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Special Articles

Canada's War Financing.
By H. M. P. Eckardt.

The Larger Issues of the War.
By J. W. Macmillan.

Book Reviews.
By H. S. Ross.

Conditions in the West.
By E. Cora Hind.

Editorials:	Page
The Halifax Commission.....	1
The Australian Crisis.....	1
Pulpit Politics.....	1
An Extraordinary Proposal.....	2
The German Psychologists.....	2
Conditions in the West.....	3
Canada's War Financing.....	4
The Larger Issues of the War.....	5
Book Reviews.....	6
Mentioned in Despatches.....	7
Public Opinion.....	8
U.S. Coal Decree.....	9
Among the Companies.....	10-11
News of the Week.....	16
A Little Nonsense Now and Then.....	17
The War and the Cheese Industry.....	18
Lumber Pulp & Paper.....	19
The Grand Trunk—Canada's Pioneer Railway— A Great National Asset.....	20
Commodity Markets.....	22-24

The Halifax Commission

THE noble sympathy and liberality with which the people of the British Empire and the United States responded to the call of distress after the explosion at Halifax gave early assurance that there would be no lack of money to meet the need of the occasion. Already a great fund has been raised, and nobody can doubt that if more is required to meet legitimate calls it will be forthcoming. The chief need now is an efficient organization to receive and administer the moneys so generously given.

The Halifax people have acquitted themselves with much honor in the trying ordeal through which they have passed. All that could be done by voluntary efforts hastily organized has been well done. Many of the citizens, both men and women, have made large sacrifices in their efforts to provide relief for the sufferers. But the time has come for passing from these temporary relief movements to a more permanent organization. That a commission for this purpose would be appointed by the Dominion Government was taken for granted. Probably Provincial legislation, more than Dominion, will be found necessary in the carrying on of the work, for the matters to be dealt with fall chiefly within the constitutional authority of the Province. But the formation of a commission under Dominion authority is a proper step in a matter of such world-wide interest. We may safely assume that there has been consultation between the Dominion and Provincial Governments and that the two authorities will cordially co-operate in the good work.

The gentlemen chosen by the Dominion Government to compose the commission will command the confidence of the public generally. —Mr. T. S. Rogers, K.C., is an eminent lawyer of Halifax, having an excellent reputation in both legal and business circles. Judge W. B. Wallace, of the Halifax County Court, though he has fifteen years of efficient judicial work to his credit, is still in the prime of life, and is universally esteemed. These two gentlemen should give an adequate representation to the local interests that naturally desire consideration. The wider general interest is represented by Mr. F. L. Fowke, of Oshawa, Ontario, who has had long experience in political and municipal affairs, having done service as Mayor of his city, and as a member of the Canadian Parliament. The Commissioners are undertaking a work of much responsibility and considerable difficulty, in which they should have the cordial support of all who are interested in the Halifax situation.

The Australian Crisis

THE political affairs of our sister Commonwealth, interesting at all times, are particularly so just now because Australia, like

Canada, has been much disturbed by the question of military conscription. Labor interests have been much more prominent in Australia than here. The Labor party has had a large voice, and usually a prevailing voice, in the Commonwealth for some years. Mr. Hughes was a Labor leader, who became Premier after Mr. Andrew Fisher retired to the ease of the High Commissionership in London. Mr. Hughes' support of conscription led to a break with the Labor organization, but he received enough support from other groups to enable him to form a kind of Union Government, and to retain office. Twice Australia has been asked to decide the question of conscription by a referendum, and twice the people have rejected the conscription proposals. The electors, apparently, made distinctions in their own minds between men and things. They had condemned conscription, yet they had supported the Hughes Government, which was responsible for the conscription law. In the case of the recent referendum contest Mr. Hughes, in supporting conscription, said that if the law were not approved he would deem it his duty to resign, and leave to his opponents the responsibility of carrying on the affairs of government. Conscription having been defeated on the referendum, Mr. Hughes thereupon resigned, and the Governor called on Mr. Tudor, the leader of the Opposition, to form a Government. The despatches are not very clear as to what part Mr. Tudor has played. It would seem, however, that when faced by the responsibilities of office he shrank from them. He had claimed that Australia would, by further efforts under the voluntary system, be able to raise all the men needed, but apparently he was not willing to put his theory to the test. With some ground he might have asked the Governor to grant him a dissolution of Parliament. Whether he made such a request is not stated. It appears, however, that Mr. Tudor has failed to form a Cabinet, that Mr. Hughes and his colleagues have been asked by the Governor to resume office, and that Parliament has again voted confidence in the Hughes Cabinet. The situation is an embarrassing one for Mr. Hughes. He has no faith in the raising of any considerable number of additional men by the voluntary system. But conscription having been twice distinctly condemned by the popular vote, the Premier can hardly be expected to proceed to enact a new conscription law. The development of events will be watched with much interest.

Pulpit Politics

REV. DR. CARSON, editor of the Halifax Presbyterian Witness, has been visiting Ontario and has sent home some notes of his observations. In an Ontario town, the name of which he does not mention, some exciting

incidents occurred on the eve of the recent election. Dr. Carson writes:

"In a large Methodist Church, at the close of the Sunday evening service, the pastor gave a talk in favor of the Union Government. One of the leading men of the congregation expressed his dissent by rising in his seat and starting to go out. Another man hissed the dissentient as he passed his pew. This added fuel to the indignation of the protestor and he turned and with all his force threw his hymn-book at the head of the man who had hissed him. This did not end the disturbance, for a lady in the audience expressed her opinion audibly, whereupon her neighbor in the pew in front of her turned about and slapped her in the face. The people in some parts of Nova Scotia sometimes get excited over politics, but a scene such as this in one of our churches on Sunday evening would be regarded as something of a scandal."

Perhaps sufficient time has elapsed since the election to allow the formation of a calm judgment on events such as the Halifax editor describes. While in this particular case the trouble seems to have taken an exceptionally violent form, it is a fact that, in various parts of the Dominion, clerical interference in the election was exhibited to a degree that can hardly be justified.

The clergyman does not cease to be a citizen when he takes up the duties of his profession. He has all the rights of a citizen, and if, in his capacity of citizen, he takes up the cause of one or other of the political parties of the time nobody has much if any right to complain. Whether even as a citizen he is wise in going beyond the free exercise of his franchise, and taking a very active part in support of any political party, whether in so doing he increases his influence for good in the community, may be a question of doubt; but these are matters for his own decision; his right to speak and act as a citizen cannot be called in question. It is when he is not content to speak and act as a citizen, when he puts his sacred office in the scale in support of a party, when he speaks or writes with the authority of his office, and particularly when he uses his pulpit for the advocacy of the interest of a party, that he raises justifiable questions as to the propriety of his course. Many clergymen became the champions of a party in the recent electoral contest. Their motives, of course, were good. Many of us are in sympathy with the views thus expressed. Nevertheless, there will be grave doubts whether such use of the ministerial office amidst the conflict of parties promotes the peace, order and good government of the country.

Clerical interference is hardly a new thing in Canada. There was a time, not very long ago, when there was much complaint concerning it. Then it was almost invariably the interference of the Roman Catholic bishops and priests that was complained of, and those who tolerated it were not infrequently described as "priest-ridden." Now the tables have been turned. So far as can be learned from the public press the Roman Catholic pulpits were silent as respects political matters in the recent electoral contest. There has been no report of any appeal in the Roman Catholic churches in favor of or against any candidate. It was from Protestant clergymen, and in many cases from Protestant pulpits, that the appeals to support one of the parties came. An impulsive Irish Catholic bishop, in a public letter, spoke on the same lines as his Protestant brethren, but he did not use his pulpits for the purpose, as Protestants did. Perhaps for the moment

those who were in sympathy with the views expressed by these clergymen were glad to welcome the assistance thus given to their cause. But we doubt if, on reflection, these will not see that this use of the pulpits and ministerial authority in the interests of any political party is unseemly. Priest-ridden Protestants are as much to be pitied as Priest-ridden Roman Catholics.

An Extraordinary Proposal

SOME persons who, doubtless, have reasons satisfactory to themselves for their action have given notice that in the consideration of proposed legislation relating to the City of Montreal, now pending before the Legislative Assembly of Quebec, a motion will be made to include in it provisions for annexing the several municipalities on the Island of Montreal to the City of Montreal. The extraordinary thing is that this proposal is being taken so seriously that meetings of citizens and municipal bodies in several of the smaller cities are deemed necessary to protest against the enactment of the measure.

