as entitle it to a leading place in the world's lists.

In the matter of raw material, it is true that the footwear makers of Australia are very favorably placed. Our leathers are advantageously comparable with the tannages of most other countries. Indeed, it is worth remembering that they are sought after in many oversea countries, and, in passing, it may be permissible to express gratification at the fact that freight accommodation for Australian leather is being provided in outgoing vessels, although there is still room for increased facilities in this direction.

**TRADE OF SOUTH AFRICA.**

The scope for business with South Africa may be gauged to some extent by official statistics of the Union relating to importations of footwear during the period from 1st January to 31st October last. These show that boots and shoes to the total value of £1,275,196, representing 2,745,713 pairs, were received. For the corresponding term in 1917, 2,181,916 pairs, valued for Customs purposes at £770,658, were imported into the Union. Unfortunately, the official return does not differentiate as between Australian boots and shoes and those obtained by South Africa for other countries; but it is safe to assume that the growth in importations means a widening market, which presents great opportunities for Australian enterprise. As has been mentioned in this journal, most of the wear that is imported into the Union comprises medium to high-grade goods. Local establishments, it appears, are able to meet spot requirements for lower qualities. A feature among many others which should stimulate our manufacturers to move promptly, if they aspire to the capture of this promising oversea market, is that industries of all descriptions are being rapidly developed in South Africa. It is stated on good authority that not only is the volume of production by existing industries in the Union increasing wonderfully, but new enterprises are being set up with great speed. A recent mail advice mentions that, in addition to a lengthy list of industries only lately initiated there, "new boot factories have started." It is represented that the items enumerated (they include, by the way, wattle-bark extraction) "by no means exhaust the number of those industries which have either come into being or have received additional impetus as a result of the abnormal conditions created by the war; but they sufficiently testify to the fact that the Union has definitely entered upon a period of manufacturing activity, the continuance of which cannot fail to be in the best interests of the country." It therefore behoves Australian footwear manufacturers, if they wish to operate to any extent worth while in the direction indicated, to "get on early."

The capacity for extension of the boot and shoe making industry in the Commonwealth is

limitless. With sources of superabundant supplies awaiting to be tapped, with boundless pastures upon which to raise cattle carrying valuable hides and skins, with plentiful natural fodders upon which such herds may thrive, that is no exaggeration of the potentialities in this part of the Empire. We stand, in short, in the position of a most favored people in this regard. Our powers of production have heretofore not been at all seriously taxed by the demands which have been put upon them. We have, so to speak, meandered along, after the habit of the stoical Russian peasant, who, until he developed the fever of Bolshevism, had as his text for all things in his daily routine the motto, "Nitchewo"—Nothing matters. If we want to keep in the van of the commerce of the Empire—and outside of it—our former lethargy must be shaken off, and we must "get into our stride" without delay; otherwise we stand in danger of being badly left.

**FUTURE OF AUSTRALIAN TRADE.**

Geographically, Australia may be regarded as being a sort of gateway to the East for trading purposes. Commercially, that situation has not yet been fully availed of. Because of our nearness to Eastern Asia, Japan, the Philippines, and the islands of the Pacific, not to mention Java and Sumatra, we possess advantages over more distantly situated competitors. In some of these countries the native populations, of course, have not yet reached a state of civilization which calls for the careful covering of the pedal extremities. All the same, it has been noted that in recent years the tendency of large and increasing sections of these peoples is in the direction of emulation of Western ideas, and even in China there has been a conspicuous trend in favor of the use of leather coverings for the feet. It ought to be Australia's business and purposes to further the movement referred to. Where possible, emissaries might be employed to present the advantages accruing from the use of Australian boots and shoes. Certain of the markets mentioned, however, are ripe for "invasion," and the sooner our manufacturers move forward to the capture of these gaping avenues for business, the better will it be for the industry here.

Of one thing we may rest assured. That is, that the manufacturers in other parts of the world have been awakened—partly as a result of the war—to the desirableness of cultivating commercial relationships beyond their respective domestic area. There has set in already a great wave of pioneering activity, with a view to a widening of the marketing scope for innumerable commodities. This is being evidence not only in allied, but equally in neutral, countries, and also even in Central Europe. Fortunately, the strength of the last-mentioned has been seriously sapped by the conflict now apparently ended. But with their capacity for organization, industrially as well as otherwise, the recovery of those peoples will be in all probability rapid. Across the Pacific, too, will come vigorous competition. From that source it has become customary already for a large proportion of the requirements of the eastern countries to be drawn. The wares of the United Kingdom also are not unknown in these markets. This is proof that the allurements of profitable business there, have not escaped attention elsewhere. Still, with the advantages which have been enumerated, it is claimable that the Commonwealth possesses a more or less natural handicap in the contest. We shall be surprised and disappointed if the boot and shoe manufacturers of Australia fail to turn it to good purpose. The neglect of such golden opportunities as are presented for trade in their products with neighboring markets would indeed be a sad reflection upon the capacity and enterprise of the captains of the industry. We have every confidence, however, that with the merited support of the authorities, they will rise to the occasion and give a worthy account of themselves.

**CUNARD ANCHOR ANCHOR-DONALDSON**

Regular Passenger Services to all British Ports

**CUNARD LINE**

From—	To Liverpool	
New York.....	MAURETANIA.....	May 17
New York.....	Royal George.....	May 20
New York.....	ORDUNA.....	May 22
New York.....	CARONIA.....	May 24
New York.....	CARMANIA.....	May 24
New York.....	CARONIA.....	June 21

From—	To Southampton	
New York.....	AQUITANIA.....	June 2

From—	To London	
(via Plymouth and Havre)		
New York.....	SAXONIA.....	May 31

**ANCHOR-DONALDSON**

From—	To Glasgow	
Montreal.....	CASSANDRA.....	May 19
Montreal.....	SATURNIA.....	May 23
Montreal.....	CASSANDRA.....	June 20
Montreal.....	SATURNIA.....	July 3

**ANCHOR LINE**

NEW YORK TO GLASGOW.

For rates of passage and further particulars apply to W. H. Henry, 286 St. James St., The Jules Home Agencies, 9 St. Lawrence Blvd., Thos. Cook & Son, 530 St. Catherine St., West, Henders & Co., Limited, 45 Windsor St., L. Holstein & Co., 320 Notre-Dame S. West and all local ticket agents, or to

**THE ROBERT REFORM CO., LTD.**  
General Agents, (Canadian Services)  
20 Hospital Street, Montreal.

**MARCONI WIRELESS APPARATUS**

Installed—Operated—Maintained

Contractors to Canadian, Newfoundland and British Governments.