For some reasons a union of all these municipalities under one city government may be desirable. But surely the first thing to be done, if anything is to be done, to bring about such a union is to have the question freely and frankly discussed and the opinion of the electors invited. There has been practically no such discussion, and nobody can claim with truth that the people of the several municipalities desire the change. Maisonneuve, perhaps, may view the scheme with approval, for Maisonneuve has not been prudent in its financial affairs and a union with the big city might bring some relief to the inhabitants of the smaller one. But Westmount, Montreal West, Outremont and Verdun are all, apparently, strongly opposed to the annexation movement. If Montreal, by a better management of its business, could make itself more desirable as a partner, we might all rejoice. As the situation presents itself, these smaller municipalities are distinctly hostile to the movement. Why then should the proposed legislation be seriously considered? Why should it be deemed necessary to call public meetings of protest? One would expect that there would be such a disposition in the Government and Legislature at Quebec as to give assurance at the outset that no measure designed to annex the smaller municipalities without the clear consent of their citizens would be considered for a moment. It is a case in which the Quebec Government should take a stand promptly. If any of these smaller municipalities wishes to join Montreal and the latter is willing to form the union — evidence of such mutual desire being produced after full public discussion — the Legislature would naturally be ready to enact the necessary law. But any proposals of the kind sprung upon the Legislature, and not backed by any request from the people concerned, should not be tolerated for a moment. To treat the proposal seriously is to admit a doubt which ought not to exist as to the sanity of the people's representatives at Quebec.

The German Psychologists

IN ACADEMIC circles the Germans are regarded as the world's greatest psychologists. As a matter of fact experimental psychology had been reduced to a very practical and scientific basis by the thorough-going Germans. To-day they are using their knowledge of psychology to confuse and thwart the efforts of

the Allied nations. This could perhaps be best described by a term which has come into use since the outbreak of hostilities, namely, the word "camouflage." Germany has been advertising for the past few weeks that she is about to attempt a great offensive on the Western front, an offensive which will carry her to Paris through the French lines and to Calais through the British lines. While it is impossible to say just what is in the minds of the German supreme staff it is a very safe guess to assume that these boasts are being issued either for the purpose of cheering up the German people or of so frightening and intimidating the Allies that they will cry for peace.

The greatest drive the Germans ever made on the Western front took place in the first few weeks of the war, and was stopped at the Marne. That drive took place when France was unprepared and when England had a "contemptible little army" of a few score thousands. To-day the English force is twenty times greater than it was in those early days, while its equipment of machine guns, heavy artillery, and all the other paraphernalia of war is a hundred times superior. In the early days the British stopped the Germans at the first and second battle of Ypres when they had practically nothing to oppose the German equipment in guns but the flesh and blood of their soldiers. Germany failed in the various drives she made on the Western front when the English and French were not nearly as well prepared as they are to-day, so there should not be any fear of the result if she should make an attempt to break through under present conditions.

In this much advertised Western offensive the Germans are making use of their knowledge of psychology and are putting into force the value of suggestion. They hope by representing over and over their tremendous preparations and reiterating again and again the terrible things they are going to do to the Allies to so frighten them that they will not throw down their arms and cry for peace before the threatened blow will fall.

A favorite trick practised by college men is that of suggestion. A dozen or twenty men will all agree to tell a certain individual that he is looking poorly. On the day in question man after man meets the innocent victim and remarks on his apparent ill-health. To the first man who comments on his appearance the man is apt to return an indignant answer and declare he is perfectly well, but after a half dozen have told him that he looks under the weather he begins to wonder if he is not a bit sick, and after a dozen have told him of his ill appearance the man is apt to go home and take to his bed, although an hour before he was in perfect health. The Germans are trying some such experiment on the Allies in the West, but it is not going to succeed. They, however, have succeeded in causing an almost world-wide depression among the Allied nations, and in so far as this is done will weaken the morale of the people. There is no doubt that the Allied countries have been very pessimistic during the past few weeks. Part of this feeling is due to the chaotic condition of Russia, part to the Italian reverse, but a considerable portion is due to the announcements of the Germans that they are going to smash up the Allies on the Western front. There is no real reason for pessimism on the part of the Allies. If the nations behind will support their armies as they should be supported the German boastsings will be in vain. The Germans, however, are good psychologists and are proving it by their methods of the past few weeks.

Conditions in the West

By E. CORA HIND.

The annual bulletin of the returns from the farmers has been issued by the Free Press and makes a wonderful showing of prosperity for the three Western Provinces. The total amount received so far, from the sale of wheat, oats, barley, flax and rye is \$270,000,000, and there is, at least, 50,000,000 bushels of wheat still in the hands of the farmers to come forward and this 50,000,000 is worth \$2.18 a bushel and possibly \$2.21. The figures as they now stand, show up to the 31st of December, 112,987,500 bushels of wheat had been inspected, that there were 20,000,000 in interior elevators, and at least 5,500,000 in transit. I see no reason to change my estimate of 214,000,000 bushels made last September, unless it should be to increase it slightly. Even with this amount, the quantity available for shipment overseas, is extremely limited, in view of the terrible need. It is reckoned that at least 25,000,000 bushels may be used for seed.

The showing from livestock is really very wonderful. The Union Stockyards at Winnipeg show a movement of cattle, sheep, swine and horses valued at very nearly \$40,000,000. The receipts from hogs alone were over \$11,000,000; the average price of hogs for the year being \$30.00 a head. The actual receipts of cattle to the yards were 286,651 as against 158,949 in 1916. Of this number of cattle, the province of Manitoba contributed 112,554, Saskatchewan 137,357 and Alberta 33,622. There were 113,871 head slaughtered at Winnipeg, 83,258 went East, 37,877 head, mainly stockers and feeders, went West, 52,013 went South. There were 73,912 head of stockers and feeders received during the year, and of these only 20,000 head went South, the remainder going back on the Canadian farms to be finished. Manitoba took 14,372, Saskatchewan 12,720, Alberta 9,231, while 17,096 went to Eastern Canada. The Dominion Government's scheme to pay half the freight on these feeder cattle to Ontario was an immense help. A very large number of feeder hogs have been going back to the farms also, the movement being over 8,000 to the Manitoba farms in the past ninety days.

The stockyards at Calgary showed an increase in their handling of livestock for the year of \$5,209,368. Edmonton yards, which had only been open three months at the time of last year's figures, show that in 1917 they handled very close to \$3,000,000 worth of livestock, and of this amount \$1,000,000 worth was stocker and feeder cattle and \$74,800 dairy cattle.

The returns of figures for Alberta were not available, but Saskatchewan and Manitoba had exceptionally good years in the dairy business. Manitoba made nearly 12,000,000 pounds of butter and considerably over 1,000,000 pounds of cheese. The value of the butter and cheese was \$4,352,261, while the milk and sweet cream brought a total value for dairy products of \$5,895,631. The increase value for the year was \$1,412,016. Saskatchewan showed a return for dairy products of \$8,600,000. The returns from the two provinces, for dairy products was nearly \$2,000,000 more than the returns from three provinces in 1916.

Wool brought to the West one and a half to two million dollars.

During the week of January 7th to 12th, the Livestock Breeders' Association of Manitoba met in annual session, and the chief feature of interest was the scheme brought forward by Col. McEwan, President of the Canadian Sheep Breeders' Association, for a Dominion wide plan of co-operation in the collecting and selling of wool. At his suggestion, delegates were elected to attend a conference, to be held in Toronto, February 5th, 6th and 7th, when the whole matter will be fully discussed and decided upon. There is a tremendously strong feeling in the West against the embargo on wool to the United States. It is not that the Western wool men have any desire to send out of Canada what is needed here for our own soldiers, but they have a very lively recollection of the drop of from 6c to 8c a pound, which immediately followed the embargo of 1916. It is a curious fact, that during 1917 when the wool warehouse was established in Toronto, with a view to bring Canadian wool within easy reach of Canadian manufacturers, that there was not a single Canadian bid, and that practically all the wool went to the United States. The claim of the Canadian manufacturers is that the bulk of the Canadian wool is combed, and that they cannot comb it in Canada, as there are only four sets of combs and these have not been in operation for a long time. Prior to the admission of the Canadian wool, duty free, into the United States, a great deal of it was bought cheaply, shipped over to Bradford, combed there and returned to mills in Ontario that had Bradford connec-

tion. It is a little significant that several of the members of the Wool Commission are either managers or high officials in the mills with a Bradford connection. Of course, it is probable that the Food Controller will decide that all wool must remain in Canada this year, but if so, there is no doubt but that it will be handled on a co-operative basis; all the wool in each Province being collected, graded and sold on its merits, with a due regard to what it would bring on the American side. If this was done, the Government would then utilize all the clothing wool and dispose of the combing wool as they thought fit, but in any case, the movement looking to a Dominion-wide co-operative organization of sheep men is highly to be commended.

FISH CONTROL.

Fish dealers in the Canadian West have been sharply jerked into line by J. D. McGregor, Western representative of the Food Controller, and now fish in carload lots can be obtained by co-operative societies and farmers' organization at 1c per pound over the price paid to the fishermen, plus freight, and any householder can secure 100 pounds of Lake Win-

nipeg white fish at 12c per pound, and in addition to this, the women's section of the Winnipeg Food Control Committee have undertaken to receive orders for small quantities for the ordinary householder, giving them in this way, the advantage of the same rate as for 100 pounds. The question of controlling the consumption of wheat flour is making fairly good progress in the city, but so far, very little is being done in the country districts, and it will require very drastic regulations to effect any real saving.

MARKETS.

The grain markets are joggling along very much in a rut with small receipts and very little change in the situation from day to day; in fact, very little change is looked for before the opening of navigation, unless some drastic action is taken by the Board of Grain Supervisors to get the balance of the wheat out of the farmers' hands. There are hints of this, but nothing definite to go upon, and the present railway situation is not conducive to the rapid movement of freight of any kind. The tail end of the storm, which has been so severe in Eastern Canada, seems to be reaching the West to-day. This morning the long monotony in markets was broken by sharp advance in oats, carrying them to 90c a bushel for No. 2 C.W. This is the highest price on record for oats at Winnipeg Exchange. More than one broker recollects selling them at 15c.

Standard Bread and Flour

Ottawa, Jan. 17.

Canada is to have standard flour and standard bread. The date on which the new order will go into effect has not yet been fixed, but Hon. W. J. Hanna, Food Controller, definitely announced that a date would soon be named, after which Canadian mills will not be permitted to use more than 265 pounds of spring wheat or more than 275 pounds of winter wheat to produce 196 pounds of flour. This will give standard grades of spring wheat and winter wheat flour for all Canada, and no mill will be allowed to manufacture flour of a lower extraction than the standard. By making available a larger part of the wheat berry for human consumption, and by stopping the manufacture of patent flour, a considerable saving of wheat for export to the allied nations will be effected. Moreover, a uniform extraction will be established which may be increased if considered advisable.

STANDARD LOAF ALSO.

The Food Controller is also making arrangements for a standard loaf of bread from the standard flour. He has written to millers, wholesale flour dealers, wholesale grocers, retail flour dealers and retail grocers, emphasizing the necessity of discouraging hoarding of flour. It is pointed out that the new regulations will not lessen the quantity available for consumption in the Dominion.

Millers are asked not to sell more than the usual quantities of flour to bakers and wholesale dealers, and to advise their customers not to stock heavily with regular grades of flour. Wholesale dealers are asked not to allow retail dealers to stock heavily with regular grades of flour, and retail dealers are asked not to sell more than one week's supply of flour to families, except in cases where it is impossible for the customers to secure supplies weekly.

Millers are also requested not to require dealers to take certain quantities of flour when purchasing other products of the mill.

WARNING TO HEED REQUESTS.

Mr. Hanna states that it should be distinctly understood that "millers, wholesalers and retailers who do not accede to these requests will be promptly dealt with, and the shipment of flour by or to these persons will be prohibited."

The letter adds that a date will be set, after which bakers will be required to sell their bread based on the price of the standard flour. Therefore, bakers who purchase large stocks of patent flour may find themselves in an unfortunate position when the order is issued for the production of bread from standard flour.

The standard flour will be of high quality, and will be quite as palatable as the patents, and even more conducive to health. Samples of the standard spring and winter wheat flours will be furnished, and all mills will be required to produce a quality of flour which will not be superior in color to the standard samples.

BI-WEEKLY STATEMENT FROM MILLS.

Every mill must furnish to the Food Controller's office every two weeks a statement showing the quantity of wheat ground and the weight of flour produced therefrom. Failure on the part of any of the mills to comply with the Food Controller's regulations may result in cancellation of license.

One hundred and sixty-seven Canadian flour mills are already under license from the Food Controller's office. All the remaining mills will be similarly licensed. The profits of the licensed mills have been limited to a maximum average of 25 cents on the milling of enough wheat to make a barrel of flour (196 pounds.)

RECORD OF ACTIVE MONTREAL STOCKS FOR WEEK ENDING JANUARY 19, 1918.

		YEAR							
		Open.	High.	Low.	Last sale.	Net chge.	High.	Low.	
Sales.	Stocks.								
535	Brazilian	32½	32¾	32	32	-½	33½	32	
826	Brompton	42	44	42	44	+1½	44	41½	
120	Can. Car Co.	18½	18½	18½	18½	-1½	19¾	18½	
150	Do., pfd.	49½	49½	49½	49½	unch	49½	49½	
165	Can. Cement	57	57	57	57	unch	58*	57*	
250	Do., pfd.	90	90	90	90	unch	90	90	
205	Can. Steamship	41	41½	41	41½	unch	41½	39¾	
536	Civic Power	71	73½	70½	73½	+3	73½	68½	
647	Dom. Steel	54½	55	54½	55	unch	56	53	
275	Macdonald	13¾	14¾	13¾	14¾	+¾	14¾	13¾	
415	Smelters	25	25	25	25	unch	25½	25	
411	Steel of Can.	51½	51½	49¾*	51*	+½	53	49¾*	
BANKS.									
58	Merchants	167*	167*	167*	167*	+2½	167*	167	
43	Montreal	210	210	210	210	unch	210	210	
69	Royal	208	208	208	208	unch	208	208	
BONDS.									
\$23,600	Can. Loan (1927)	93½	93½	93½	93½	+½	93½	92¼	
UNLISTED SHARES.									
1,320	Tram. Power	29¾	32	29	29¾	+½	33	29	

*Ex-dividend.

Canada's War Financing

It is variously estimated that Canada will need to find from \$500,000,000 to \$700,000,000 per year, while the war lasts, to cover her own military outlay and the loans to the British Government

By H. M. P. ECKARDT.

Counting the Victory Loan allotment at about \$400,000,000, the bond sales by Canada in 1917 are placed by the Dominion Securities Corporation at \$772,000,000. The amount placed in the United Kingdom was a negligible quantity, over 99 per cent of the whole being taken in the United States and in Canada. Our American neighbors took \$187,000,000, while the home investment market took \$581,000,000. The percentage finding a market at home therefore was 75.26. Judging from the remarks of the Finance Minister and the addresses at bank annual meetings, the expectation is that scarcely any Canadian bonds will find a market in the neighboring country during the present year. The American Government is lending half-a-billion dollars per month to the European Allies; and this heavy requirement, along with the still heavier requirements in connection with the United States' own military preparations, will necessitate the placing of something like \$10,000,000,000 in United States bonds with the American investment public. To market this vast amount of war bonds is a sufficiently difficult problem, even with the American bond market practically reserved for the benefit of the Government issues; and it thus seems necessary for Canada to prepare her financial plans on the assumption that no loans whatever can be placed outside.

MILITARY OUTLAY.

It is variously estimated that Canada will need to find from \$500,000,000 to \$700,000,000 per year, while the war lasts, to cover her own military outlay and the loans to the British Government. This does not necessarily mean that the total of bond issues made in the home market during 1918 will reach the record-breaking figures of 1917. Financing of the Victory Loan mostly in 1918—most of the proceeds become available in 1918, and they will provide for the national needs for a period of six or eight months at least. In this connection it should be remembered, however, that repayment of bank loans will make a hole in the loan proceeds, but after allowing for that, there will be ample funds to finance the war activities for a considerable part of 1918. Some of the leading bankers have stated that the loan proceeds, along with surplus revenue, will carry the Government until near the end of the year.

According to the Canada Gazette the revenue on account of consolidated fund for the eight months of the fiscal year to November 30th, was \$170,000,000, as against ordinary or running expenditure of \$79,000,000. Therefore, the so-called surplus of revenue over expenditure for the eight months was roundly \$91,000,000. Capital expenditure on public works, railway subsidies, etc., amounted to \$13,400,000; thus there remained available for applying on the war outlay, \$77,600,000. These figures indicate that something like \$100,000,000 of surplus revenue will be applied for war purposes during the current fiscal year. Next year, if the customs revenue is maintained, the new income tax may conceivably cause an increase of the surplus. The income tax is payable in June and the receipts under this head will, no doubt, be of considerable assistance in enabling the Minister of Finance to meet the outlays of the summer and fall. We should not lose sight of the fact that the income tax will have a tendency to cut down the receipts from the business profits tax.

Another point is that a not inconsiderable part of the Dominion's war expenditure is represented by the payments to the Bank of Montreal, London, by the British Government for pay and maintenance of Canadian forces overseas. In the statement published in the annual review number of the Monetary Times, the total amount thus deposited in the Bank of Montreal by the Imperial Government up to October 31st, 1917, was \$378,000,000. As this covered a period of a little over three years, the yearly average of loans by Britain for this purpose would be \$116,000,000. The probability is that the loans at present are running at an amount considerably above the three year average. It would not be surprising if

the loans to us by Britain in this form in the course of a year now amounted to \$200,000,000. Some time ago, while the United Kingdom was borrowing in the American market, our Government gave the Imperial authorities \$107,000,000 of long term dollar bonds which were pledged as collateral to one of the loans made to Britain by New York bankers. This left the debt to England, as at October 31st last, at about \$271,000,000.