**MARINE SWITCHBOARDS**

Made and installed

**THE MARCONI WIRELESS TELEGRAPH COMPANY OF CANADA, LIMITED,**  
173 William Street, Montreal.

**BANK OF MONTREAL.**

NOTICE is hereby given that a DIVIDEND of THREE Per Cent. upon the paid-up Capital Stock of this Institution has been declared for the current quarter, payable on and after MONDAY, the SECOND DAY OF JUNE next, to shareholders of record of 30th April, 1919.

By order of the Board  
FREDERICK WILLIAMS-TAYLOR,  
General Manager.  
Montreal, 25th April, 1919.

**LEATHER FAMINE FEARED.**

Fred. A. Vogel, president of the Tanners' Council of the United States, speaking at New York Friday night, uttered a warning to the leather trade to keep the raw material market well in hand against speculative fever and consequent increases in shoe prices which would hurt the trade.



LIKE THE HALL MARK ON SILVER  
IS THE WATERMARK IN PAPER.

*This Watermark*  *Guarantees Quality*

Look for it in all our Stationery

 HOWARD SMITH PAPER MILLS, LIMITED   
MONTREAL

ESTABLISHED 1874

**D. HATTON COMPANY**  
MONTREAL

LARGEST EXPONENTS OF THE FISH TRADE ON THE CONTINENT  
EXPERTS IN THE HANDLING OF BULK AND SHELL OYSTERS

MR. DEALER,—Meats, Butter, Eggs, Molasses, very high in prices. Fish is reasonable. If you will inquire, we will show you where there is money in the Fish business.

STEAM SIZES:  
**COAL** LUMP, MINE RUN AND SLACK

Docks: Montreal, Quebec & Three Rivers

**Century Coal & Coke Company, Limited**  
Head Office: 310 Dominion Express Building, Montreal

**H. M. CONNOLLY & CO.**  
MEMBERS  
**MONTREAL STOCK EXCHANGE**  
Transportation Building, Montreal  
Telephone Main 1345

CRUDE LUMP  
CALCINED GRAIN  
DEAD BURNED POWDERED

**MAGNESITE**

The Scottish Canadian Magnesite Co., Limited  
MONTREAL, QUE.  
We Guarantee Satisfactory Results

**MODERN BAKERIES**  
May mean much or nothing, but when controlled by a Quality policy they are an asset to you as well as to us.

**DENT HARRISON'S BREAD**  
Will meet your requirements, and "We Keep the Quality Up."  
Phone Mount 3566, or Ask Your Grocer.  
License No. 5-034.

### BEATTY ON GOVERNMENT OWNERSHIP.

In presenting the statement of the Canadian Pacific Railway Company for the past year, the president, Mr. Beatty, said, in referring to the increasing public ownership of Canadian Railways, that he had no fear of Government ownership, but that evidently Government ownership had some fear of private competition under equal conditions. "It has recently been found necessary to give the National Railways privileges in the matter of construction of railways not enjoyed by private companies, and to exempt them from complying in other respects with the existing laws respecting railways. I sincerely trust that this policy of making one law for the National Railways and one for the Canadian Pacific and other private enterprises will neither be continued nor extended, because nothing would, in my opinion, be calculated to destroy confidence in Canadian railway enterprise more than a policy which would confer exclusive and peculiar rights on the National Railways designed to make the competitive conditions unequal. The subject of Government ownership has received much attention recently, but not nearly as much as the importance of the subject justifies. Notwithstanding our previous experience and that of the United States and Great Britain, Government ownership and operation of railways is to be attempted on a large scale. The situation is full of danger which cannot be avoided or even minimized except by rigorous independent and non-political administration, which is at least difficult of establishment under our system of Government. This fact must, however, be obvious, that in no other way can the people of Canada obtain a correct appreciation of the results of Government operation of the systems which are or which may hereafter come into its possession, than by their being administered in strict accordance with the laws of the country under which other companies have to operate, by their financial and accounting methods being made as precise and as accurate as the law now requires of private cor-

porations, and by the exact financial results being submitted to Parliament each year.

Different views may conceivably be held as to the wisdom of public ownership and operation of railways. My own views are sufficiently well-known not to require repetition, but the fact is public ownership is already here and experience alone will show whether the difficulties I have mentioned in securing efficient and non-political administration can be overcome, and the country receive an adequate service at a minimum of loss.

I am satisfied the Government recognizes these difficulties and that a sincere and determined effort will be made to meet the situation. It would seem, however, to be obviously wise that the assumption of further obligations should, at least, be deferred until the practicability of Government administration, or administration under the aegis of the Government (which is quite inseparable from Government ownership) has been demonstrated. In the end the burden of the enterprises must be borne by the people and the people are entitled to know whether the method of administration provided and the results of that administration are such as warrant their approval of the continuance of extension of them in the interests of Canada."

### THE C. P. R. AND AIR NAVIGATION.

With steamship lines and railway lines already pre-eminent in Canada the Canadian Pacific Railway has now applied for a charter to operate aircraft. In this connection vice-president Grant Hall, of the Company, claims that it is only natural when it is considered that the world is approaching a new epoch in air transport as applied to commerce. He continued:

"The British Government has allowed no less than three hundred million dollars in the estimates for the coming year for air service, of which ten million dollars has been set aside for experimental research and civil aviation. Bonar Law owns his own aeroplane, which is used for his frequent visits to Paris, and there is a regular daily

service of a 17-passenger Handley-Page machine between London and Paris. Although at present aerial transport is a distinctly expensive matter, the progress being made both in aeroplanes and dirigibles is so rapid that it is quite in order for a company such as the Canadian Pacific to be ready to enter the field as soon as air transportation comes within the range of practical politics.

#### Western Conditions Good.

"Although there are areas in Canada which will for a long time present difficulties, particularly to aeroplanists, there are other areas which conform to the requirements of the experts. Take, for instance, the western prairies, which offer the conditions described by General Seeley as vital, namely, that they are regions, where there are wide spaces with almost complete absence of the airman's real enemy—mist and fog—not wind.' It is there where air travelling might be made profitable.