Now this part of our war outlay is apparently being financed by the Mother Country; and it does not directly necessitate borrowing or financing by the Dominion Government in the home market. Indirectly, however, it does cause a considerable amount of financing in this country. We have undertaken to lend Britain a large proportion of the funds needed to purchase munitions and foodstuffs in the Dominions; and as the loans to England for this purpose are greater than the British loans to us on account of the overseas forces, we are in this way providing fully for our whole outlay. It is not known as yet by what method the contra accounts will be adjusted on termination of the war. If our debt to Britain is extinguished by cancellation of a similar amount of British debt held here, then in making our loans to the Imperial Munitions Board and to the British purchasing agents, we are actually paying our own war expenses.

COMPLICATIONS.

With Great Britain thus financing perhaps \$200,000,000 of our own war expense, it is likely that the \$100,000,000 surplus of revenue would take care of most of the remainder. So that the financing by the Dominion Government in the Canadian market will be almost exclusively for the purpose of extending credits to Britain. Although very large amounts will be required for the purpose, this would not be very difficult were it not for the fact that we have to buy such large quantities of raw materials, etc., in the United States. Settlement for these imports are necessarily to be made in cash or at short date; and the one-sided trade balance is a most perplexing problem for the bankers.

As Sir Edmund Walker suggested at the Commerce annual meeting, it is unlikely that Canada can continue importing from the United States to the extent recently in evidence unless the American Government lends to Britain in connection with purchases in Canada—that is providing no Canadian loans are placed in the United States. For the United States to lend to Canada for the purpose of enabling Canada to lend to Britain would be to complicate matters needlessly. The better way would be for Canada to carry all the British paper that she can carry with safety, and for the United States to supplement Canada's efforts through lending a moderate amount to Britain on Canada's account.

It will be seen from the foregoing that the Dominion Government is not likely to make another big loan flotation in the home market until towards the end of 1918. As the issues of the provinces, cities, towns, etc., are to be regulated, it is to be expected that they will be somewhat less in volume than in 1917 or 1916. While it is too soon to speculate on the probable size of the next domestic war loan, we must remember that the Victory Loan of 1917 was a prodigious effort; and it is extremely doubtful if so grand an aggregate of subscriptions could be rolled up on another occasion. Bankers say that the loan subscriptions on this occasion cleaned out or greatly reduced hundreds of large deposit accounts of long standing at branches in the towns and country districts. Those deposit accounts will not be speedily rebuilt, and those funds will not be available for another war loan. However, we are at liberty to hope that by the time another big flotation is to be made in the home market, the war outlook will be decidedly more favorable from the Allies' point of view; and if the power of the Hun then appears to be crumbling, the circumstance will be of considerable value in promoting the success of the flotation.

STEEL INDUSTRY BADLY CRIPPLED.

(The Iron Age, New York.)

"Heavy snow and intense cold have made the breakdown of railroad service more complete in the past few days, and in the shutting down of operations the week has been probably the worst the steel industry has known. It is difficult to measure loss of output. In the Chicago district the total pig iron production for the past few days has been 30 to 35 per cent of normal, with steel production somewhat more. Pittsburg, Youngstown and Cleveland have probably had a 60 to 70 per cent operation in steel. Eastern blast furnaces and steel plants have suffered severely from the blockades in other sections, which cut off coal and coke.

"The complete shutdowns of some plants have been a matter of but two or three days, and this phase may pass quickly, but the piling up of freight will hamper mills for weeks, and, since mines cannot ship coal until cars come back as empties, the fuel shortage will cripple the industry indefinitely.

"A grave situation opens before certain merchant furnaces in the threatened diversion of their coke supply to steel company furnaces. Eastern pig-iron producers hastened to Washington this week to protest against an order that will take 100,000 tons of coke a month from them, giving it to two eastern steel companies whose output of plates and ordnance is of the highest importance to the Government. The order was not made effective January 16, as planned, but the postponement is probably temporary. It is a case of putting one Government need before another, as much of the merchant pig iron that would be cut off has been going into Government contract work.

"The American Iron and Steel Institute's steel committee has just appointed a sub-committee to cooperate with the Director-General of Railways in improving traffic conditions as they affect iron and steel works. This committee's immediate problem will be to move the huge accumulations of finished material that have brought many rolling mills to a standstill. Hundreds of thousands of tons of export steel are involved and the ships, to carry much of it, wait on bunker coal.

"The sharp cutting down of steel output points to a tighter drawing of the lines against less essential industries in the distribution of mill products. More labor would thus be turned upon imperative Government work.

"What is most serious in any proposal affecting iron production, such as the order taking coke from merchant furnaces, is the loss of organization where the shutdown is complete. The alternative of repeated bankings of furnaces, while wasteful of coke, would obviate the scattering of working forces.

"The uncertainties of Government prices are a brake upon market activity in every form of finished steel. Some lower prices have been quoted for export—3.75c, for example, on steel bars and shapes, and the domestic price of 3.50c. Pittsburg, for bar iron.

"Some large-lot inquiries for shell steel for the British Government have come out, as well as one for plates. An eastern mill will furnish 8,300 tons of plate to the British commission.

"On steel rails some mills are four months behind their contract deliveries, and the leading maker is sold on both standard section and light rails from Pittsburg district plants for the entire year. Rail prices have been carried well beyond the basis of \$38 for Bessemer and \$40 for open hearth, at which contracts for 1918 were closed after the \$33 and \$35 prices for such delivery were withdrawn. More recent sales have been made at \$55 for Bessemer and \$57 for open hearth, but in other cases mills have obtained \$65 for Bessemer and \$68 to \$70 for open hearth.

"While Government priority for rail, car and locomotive steel is fully expected, no definite programme for such buying is announced, though all requirements for 1918 have been put as high as 4,000,000 tons. The diversion to Italy of many cars included in the Russian contract is a probability."

CANADA LEADS THE WORLD IN WHEAT PRODUCTION.

"Canada leads the world in production of wheat, per capita," said Dr. C. A. Zavitz at the opening session of the Western Ontario Farmers' convention last week. "Our production is seventy and a half bushels per head of population. Argentina, which ranks next in this respect, produces fifty-six and a third bushels per capita, and the United States forty-five and a third. Canada's exportable surplus of wheat is six times that of the United States."

Never before has wheat been better than it promises to be this year. Marquis is the variety to grow, Dr. Zavitz said.

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The Larger Issues of the War

Two events stand forth as of vital importance. One of these is the revolution in Russia. The other is the alliance of the nations of the earth against the Central Powers

By J. W. MACMILLAN.

It is in keeping with the spirit of the New Year that we should attempt some survey of the larger issues which the war involves. Perhaps these were clearer at the outbreak of the fighting, before all the new geography and military science which we have acquired in the meantime gained possession of our minds. We knew less three years ago about the Berlin to Bagdad ambition, the policy of frightfulness, and the possibilities of the airship. But we did see clearly that two life-principles had joined combat. The rule of the many and the rule of the few, as antagonistic methods of human living and association, had come face to face in a duel to the death. Democracy, which is, in the familiar phrase, government of the people by the people and for the people, was pitted against government of the people by a gang and for the gang. There is little use in slurring over the plain fact by using such words as oligarchy, autocracy and the like. The Central Powers represent gang rule in its characteristic guise of unscrupulous ambition and hypocrisy.

The issue is not, as Dr. Karl Liebknecht in his suppressed book on Militarism claims, between capitalism and the proletariat. No doubt there is an alliance between wealth and power, and the aristocracies of every nation are more or less menaced by the onset of the allied arms. But the issue is not primarily or even essentially an economic one. It is political. It is a question of government. And being so, it is preliminary to the economic struggle, which must be settled later. Doubtless, the issue will help to determine both the form and the result of that later contest. But it is important to perceive distinctly that it is a question of government, both as to how each nation shall be governed and as to how it shall conduct itself towards other nations.

We may suppose that the historians of a hundred years hence will take it so. As they recite the progress of the war they will estimate each engagement by that criterion. The enormous scale of the combats, the territories lost or won, the incidence of slaughter, the amount of pain and death involved will not count for as much to them as to us whose gaze is blinded and whose reason is staggered by the fearful spectacle. The size of the armies of Alexander and Darius which fought at Issus are not so important to us as that the victory went to Grecian civilization. When Scipio destroyed Carthage the extent and ruthlessness of the slaughter might easily have crowded from the mind of an observer the really important thing, that a wholesome and vigorous society was prevailing over a poisonous and degenerate one. We know that the fury and excesses of the French Revolution turned many friends of freedom against it; yet it was the greatest triumph of freedom in the history of Europe. So, if we are to attempt to gauge the success or failure of the war we must set aside much which is necessary to an estimate of the purely military situation and ask ourselves what we can discover in it which has advanced or retarded the growth and establishment of democracy. Back of the war between men goes on the war between the two life-principles. It is in that background that the conflict, as it will affect future centuries, is being waged.

It seems to me that, when we thus view it, two events stand forth as of vital importance. One of these is the revolution in Russia. The other is the alliance of the nations of the earth against the central powers.

When the war began Russia was as autocratic as either Germany or Austria. She was our ally, and we accepted her aid with gratitude. But we knew all the time that her alliance clouded the issue. Belgium might be freed, but what about Finland? Serbia might be freed, but what of the Ukraine? The council which will meet at the end of the war will possess an unanimity of democracy which a year ago was impossible.

One hundred and eighty millions of people, occupying half of Europe and a large part of Asia have become free to rule themselves. It is possible, indeed, that they may not be able to preserve their freedom. In a country which has a war and a revolution on its hands at the same time anything may happen. No wonder the Russians are in a state of national hysteria. What else could we expect? They are drunk, if you like, with the wine of their new-found liberty. But we may consider it probable that in some form or other, after a longer or shorter term,

they will find this way out into the organization and realization of their rights over themselves. Men do not lightly discard such boons, once they have had them.

RUSSIAN TERROR.

Everyone who knew Germany before the war knows what force the Russian terror had to impel the common people to militarism. That bogey was ever held before their eyes. The Russian has been to modern Germany what the Turk was to Europe in the middle ages, an ever-present terror. That is now removed, and militarism will not be easily impressed upon the German people henceforth.

Think of it, the area of the earth which now is under gang rule consists only of Germany, Austria, Bulgaria and Turkey! All around them are the free peoples. Every wind that blows across the borders will carry the seeds of freedom and drop them into autocratic soil. It must be that a harvest will grow. The struggle which was won by the parliament of England in the seventeenth century has continued, from nation to nation, ever since. In less than two hundred years the whole world, except the central powers, has come under self-rule. It is not likely that the tide will turn now.

So, while we feel most seriously the loss of the power of the Russia arms, we can stifle our disappointment, and quell our resentment by the thought that Russia has perhaps done more for the cause we have at heart by her defalcation than she could have done by continuing in the field.

AUSPICIOUS.

The other auspicious event of the war is the virtual formation of a league of nations to enforce peace. All intelligent pacific movements have come to agreement upon this conclusion, that the only way to prevent war is to maintain an international police force, which shall insist on the decisions of an international tribunal being carried into effect. The weakness of arbitration treaties was that any nation who chose might regard them as "scraps of paper." The weakness of the Hague tribunal was that it had no authority to enforce its pronouncements. It is wrong to depreciate these well-meant efforts to substitute peaceful methods of adjusting international differences for belligerent methods. Doubtless some of the treaties and some of the decisions did actually avert war. But, most of all, they served to reveal the weakness of methods which had no armed force at their backs. So, throughout the world, the conception has gradually crystallized, that the nations of goodwill must combine against the criminal nation, when it manifests its criminal propensities. And, behold, while we have been talking about it, the thing is done! Fact has outrun theory. While we were preparing to form such a league it formed itself.

UNITED.

Four years ago the British Empire trusted securely in its fleet. It was prepared to defend the shores of its possessions, but not to carry on an attack against another nation. The United States was still clinging to the Monroe doctrine, and refusing to mingle in quarrels which did not threaten the American continents. The world had not advanced in this particular since the post-Napoleonic period, when Britain chose to "revolve in her own orbit," and let the other peoples look out for themselves. But now, with the exception of a few frightened neutrals, such as Holland and Switzerland, we see the powers of the whole earth united to put down the wanton and lawless aggressor against the peace of nations.

It has always been difficult to form and maintain international alliances, even under the greatest pressure. The story of the European alliances is one of sudden and kaleidoscopic groupings and re-groupings. Hardly could Charles Martel unite Europe against the Moslems. The Turks profited by the jealousies of the peoples of eastern Europe, as did Napoleon by the rivalries of western Europe. It has taken the terrific pressure which Germany has put upon the rest of the world to form this union. But now that it is formed, and likely to weld itself into firmness by success in arms it bids fair to endure.

Surely, then, we may thank God and take courage. It has been given to the generation now in its youth to martyr itself for the future peace of mankind. It is good to think that so much sacrifice will not be in vain.

MONTREAL BOARD OF TRADE ELECTIONS.

The following gentlemen have been nominated up to the present, for the various offices of the Board of Trade:

President, Wm. A. Black, nominated by Zeph. Hebert.

First Vice-President, John Baillie, nominated by Wm. McMaster.

Second Vice-President, Geo. Sumner, nominated by H. B. Walker.

Treasurer, W. A. Coates, nominated by Farquhar Robertson.

For the Council, W. E. Cushing, nominated by Geo. B. Fraser; Albert Hudon, nominated by Zeph. Hebert; Jas. W. Pyke, nominated by Alex. Gibb; Wm. Birks, nominated by R. W. Reford; A. E. Holt, nominated by Geo. F. Benson; A. H. Campbell, nominated by A. MacLaurin; Thos. Williamson, nominated by A. G. Thomson; A. W. Gifford, nominated by J. J. McGill; E. H. Hodgson, nominated by A. H. Dalrymple; A. Lyman, nominated by D. W. Bole; B. H. Waud, nominated by H. B. Walker; A. E. Francis, nominated by John Torrance; R. W. Oliver, nominated by W. W. Craig; W. E. Findlay, nominated by P. W. Evans; Jas. Cleghorn, nominated by Edgar Judge.

Board of Arbitration: Jas. Carruthers, nominated by C. B. Esdaile; R. W. Reford, nominated by Norman Wight; A. J. Hodgson, nominated by W. A. Coates; Geo. F. Benson, nominated by D. W. Campbell; Zeph. Hebert, nominated by R. J. Dale; R. J. Dale, nominated by Geo. Lyman.

President Corn Exchange: H. D. Dwyer, nominated by A. P. Stuart.

JERUSALEM.

At last after a long and chequered history through the war Jerusalem is to be restored to its own people. Both Jews and Christians rejoice that after four hundred years of brutal and barbarous Turkish rule, the glad day of deliverance has come.

There is no city that is woven in the same way into the warp and weft of human story or is touched with the same spiritual significance.

"Rome is the 'Eternal City'; but Jerusalem to all the Christian world is the city of the Eternal, sanctified by associations that have made it sacred to men for two thousand years. From the Life that was lived in its neighborhood and found its tragic and glorious close in its midst have sprung the most powerful currents of human history."

On November 2nd last, Mr. Balfour sent the following to Lord Rothschild:—"His Majesty's Government view with favour the establishment in Palestine of a national home for the Jewish people, and will use their best endeavors to facilitate the achievement of this object, it being clearly understood that nothing shall be done which may prejudice the civil and religious rights of existing non-Jewish communities in Palestine or the rights and political status enjoyed by Jews in any other country."

So swiftly events moved that on December 10th it was announced that General Allenby and his troops had entered Jerusalem. The sacred places were not touched. The General, with his staff, and French and Italian commanders, entered the city on foot, when a Royal proclamation was made promising protection and safety to every person pursuing his lawful business and to all sacred places. Thus Palestine will be freed from an age-long curse, a canker and disturbing influence of Europe removed, and a noble and worthy people who through the ages have held fast their nationality be restored to their Fatherland. That is not all. Another of the plans of the Kaiser has gone awry. Sad and terrible war, apart from the great issue, there are great gains, and great hopes accomplished. The Crusaders of old said "God wills it." Can any doubt it as to a free Palestine? An end to Russian autocracy? Whatever be the outcome of Russia's day of peril, the ferment will work surely for better and greater things than those of the past; for generally revolutions, unless it be in Mexico, don't walk backwards.

THE BALANCE SHEET.

(Buffalo Commercial.)

The balance sheet of the western front, which shows that the British took 73,731 German prisoners during 1917 and captured 531 guns while the Germans took but 28,379 Briton prisoners and captured only 166 guns, is proof of the superiority of the British army.

Book Reviews

By HOWARD S. ROSS.

Our Government, by Mabel McLuhan Stevenson, has just been issued by George J. McLeod, Limited, Toronto, (60 cents, net.)

In simple language it answers such questions as: How are nominations and elections conducted? How, and for how long are members elected to the Provincial and Dominion Legislative bodies? How are our laws made and how enforced? How is our revenue raised? What are Canada's relations to foreign countries? What is our system of education?

A special chapter on How To Conduct a Meeting gives short and concise "Rules of Order."

This would be a suitable book for use in our public schools, and in any case should find its way into many Canadian homes.

No treaty of peace is worth its name, if contained therein are the hidden germs of a future war. — Kant, Essay on Perpetual Peace.