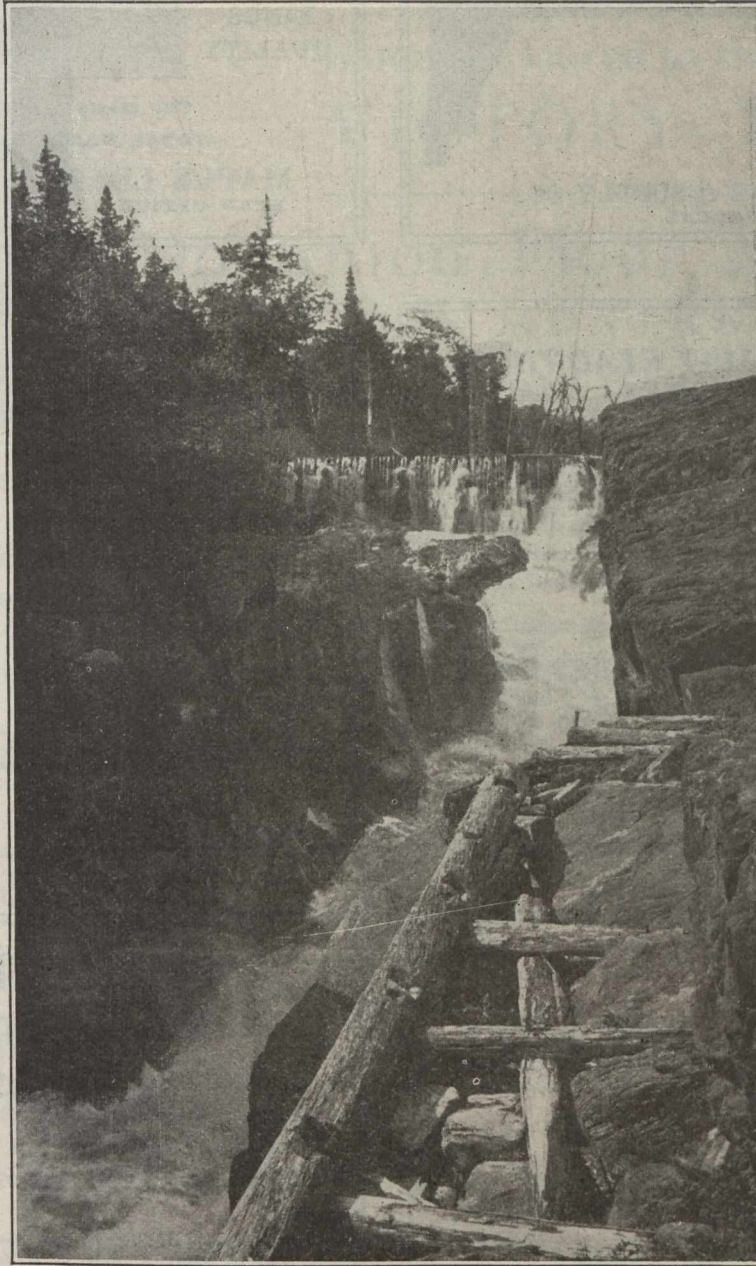
"There are, however, many costly features about an air service by means of aeroplanes which will mitigate against any hope of very low rates—particularly the necessity of suitable landing spaces at frequent intervals, in case of engine trouble. Orville Wright maintains that to make flying reasonably safe, good landing places should be provided at 10 or at most 15 miles interval. A landing space must be about a quarter section in size, and the surface must be of level, smooth, hard sod. Then, in the case of airships, the cost of sheds is a very considerable item. Thus, for instance, a shed to house two of the new rigid R-80 British dirigibles is about \$2,000,000—so that anyone who is under the impression that air transportation in the near future will reduce either rail or steamship rates is likely to be disappointed.

"In a word, the future of commercial air transportation is bound up in the question of cost, but we are of the opinion that with the engineering and operating resources which the Canadian Pacific has always been able to command, we should be able to enter the field with confidence when the time seems ripe."



# Nova Scotia Water Power

Investigations now under way by the Nova Scotia Water Power Commission have already revealed a natural resource in water power close to existing industrial centres and excellent ocean shipping ports, which, as yet, has hardly been touched.



A partial development of the site here shown has made possible the profitable operation of gold-bearing ores, great bodies of which merely await the development of adjacent water powers for successful and profitable operation.

*For Further Information write*

**W. B. MacCOY, K. C.,**

*Secretary Industries and Immigration*

**HALIFAX, NOVA SCOTIA**

## **BUILDERS TO BE REPRESENTED.**

When the Royal Commission on Industrial Research comes to Montreal at the end of the month the building industries will be represented before it according to a decision made at the regular meeting of the directors of the Association of Montreal Building and Construction Industries, held last week in the city. It was agreed to hold a special meeting to make arrangements so that the views of the sections and sub-sections of the association should be automatically put forward in their various relations and activities. Regret was expressed that although the housing scheme had been instituted to stimulate building operations during the transition period, nothing fur-

ther had been done with the exception of appointing a Housing Commission for Montreal. Considerable dissatisfaction was also expressed with the way in which building operations had been carried on by the Department of Soldiers' Civil Re-establishment. The secretary reported that three meetings had been held with the object of organizing the plastering contractors of the city and district with a view to having them join the association.

The Bank of Hamilton has opened another branch at the corner of King and Main Sts., in the City of Hamilton, to be known as the Delta Branch. This will be in charge of Mr. J. R. Allan, who has been appointed manager.

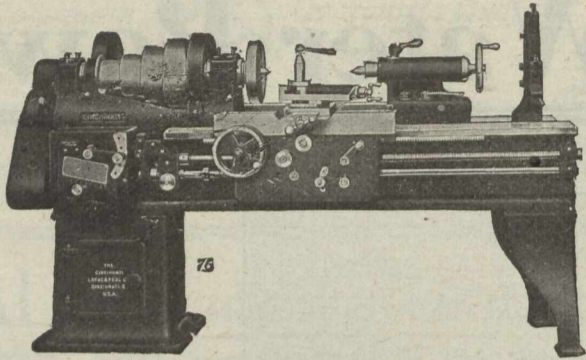
## **JAPANESE UNDERSEA RAILWAY TO BE BUILT.**

In ten years' time the long-discussed Shimoseneki-Moji Strait Railway will be an accomplished fact. At the present time the only means of crossing this strait is by means of ferry boats, but, as this service is interrupted whenever there is a storm, much delay and inconvenience is caused. As a result it has been decided to construct a railway under the strait at an estimated cost of from eighteen to twenty million yen. The work, which is in charge of Dr. Tanabe, of the Imperial University Engineering College at Kyoto, will be spread over a period of ten years. The total length of the tunnel will be about three and a half miles, with about a mile under the sea.