"Pax Economica" Freedom of International Exchange (second edition) by Henri Lambert, manufacturer in Carleroi (Belgium) Member of the Societe d'Economie Politique, of Paris, has been issued by John C. Rankin.

Before and since the war the author urged that only an understanding proceeding from a high and broad principle of freedom and equity applied to the economic relations of the nations — which are their fundamental relations — can avert war. He claims that while it has become impossible for the belligerents to submit to the will and power of the enemy it is possible for both sides to surrender to a principle the principle being, "that freedom, equity, equality in the economic relations, rights and opportunities of the nations from the natural and necessary basis of international harmony, security and peace."

In a note the author refers to the fact that the famous French writer Georg Brandes in his book, "The World at War" (McMillan, New York), declares his unreserved agreement the ideas and thesis of "Pax Economica."

The author thinks Cobden's saying "Free trade is the best peacemaker" should read, "Free trade is the only peacemaker."

The taxation of land values is approved of as being necessary for the solution of our social problem but with this change must come international freedom of trade.

Imperial Germany and the Industrial Revolution by Thorstein Veblen, author of "The Theory of The Leisure Class," is published by The MacMillan Company, New York.

Its aim is a comparison and correlation between the German case and the English-speaking peoples and the ground of inquiry is into the economic, chiefly industrial, circumstances that have shaped the development in modern times of the two peoples.

It accounts for Germany's industrial advance and high efficiency by natural causes rather than manifest destiny, Providential repotism, national genius, and the like.

Much attention has been given to English-speaking countries the author's reason for this being "the need of a term of comparison has been allowed to decide, as well as the fact that, in the industrial respect, the current German situation is a derivative of the English and an outcome of the past development of the industrial arts as worked out in Great Britain." In the 366 pages much valuable information is found, but the author's style is altogether too involved and stilted.

The Country Weekly, by Phil C. Bing, has been issued by D. Appleton & Company, of New York and London, at \$2.00 net.

The author is Assistant Professor of Journalism in the University of Minnesota.

The successful publication of a country weekly is a problem separate and distinct, and to which the solution of newspaper problems in larger cities does not apply. The man at the head of a country paper must have the widest general knowledge, while the metropolitan newspapers require a specialist at the head of each department. This book furnishes the best possible information to those who would make the management of a country newspaper a profession. It covers the many problems peculiar to rural communities such as local news, provincialism in the country paper, leads, style and diction, news policy,

country correspondents, reporting, the personal touch, agriculture news, editorials, community betterment, publicity, circulation problems and mechanical equipment.

Many wise suggestions are given, among others the following:

"Put something of yourself into everything you write. Be human and kindly. It is more pleasant and it is good business. Be honest, individual, broad-minded, just, public-spirited. Constantly try to widen your range of information. Don't stop being a student. When activity ceases, dry rot sets in. Don't lose your temper in business deals. If you wish your editorial columns to have the maximum weight in the community, see that your news columns, your advertising, and your personal life are clean. Don't use the country weekly as the stepping-stone to the local post office or other little political plums. You are in one of the biggest jobs in the country right now. Don't step down. Cultivate a professional spirit. Be proud of your work. Attend editorial meetings and take some part; read your professional and trade journals."

A useful manual of style and it is noticeable that it follows the growing tendency among newspapers toward less capitalization.

The Law of Wills, by Professor George E. Gardner, of Boston University School of Law, second edition by Professor Walter T. Dunmore, of Western Reserve University Law School has been issued by West Publishing Co., of St. Paul. (\$3.75.)

The law of wills is expressed clearly and concisely and there is a general discussion of their probate. Many cases are cited and discussed and this well written book of 621 pages should be found of value to Canadian lawyers.

The Marvel Book of American Ships (\$2.50 net) has just been issued by Frederick A. Stokes Co., of New York. Illustrated.

The reader is taken to the great shipyards, where huge sea-going steamers and fighters are constructed. There are vivid accounts of sea battle, gun firing and signalling, deep-sea diving, and countless other subjects connected with the sea. There are 12 plates in colors, and over 400 illustrations from photographs. A chart shows the flags used in the signal code and a chart shows the types of funnels by which ships of the various steamship lines can be recognized.

Through Siberia The Land of the Future, by Fridtjof Nausen, Professor of Oceanography in the University of Christiania, translated by Arthur G. Chater, and illustrated, was issued by William Heineman, London, during the early days of the war. The price in Great Britain and Ireland is fifteen shilling net.

Dr. Nausen's narrative gives the most recent account of the vast Asiatic resources of the new Republic, and of the attempt, by opening up the Kara Sea route, to make these resources available for the benefit of Western Europe.

The whole question of opening up the North of Russia and Siberia to European trade is of more than academic importance. The country traversed by the Yenisei River and its tributaries is a very fertile region, including wheat-lands far greater in extent than the combined territory of France and Germany. If these wheat-lands can be made to yield their produce to Europe they may prove a vital factor in the war.

Dr. Nausen's journey shows a possible way of getting the wheat to Europe. The railway route from Siberia westward to the Baltic and eastward to the Pacific is so long that it is practically prohibitive even if there was not a congested war time condition. The author praises the railway accommodation and rather surprises one untravelled when he writes, "It has been repeated to triteness that nowhere in the world does one travel so comfortably and well as on the Russian railways and this express in particular is known for its comfort and luxury. The Russian gauge being broader than that of other countries makes the carriage larger and broader, so that there is plenty of room in them. A smooth-running train is particularly important to one who constantly wants to write, and in this respect the traveller in Siberia is well off."

One impression was "that there is still room enough on the earth, and it will not be over-populated just yet; for here there are endless expanses, with great possibilities only waiting to be turned to account. And of these expanses we saw more, and ever more, the farther east we came."

The trip across country to Vladivostok "rule the East," is graphically told. One of the most interesting chapters is "Russia In The East—The Yellow Peril." Nausen is a close observer of political and economic conditions. He has great admiration for the industry and efficiency of the Chinese and Koreans and thinks the modernization of China involves far-reaching possibilities in foreign politics. "China has abandoned her former almost indifferent passiveness for a more active rule, which in the future will certainly pursue a more definite policy toward Europeans. Should this be the case, and should China seriously embark upon European methods of warfare in support of this policy, like Japan, and perhaps in concert with her—then no European Power, not even a Russia, will be able to resist the Celestial Empire, with its hundreds of millions of efficient inhabitants."

Nausen thinks Russia acquired a liability rather than an asset when she pushed into the far East. In passing he doubts the value of a colony to the mother country.

The problem of regularly navigating the Kara Sea, is still unsolved, the ice conditions varying each year. He recommends the use of seaplanes and wireless to give weekly reports of ice conditions.

The book is much more than a traveller's account of an interesting journey, it is a valuable contribution to the study of Russia by a disinterested and intelligent observer. The nearly five hundred pages are filled with interesting material of permanent value and the large type appeals to those who do considerable reading. The illustrations are reproductions of carefully selected photographs taken by Dr. Nausen.

THE LAUGHTER OF THE ENGLISH.

(From the New York Sun.)

England, we know thee better now;
Unuttered all thy sorrow;
Thy humor wears the stern day out
And mocks the grim to-morrow.

For while the world said, "Let none smile;
There is no mirth hereafter!"
The "golden lads" of Shakespeare's land
Outfaced their doom with laughter.

We guess what inward throes must shake
The stout heart still unbroken,
What griefs lie in the silent deeps,
What agonies unspoken!

But all the world hears is the quip,
That flouts at panic's rumor.
Where toff and cockney carry on
In high intrepid humor.

Simple and subtle is thy mood—
Not honoring Fritz to hate him!
Leaving him puzzled at thy jests,
The scorn wherewith ye rate him.

England, we know thee better now!
Through all the years hereafter
Shall thy name, England, ring for us
A chime of valiant laughter.

WHEN Hugh Chalmers started on a career—which has become quite familiar in the realm of big business—rainbow chasing was farthest from his intention. When he quit school at the age of fourteen he went to work in the office of the National Cash Register Company in Dayton, Ohio. Between errands he dissected cash registers with the inquisitiveness and curiosity that has always been a characteristic of his. The following story is told of his early career by one closely associated with him at that time:

Salesman in his office:—"Boy, don't monkey with that machine!"

Boy—"All right, sir."

Salesman, an hour later—"If you don't let that machine alone I'll have you fired!"

Boy—"All right, sir."

Next Day: While salesman is ill at his home, the boy demonstrates, and sells two machines to a caller. Some Years Later:—Boy, grown to manhood, receives a salary approximately \$75,000 annually.

Mentioned in Despatches

MR. F. G. DONALDSON, who has been made general manager of the Montreal Trust Company, joined that institution in 1916 as assistant general manager. He had, however, considerable experience in trust company affairs prior to that, as he had been for some fourteen years with the Royal Trust Company. Mr. Donaldson began his business career in a stock broker's office, and later was associated with the Montreal Light, Heat & Power Company. He is one of the most approachable and popular men on the local "street."

COLONEL ROOSEVELT makes no attempt to hide his service button but wears it proudly. The emblem carries five service stars, four sons and a son-in-law being "somewhere in France." And the Colonel swells with pride when he speaks of Archie Roosevelt's promotion to a captaincy.

"He was in a raid," the colonel tells his friends, speaking of Archie's experiences on the battlefield, "and was struck by a bit of shell, but his helmet saved him."

Colonel Roosevelt himself is in vibrant health. In which respect, as in his political ideas, he does not change.

THOS. A. BRADSHAW, who has become a sort of financial advisor and assistant to Sir Thomas White, Minister of Finance, is Toronto's City Treasurer. Prior to that he was a member of the stock brokerage firm of A. E. Ames and Company, and at a still earlier date was managing director of the Imperial Life Assurance Company. Mr. Bradshaw is an Englishman by birth and before coming to Canada had a thorough and lengthy training both in financial and insurance affairs. He is rightly regarded as one of the ablest financiers in Canada. Outside of his keen interest in financial and economic matters Mr. Bradshaw is actively associated with Y. M. C. A., church, and other philanthropic movements.

CONTROLLER THOMAS COTE, whose death occurred a few days ago was born at St. Francois de Trois Pistoles, in 1869, and was educated at Laval. As a young man he entered journalism in which he made a marked success, serving on various papers in Quebec, Windsor, Ont., in Montreal and Worcester, Mass. In this city he was editorial writer of La Patrie and later city editor and editor-in-chief of La Presse. Later his marked abilities as an organizer were utilized by the Government who appointed him special census commissioner and still later secretary of the International Waterways Commission. He was also offered the post of Deputy Minister of Public Works. Mr. Cote also served as one of the commissioners at the Brussels Exhibition. He was elected member of the Board of Control in 1915 retaining this post until the last although suffering from ill-health for the past year.

MAJOR HUGH NIVEN, of the Princess Pats, who was in Montreal last week, was one of the original members of that famous battalion. Niven enlisted as a private from Calgary, went through all the hard fighting in which the Pats took part, was wounded on two occasions, and was also on two occasions placed temporarily in command of the battalion. At one time he and the late Major Papineau were the only officers left after a battle and on another occasion he was one of four officers remaining alive. Niven apparently would rather face a German machine gun battery than make a speech, but he is every inch a hero. Major Niven is a son of Dr. Niven, a well known medical practitioner in London, Ont. The Major returns to the front next week.

JAMES H. THOMAS, M.P.—Owing to the large part played by labor in the war and especially since Premier Lloyd George consulted the labor party before making his pronouncement on peace proposals the attitude of labor leaders is of the utmost importance. James H. Thomas, M.P. for Derby, is probably the foremost labor man in Great Britain outside of their Cabinet representative. He is organizing secretary of the Amalgamated Society of Railway Servants and as such holds a most influential position in the labor world in Great Britain. He began work as an errand boy when nine years of age, later becoming an engine cleaner, fireman, and then an engine driver on the Great Western Railway. Thomas was elected to Parliament in 1910. Throughout the war he has been a most consistent supporter of the Allied cause.

MR. CLARENCE A. BOGERT, general manager of the Dominion Bank, has been elected president of the Toronto Board of Trade, thus indicating a growing spirit of co-operation between the financial and commercial branches of the country. Mr. Bogert is a native of Napanee, is fifty-three years of age and has been general manager of the Dominion Bank for upwards of a dozen years. He joined that institution as a lad of seventeen, and twenty-five years later was general manager, a record probably unequalled in the Dominion. Outside of his banking activities his chief interest in life centres in music.

BRIG.-GEN. H. J. ELLES is the man who "put one over" on the Germans in the recent tank attack at Cambrai. Gen. Elles was commander of the battery, convoy, or fleet of tanks, or however they describe a collection of these land monsters, and as he started into action he sent to his subordinates the following message, "The tank corps expects every man to do his damndest." Elles is a clean cut, handsome, dashing British officer, resembling the ideal cavalry type rather than a man who would climb inside a land dreadnaught and go rumbling over the ground to the Hun trenches. He is there with the goods, however.

JULIUS KRUTTSCHNITT, president of the American Railway Association and chairman of the executive committee of the Southern Pacific Railway, is a big factor in the railroad world south of the Line. Kruttschnitt was born in Louisiana, educated as a civil engineer, but commenced his railway career at the very bottom rank. For nearly a third of a century he has been associated with the Southern Pacific working his way up to the head. As the Southern Pacific is one of the largest systems in the neighboring republic, Kruttschnitt naturally occupies a large place, but in addition to that he possesses a more than ordinary grasp of the whole railroad situation.

CAPTAIN FINN, of Prince Albert, who has been appointed a representative of the Great War Veterans Association to the Soldiers Settlement Board, is himself a veteran of the Great War. Finn is the stuff of which heroes are made. When the war broke out he tried several times to enlist as a private, but was ruled out because he was over the age limit. He, however, was not going to let a little thing like that stand in his way of getting overseas, so he became a stowaway on the troop train which carried his fellow townsmen to Valcartier. En route he was fed and looked after by his friends. On arriving at Valcartier the officers recognized the grit of the man and allowed him to go overseas as a private. He later won promotion and returned wounded with the rank of captain.

QUEBEC CITY claims to hold the long distance championship in the British Empire in so far as the production of generals is concerned. The city claims to be the birthplace of ten real live generals, of whom Generals Watson, Burstall, Dobell, Swift, Landry and Panet are at the front; Turner in England; Joly de Lotbiniere in India; and Lessard in Canada. Of these Watson, Turner and Lessard are the best known. Watson was formerly editor of the Quebec Chronicle, went overseas with the first contingent and won promotion and was recently knighted. Turner, another of the better known men, won the V.C. in South Africa and has been promoted and knighted in the present conflict. He is a son of the late Hon. Richard Turner. Major-Gen. Lessard served in the South African War but has been in Canada during the greater part of this war.

OWES MUCH TO BRITAIN.

(New York Commercial.)

Some French-Canadian politicians and newspapers are calling for a boycott of goods made West of the Ottawa River. They might as well talk of refusing to let the waters of the Great Lakes flow down the St. Lawrence to the sea. Quebec owes more to the British Empire than any other part of the King's Overseas Dominions and France deserves something at her hands in this crisis.

"PRAISE FAMOUS MEN."

In December last at the Albert Hall, London, a vast assembly honored the Mons and Marne heroes. A London Journal gives the following explanation of a passage cited by one of the speakers which created a profound impression:

"Ecclesiasticus,' or 'The Wisdom of Jesus the Son of Sirach,' from which Mr. Balfour, at the Albert Hall Mons and Marne men's celebration on Saturday, read the famous 'Let us now praise famous men' passage, is probably of late second century B.C. origin. The passage is the prologue to a roll of heroes. The prologue runs from the verses 1 to 15 of chapter xlv. We quote the latter part:—

And some there be which have no memorial; who are perished as though they had never been; and are become as though they had never been born; and their children after them.

But these are mortified men, whose righteousness hath not been forgotten.

With their seed shall continually remain a good inheritance, and their children are within the covenant.

Their seed standeth fast, and their children for their sakes.

Their seed shall remain for ever, and their glory shall not be blotted out.

Their bodies are buried in peace; but their name liveth for evermore.

The people will tell of their wisdom, and the congregation will show forth their praise.

In the collective sense in which: "Let us now praise famous men" was used, how suggestive it is! Not alone of a few outstanding leaders but of all who took part in two memorable events of this colossal war, which heartened and changed the outlook in a welcome turn of the tide as of other heroes, known to fame, it can well be said: "When shall their glory fade?"

OUT OF THE TRENCHES.

(This poem was found by a Canadian, Lieut. W. G. Baxter, of the 18th Battalion, stationed in Flanders, while censoring the mails. Author unknown.)

The mud's knee deep in the trenches an' me bones is raked w' the cold,

An' I warms me 'ands at the charcoal tin 'fore ever I takes a 'old

Of me snub-nosed service rifle; 'ow the foresight shines,

An' sends a message of love and peace into the German lines!

Ping! that's a Merry Christmas

Ping! that's the same to you.

O, for the sight o' the mistletoe bough, an' a good mince pie or two.

Jimmy, 'e's got me girl on his knee, an' Billy, 'e swigs me beer,

But I'm havin' a 'ell o' a time pottin' the Germans 'ere.

I'm froze right through to the marrow an' me coat's been wet for a week.

For you ain't got time for a wash an' brush when the guns begin to speak.