# “FOSS”

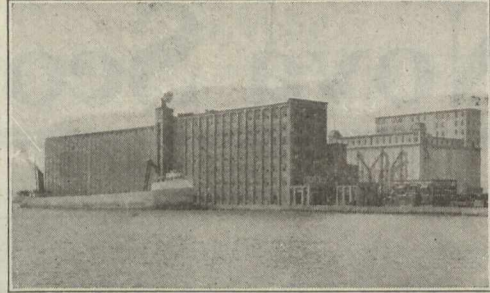
Machine Tools  
Small Tools  
Concrete Mixers  
Contractors'  
Equipment



THE GEO. F. FOSS MACHINE & SUPPLY CO.,  
305 St. James St., MONTREAL.

## CANADA'S GREATEST FLOUR MILL.

*This mill supplied more flour to the Allies than any other mill in the world*



*Other mills at Medicine Hat, Kenora, Brandon, Thorold, Welland and Dresden*

Domestic Brand  
**KINGS**  
QUALITY

Export Brand  
**NELSON**  
FLOUR

The Maple Leaf Mill at Port Colborne, Ont.

—TOTAL DAILY CAPACITY, 17,000 BARRELS.—

**MAPLE LEAF MILLING COMPANY, LTD.**  
HEAD OFFICE - - - - - TORONTO, CAN.

## EMPLOYERS-- WHO MAY READ THESE LINES.

Is it not a fact that it would give you great satisfaction to see your employees put aside for a rainy day a part of the increased earnings which you pay them? Why not therefore do your utmost to instil in them—the wise habit of *THRIFT*? You may rest assured that your thrifty employees will prove to be your best servants.

### The Montreal City & District Savings Bank

Established for their convenience, affords them absolute security.

A. P. LESPERANCE,  
General Manager.

## Interlake Tissue Mills

LIMITED

Manufacturers of a full line of White and Colored M. G. Tissues, Brown and Colored Light Weight M. G. Kraft, White and Colored Sulphate Wrap, all grades of Fruit Wraps, Dry Proof Paper. A full line of Toilet Paper, Paper Towels, Paper Napkins, Decorative Crepe Rolls, Lunch and Outing Sets.

Head Office, 331 Telephone Building  
**TORONTO** Mills at Merritton

Selling Agents for Eastern Canada for United States Steel Products Company



Exporters of the products of the American Sheet & Tin Plate Company

**Chemicals, Metals, Oils, Glass, etc.**  
STOCK AND IMPORT

**B. & S. H. THOMPSON & CO., LIMITED**  
MONTREAL

Branches: TORONTO, WINNIPEG, VANCOUVER, NEW GLASGOW, N.S.

## “M.R.M.” HORSE SHOES

Mean Good Luck to Horseowners

“M. R. M.” Shoes fit easily, because of their natural shape and well drawn heels. Nail holes are punched at the proper angle, clearly cut and accurately spaced the right distance inside the edge of the shoes — which means proper fit.

Rigid inspection is given “M. R. M.” Shoes before they leave our factory, so that they can be depended upon.

Price List and all Information on request.

**THE MONTREAL ROLLING MILLS CO.**  
MONTREAL, P.Q.

## Mount Royal Milling & Mfg. Co'y. Limited

### RICE and RICE PRODUCTS

Mills at MONTREAL, QUE. and VICTORIA, B. C.

**D. W. ROSS CO'Y.**  
Agents  
MONTREAL

TELEPHONES:

Contracting Department - - Vic. 1534  
Order and Lumber Department, Vic. 1533

## The James Shearer Company, Limited

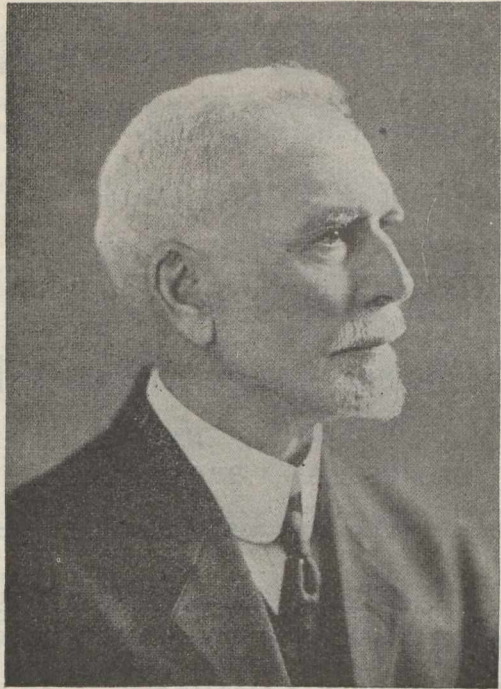
GENERAL CONTRACTORS

DEALERS IN

Lumber, Timber, Beaver-Board, Shingles, etc., etc.

225 St. Patrick St. - Montreal





W. B. WOOD, President

# OVER THE TOP TO VICTORY FLOUR

Peace and Contentment in the home is assured to those who use  
**VICTORY FLOUR**

Made By

**Dominion Flour Mills, Limited**  
MONTREAL

"VICTORY IS HERE TO STAY"  
THE FLOUR VICTORIOUS

## PERRIN FRERES & CIE

Sommer Building,

37 Mayor Street - Montreal

Carry large supplies of—

**Perrins Gloves**  
**Kayser Gloves**  
**Radium Hosiery**

## QUALITY and SERVICE

Acetic Acid Refined	Charcoal
Acetic Acid Crude	Columnian Spirits
Acetic Anhydride	Creosote Oils
Acetate of Soda	Formaldehyde
Acetate of Lime	Methyl Acetate
Acetone Pure	Methyl Alcohol
Acetone Alcohol	Methyl Alcohol Pure
Acetone Oils	Wood Alcohol

Made in Canada

**Standard Chemical Iron and Lumber Co.**

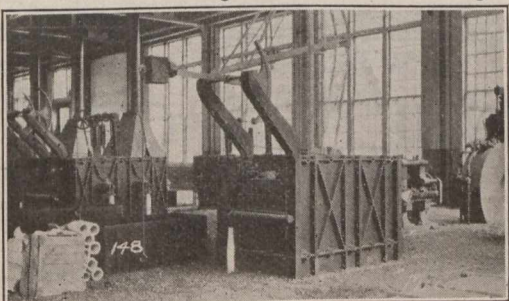
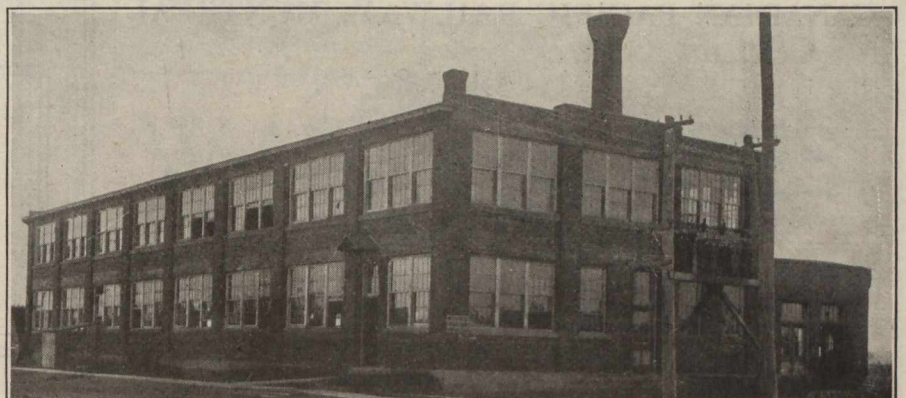
OF CANADA, LIMITED

MONTREAL TORONTO WINNIPEG

## FOR ALL HEAT TREATING

It will pay you to dispense with coal, stokers and chimneys—ash piles, soot and smoke—and to use instead

## OIL-BURNING MECOL FURNACES



In the first place, the initial cost of a Mecol oil-burning Furnace is only half the cost of a coal-burning Furnace.

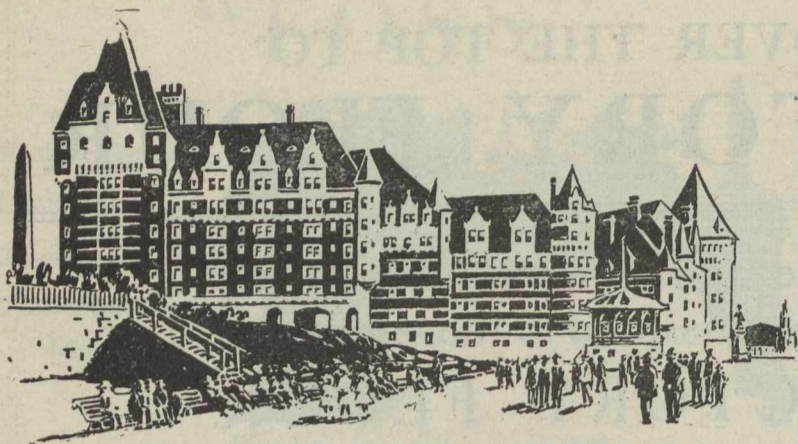
In the second place, a Mecol Furnace exactly suited to your requirements is the best furnace obtainable for efficiently heat-treating metals.

In the third place, your Mecol Furnace will save you hundreds of dollars in fuel.

Let us explain how Mecol Furnaces can improve your product economically.

**MECHANICAL ENGINEERING CO., LTD.**  
THREE RIVERS, Quebec.





CHATEAU FRONTENAC, QUEBEC.

## Canadian Pacific Railway Hotel System

*Canadian Pacific Hotels from the Atlantic Ocean to the Pacific set the standard for hotel accommodation in Canada. Each hotel is distinctive in appointment and style; each has the same superb Canadian Pacific service*

THE CHATEAU FRONTENAC, Quebec, is a famous hotel in the most characteristic city of North America. Standing on Dufferin Terrace, it commands magnificent views of the River St. Lawrence.

THE ROYAL ALEXANDRA, Winnipeg, so well known and so popular with travellers that it has been enlarged to twice its original size.

THE PLACE VIGER, Montreal, is an ideal hotel for those who prefer quietness and yet wish to be within easy reach of the business centre.

THE PALLISER, Calgary, a handsome new hotel of metropolitan standard, from the roof of which the snow-capped Canadian Pacific Rockies are visible.

THE HOTEL VANCOUVER, a spacious hostelry that overlooks the Straits of Georgia and contains 650 rooms.

THE EMPRESS, Victoria, a luxurious hotel that appeals to the artistic sense, in a city of picturesque homes and Old Country atmosphere.

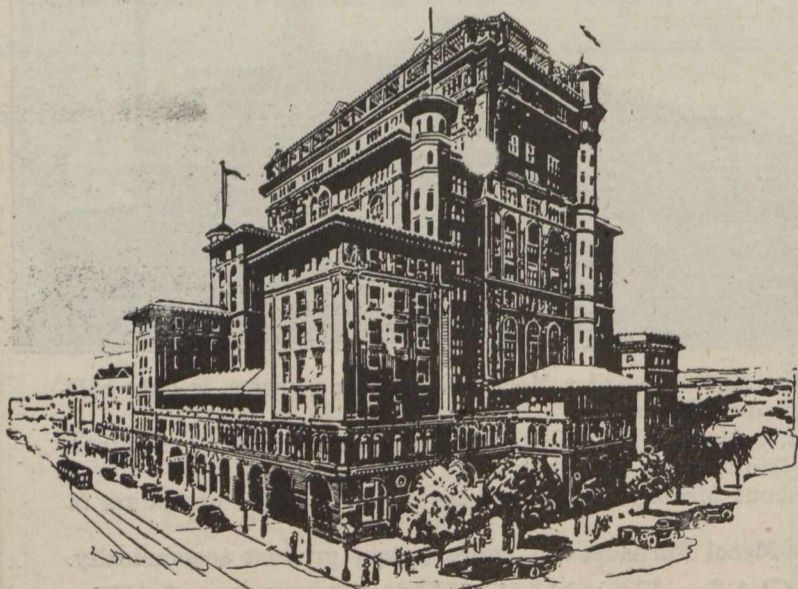
The above hotels, and others similarly situated at strategic points on the main transcontinental line of the Canadian Pacific Railway at McAdam, N.B., Sicamous, B.C., and Penticton, B.C., are open all the year round. Six other hotels, including four in the wonderful Canadian Pacific Rockies, are open in summer only.

Any C.P.R. Passenger Agent will furnish particulars, or write

C. E. E. USSHER,  
Passenger Traffic Manager

F. L. HUTCHINSON,  
Manager-In-Chief Hotel Dept.

CANADIAN PACIFIC RAILWAY, MONTREAL



HOTEL VANCOUVER, VANCOUVER.

## F. B. McCURDY & CO.

Members Montreal Stock Exchange

INVESTMENT - SECURITIES

VICTORY BONDS - WAR LOANS



136 St. James Street - - Montreal

SHERBROOKE, P.Q.

HALIFAX, N.S.

ST. JOHN, N.B.

SYDNEY, N.S.

ST. JOHN'S NFLD.

## BRITISH COLONIAL FIRE INSURANCE COMPANY

Authorized Capital . . . . . \$2,000,000.00  
Subscribed Capital . . . . . 1,000,000.00  
Paid-up Capital . . . . . 247,015.79

General Fire Insurance Business Transacted.

THEODORE MEUNIER,  
Manager.

B. A. CHARLEBOIS,  
Assistant Manager.

## The Canada Casing Company, Limited

Head Office: 140-142 Duke Street

MONTREAL

QUEBEC - CANADA

OPERATING---Montreal, Que.; Toronto, Ont.; Vancouver, B. C.; St. John, N.B.; New York, N.Y.; Chicago, Ill.; St. Louis, Mo.; London, England; Auckland, N.Z.; Rostow-a-Don, Russia.

Canada's  
Leading Hotel

## THE WINDSOR

Dominion Sq.  
MONTREAL

HEADQUARTERS FOR CONVENTIONS, BANQUETS,  
PRIVATE DANCES, RECEPTIONS & SOCIAL EVENTS

European Plan Exclusively

Centrally situated in the heart of the shopping and theatrical district. Service unsurpassed

JOHN DAVIDSON, Manager

## MEREDITH, HOLDEN, HAGUE, SHAUGHNESSY & HEWARD

Barristers and Solicitors

Merchants Bank Building, MONTREAL.

F. E. Meredith, K.C.

A. R. Holden, K.C.

H. J. Hague, K.C.

Hon. W. J. Shaughnessy

C. G. Heward

P. A. Badeaux

Counsel—C. S. Campbell, K.C.

G. H. SMITHERS

J. J. M. PANGMAN

G. W. S. HENDERSON

## BURNETT & CO.

(Established 1868)

Members Montreal Stock Exchange

12 St. Sacrament St.

∴

MONTREAL



# DOMINION TEXTILE COMPANY, LIMITED



MANUFACTURERS OF

Cotton Prints,	Sheets,
Shirtings,	Pillow Cotton,
Ducks,	Cambrics,
Scrims,	Art Tickings,
Drills,	White & Grey Cottons,
Blankets,	Galateas,
Quilts,	Towels & Towelling,
Crepes,	Bags,
Spreads,	Yarns and Twines.

MONTREAL · WINNIPEG · TORONTO



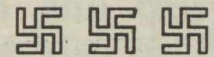
## Dominion Shipbuilding Co. LIMITED

STEEL SHIPBUILDERS



BATHURST STREET - HARBOR FRONT

TORONTO



*Cable Address  
Price*

*Codes Used  
A B C and Liebers*

# PRICE BROTHERS & CO., LIMITED

MANUFACTURERS OF

Spruce Lumber, Lath, Cedar Shingles,  
Ties, Pulpwood, Sulphite and  
Groundwood Pulp, News-  
paper, Cardboard, &c.

QUEBEC

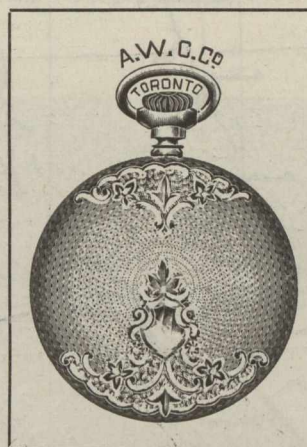
\*\*\*\*\*

SAW MILLS:

Batiscan	Montmagny	Cape St. Ignace
Rimouski	Matane	Salmon Lake
	Saguenay District	

PAPER AND PULP MILLS:

Kenogami	Jonquiere	Rimouski
----------	-----------	----------



“Cashier”

- - and - -

“Fortune”

GOLD FILLED

## WATCH CASES

TRADE  MARK.

The American Watch Case Co.  
OF TORONTO, LIMITED

Manufacturers of Gold, Silver and Filled Watch Cases

TORONTO, ONT.



# See NEWFOUNDLAND

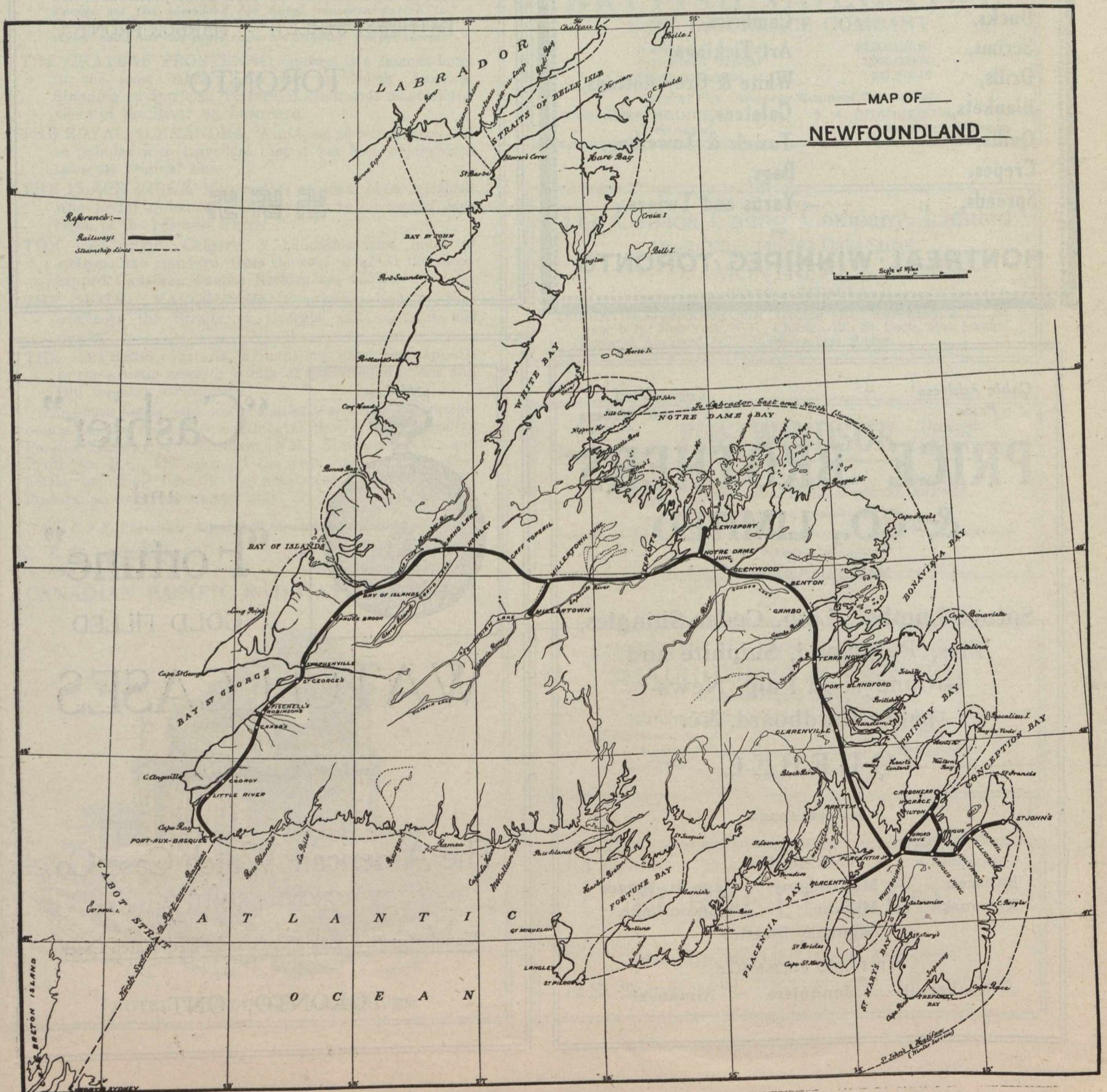
(BRITAIN'S OLDEST COLONY)

For the Winter Months, an Express Train with Dining and Sleeping Cars will leave St. John's on Sundays, Tuesdays and Thursdays only.

Connection from Canada and United States' points will be made at North Sydney, after arrival of the Canadian Government Railway Express, No. 5, on Tuesdays, Thursdays and Saturdays, the steamer arriving at Port aux Basques on Wednesday, Friday and Sunday morning, there connecting with Express Train for points between Port aux Basques and St. John's.

For further information, apply to

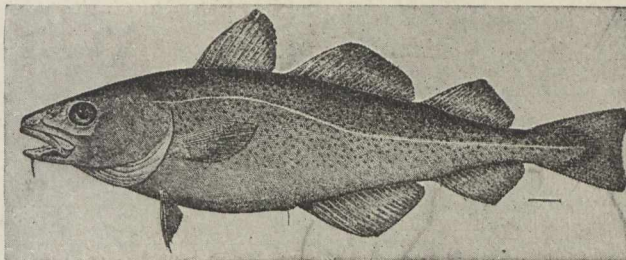
**F. E. PITMAN**, General Passenger Ticket Agent,  
REID NEWFOUNDLAND COMPANY,  
ST. JOHN'S, NEWFOUNDLAND.





# Where the Codfish Come From

The climate of Newfoundland is more temperate than that of the neighboring Maritime Provinces; the thermometer rarely sinks below zero in winter, while the summer range rarely exceeds 80 deg. F.



Newfoundland Crown lands for farming purposes may be had for thirty cents an acre. The Island's agricultural development is going ahead by leaps and bounds.

WHETHER YOU WISH TO FISH FOR SPORT OR FOR PROFIT  
:-: COME TO NEWFOUNDLAND :-:

**H**ER fishing resources for either the commercial fisherman or the sportsman are the greatest in the world. They now produce well over fifteen million dollars of wealth per annum, and they are only beginning to be developed.

Newfoundland is the home of the cod fish and this forms the largest item in her fish production. But the island also produces large quantities of herring, salmon, lobster and many of the lesser fishes.

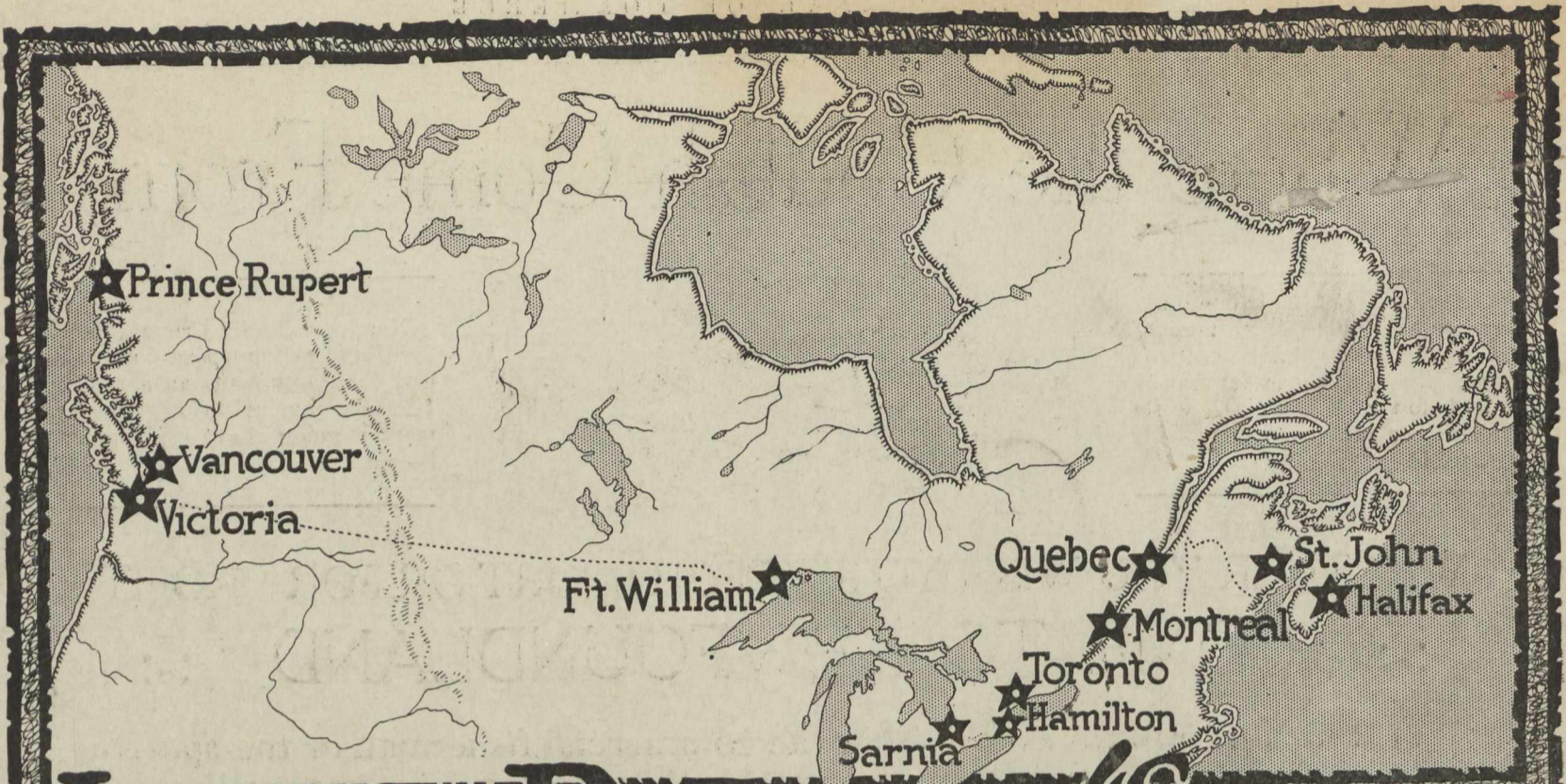
Heretofore these have come on the markets of the world in the dry-salted and pickled condition. But the frozen fish industry is rapidly developing. The latest reports from the British markets affirm that "the recent arrival of Newfoundland frozen fish was superior to the fresh fish often received from the Iceland grounds."



Newfoundland's forest wealth is large. The mineral resources are only partially known, although the iron mines on Bell Island have an output of 1,500,000 tons, and the industrial possibilities are attractive from every point of view.

The Government of Newfoundland gives generous aid to agricultural development. The value of agricultural products now approximates over \$4,000,000. Sheep raising is being encouraged and the progress in that direction is remarkable.





# Imperial Bunkering Stations

**B**UNKER oil meeting Lloyd's specifications supplied at all stations. Diesel oil for Diesel or other internal combustion marine engines available in any quantity desired at Halifax, Montreal, Sarnia and loco. Fuel oil supplied either in or out of bond at Vancouver and Prince Rupert.

All stations carry a full supply of high-grade lubricating oils and greases. Every equipment for prompt delivery. No wharfage charges while fueling.

**HALIFAX, N.S.**  
 Length of dock . . . . . 440 ft.  
 Depth at low tide . . . . . 35 ft.  
 Fuel oil tankage . . . . . 105,000 bbls.  
 Diesel oil tankage . . . . . 35,000 bbls.  
 Loading capacity per hour 4,500 bbls.

**QUEBEC, P.Q.**  
 Length of dock . . . . . 700 ft.  
 Depth at low tide . . . . . 21 ft.  
 Fuel oil tankage . . . . . 70,000 bbls.  
 Loading capacity per hour 1,200 bbls.

**MONTREAL, P.Q.**  
**Montreal East.**  
 Length of dock . . . . . 250 ft.  
 Depth at low tide . . . . . 28 ft.  
 Fuel oil tankage . . . . . 115,000 bbls.  
 Diesel oil tankage . . . . . 35,000 bbls.  
 Loading capacity per hour 2,000 bbls.

**Cote St. Paul.**  
 Dock accommodates largest steamers using canal.  
 Depth at low water . . . . . 15 ft.  
 Fuel oil tankage . . . . . 50,000 bbls.  
 Diesel oil tankage . . . . . 16,000 bbls.  
 Loading capacity per hour 1,200 bbls.

**TORONTO, ONT.**  
 Dock accommodates largest steamers entering harbor.  
 Depth at low water . . . . . 15 ft.  
 Fuel oil tankage . . . . . 50,000 bbls.  
 Loading capacity per hour 1,000 bbls.

**HAMILTON, ONT.**  
 Dock accommodates largest steamers entering harbor.  
 Depth at low water . . . . . 15 ft.  
 Fuel Oil tankage . . . . . 50,000 bbls.  
 Loading capacity per hour 1,000 bbls.

**SARNIA, ONT.**  
 Length of dock . . . . . 285 ft.  
 Depth at low water . . . . . 19 ft.  
 Fuel oil tankage . . . . . 225,000 bbls.  
 Diesel oil tankage . . . . . 75,000 bbls.  
 Loading capacity per hour 1,000 bbls.

**FORT WILLIAM, ONT.**  
 Length of dock . . . . . 400 ft.  
 Depth at low water . . . . . 19 ft.  
 Fuel oil tankage . . . . . 40,000 bbls.  
 Loading capacity per hour 1,000 bbls.

**VANCOUVER, B.C.**  
**loco.**  
 Length of dock . . . . . 200 ft.  
 Depth at low tide . . . . . 30 ft.  
 Fuel oil tankage . . . . . 41,000 bbls.  
 Diesel oil tankage . . . . . 14,000 bbls.  
 Loading capacity per hour 2,000 bbls.

**Grand Trunk Dock.**  
 Dock accommodates largest sea-going vessels.  
 Depth at low tide . . . . . 33 ft.  
 Fuel oil tankage . . . . . 65,000 bbls.  
 Loading capacity per hour 1,200 bbls.

**VICTORIA, B.C.**  
 Length of dock . . . . . 100 ft.  
 Depth at low tide . . . . . 33 ft.  
 Fuel oil tankage . . . . . 5,000 bbls.  
 Loading capacity per hour 800 bbls.

**PRINCE RUPERT, B.C.**  
 Length of dock . . . . . 100 ft.  
 Depth at low tide . . . . . 40 ft.  
 Fuel oil tankage . . . . . 110,000 bbls.  
 Loading capacity per hour 1,000 bbls.

OIL BUNKERING STATION AT ST. JOHN N.B. NOW UNDER CONSTRUCTION.

**IMPERIAL OIL LIMITED**  
 Power - Heat - Light - Lubrication  
 Branches in all Cities