We're ahead o' the commissariat staff, an' all as we 'ave to eat

Is Rooty soaked to a slab o' mud, an' 'Arriat ham for meat.

Ping that's 'ow are you faring?

Ping! that's 'oping yo're fine!

But I'd sell me soul for a slice o' goose an' a glass o' sherry wine.

Jimmy, 'e's 'aving 'is pals alone, an' Billy, 'e cops the crew,

But I'm 'avin' a 'ell o' a time, seein' me country through.

But, 'struth it's a Merry Christmas, as we in the trenches get.

Though our 'ands is froze 'till it's 'ard to shoot, an' the socks in our boots is wet,

But me' I couldn't be 'appy o' a fire tonight

When I knows full well, as I'm hale an' strong an' fit for the 'ardest fight.

Ping! that's a Merry Christmas!

Ping! that's a glad New Year!

But the missus an' kids feel safe to-night. They wouldn't if we weren't 'ere.

Jimmy, 'e's smokin' a black cheroot, an' Billy a fat cigar,

But I'm 'avin' a 'ell o' a time, an' I'm damn glad I are!

Public Opinion

WIN WITH WATER.

(Southern Lumberman.)

Three-fourths of the earth consists of water. All the oceans are under the control of the Allies.

THE SPIRIT GIVETH LIFE.

(New York Commercial.)

Canada is treated as a part of the United States in the distribution of coal, another step in the consolidation of the English speaking countries of the world to secure peace and freedom for all. Closer political union is not necessary when the same motives inspire all, for the letter killeth, but the spirit giveth life.

AMERICA'S BACKWARDNESS.

(New York Times.)

If the prime minister's utterance has accomplished its essential purpose in British politics, that will make up for some of its shortcomings from the point of view of Britain's allies. We in the United States are in no position to complain or insist upon a firmer tone and a stouter front, for we are too painfully aware of our own shortcomings. Nine months after entering the war not only are we giving our allies no effective military aid, but all our bustle and stir does not hide the fact that through incompetence and lack of organization and system we are far behind in our preparations to supply rifles, ammunition, machine guns, sirships, uniforms, clothing for the troops we shall some time have at the front. Our backwardness is naturally disquieting to our allies.

STOP TIPPING DURING THE WAR.

(New York Herald.)

Now that the Japanese government railways have abolished tipping to the employees on their lines, and everybody in the United States is cutting down all kinds of expenses in order to live and help win the war, why is not this the ideal time to stop the ever growing evil in hotels, restaurants, Pullman cars, steamships, barber shops and many other places.

If the employees of these places are objects of charity, why cannot a law be passed and enforced compelling the proprietors to place conveniently for the public charity money boxes with appropriate signs calling attention to the fact that their employees are objects of charity and asking contributions for them? Open these charity boxes once a month and divide the contents equally among the employees.

CAMELS IN WAR.

Far the most interesting and curious use to which an animal in war is subjected is the use of camels, chosen and trained because of their strange coloring and height, says the Baltimore American.

Small groups of them have been stationed among clumps of acacia trees, with a spy mounted on a camel's neck. This is the safest place a person could be, for the camel, standing with only his head above the trees, looks precisely like a bit of the foliage in the distance.

Camels are especially good for desert warfare, because they can go without water so long and can easily carry loads weighing from 100 to 500 pounds. In the last Arabian campaign the British lost over 50,000 camels and to-day in Egypt there are 60,000 in army service. They are especially used for transportation purposes.

SPECIALIZE.

(Wall Street Journal.)

During the Olympic games in London in 1908, A. C. Gilbert of Yale, medical student, won the pole vault for a world's championship. Previous to that he had twice smashed the world's record for this event. He had been an all round athlete, but gained his athletic record by specializing along one line of sport. He pursued his medical studies with the same zeal and unity of purpose and then specialized in post graduate work for a further degree in 1910.

The tale, of course, should continue that he then went on and on to success in his chosen specialty. Not so. He saw something else for which he had no preparation at all—except \$1,200 saved while working his way through college.

What he saw was that war had cut off America's supply of toys. So with the \$1,200 he began to make toys. Last year he sold around \$1,500,000 worth of toys and by-products.

261 HOLIDAYS.

What is believed to be the first attempt to compile a complete list of the holidays of all nations has been made by the Guaranty Trust Co., of New York. The result is a booklet of 145 pages through which the reader may determine in a moment whether any particular day of the year is a holiday anywhere in the world or, if the question is approached from the opposite side, what days in the year are celebrated as holidays by any particular country. According to this catalogue, 261 holidays will be observed this year by one or more of the 97 nations or dependencies listed.

"GOD'S SERVICE FLAG."

(Chicago Post.)

The Rev. T. Craig Stewart, rector of St. Luke's Church, Evanston, tells a beautiful little story. A small boy and his father were out together after nightfall. On the western horizon the evening star shone with brilliancy that dimmed the lesser lights. "Look, daddy," said the boy; "God has hung out His service flag. He must have a Son in the war." And since that Son gained His victory over the Allied powers of darkness on the battle field of Calvary, no war has been waged for righteousness and freedom in which He has not been the comrade of all heroic souls.

NO PLACE FOR HEARST PUBLICATIONS.

(Commerce and Finance.)

By almost unanimous vote the Pacific Union Club, the leading social organization of the far west, has excluded the Hearst publications from its quarters. Once before the club put the ban on Hearst literature. That was after the murder of President McKinley. Feeling was so intense at that time that Hearst and various of his men, including the cartoonist Opper, who drew the shocking pictures in which McKinley was portrayed as the leader of what was termed the Plunderbund, went into hiding.

It is not stated officially what led to the present action of the club but it is understood that the unpatriotic and pronouncedly pro-German attitude of the Hearst sheets has been too much for the Unionites.

What a queer person William Randolph Hearst must be. He has a craze for public applause and public recognition yet he conducts himself in such a way as to shock decent people. There never was a more merciless exposure of a person's character than he was subjected to in Congress by one of the members from California. The Elbert Hubbard articles on Hearst were terrible. And yet Hearst courted the favor of the Congressman who lashed him so horribly and went to Hubbard and hired him to work on the Hearst sheets.

For year the Hearst publications were banned not only in all respectable clubs in New York, but in all decent homes. The greatest banking house in America provides to all its employees without charge all the papers, magazines and other reading matter they desire but excludes anything and everything of the Hearst brand.

Mr. Hearst poses as the friend of the common people, yet perhaps no man in America does greater harm or does more to prostitute the minds of men and women than William Randolph Hearst. "Sports for the men; sex stuff for the women," is his journalistic motto. The nearer an editor or an artist can get to the line of prurience without crossing it the higher he is regarded by Mr. Hearst; the more sugar-coating he can put about plain filth the more of an artist he is considered.

Some of the cleverest and most successful of journalists work for Mr. Hearst. He pays extremely high salaries. He has to, for the invisible sign above the Hearst establishments is, "He who enters here leaves good name behind."

Why does a man of Mr. Hearst's wealth and opportunities choose to be a pariah among decent people? That is one of the mysteries. He knows the newspaper game. He can read the pulse of the mob better almost than any other newspaper proprietor in America. He is more successful than many of his critics. He would be one of the greatest forces for good in America if he cared to use his abilities, his vehicles and his money in right lines. But he prefers to use them ignobly.

He has the services but not the respect of those he employs. He has been cursed and reviled from one end of the land to the other. He has been held morally responsible for the assassination of a President. Time does not improve him. A queer person is Hearst. He might be termed a human riddle.

RELIEVE AGRICULTURE FROM TAXATION.

(Forest, Ore., Free Press.)

The removal of all taxation on agricultural machinery, implements, building and fencing material, and all other articles necessary to keep up food production, is the next move that should be made by the new government. The Grain Growers' Guide, Winnipeg, which strongly supported Union Government, asks for free tractors. What the Guide says in reference to tractors applies with equal force to all other farm requirements. If there is to be an increase in food production taxation on production must be removed.

A RESOLUTION FOR 1918.

(The Chicago Tribune.)

Whether in undeterred pursuit and exposure of enemies within;

In devoted watchfulness over the welfare of our fighting forces;

In determined insistence upon efficiency instead of bureaucracy and upon vigorous progress as opposed to unnecessary delay;

In ready praise or fearless criticism of those in authority deserving of either.

Let us test each thought, each word, each act for its sincerity and helpfulness toward.

The Will To Win This War.

"FREEDOM OF THE SEAS."

(New York Commercial.)

What is meant by the "freedom of the seas"? The seas have been free in time of peace ever since steam vessels of war put an end to piracy and the slave trade. Germany enjoyed the freedom of the seas and of all British ports before she started the war. Since then she complains of lack of freedom. The United States, during the Civil War, extended the law of blockade beyond anything previously recognized as such, and must undo its own work and the judgment of its own Supreme Court. When this international subject comes up for discussion and settlement America must set an example by foregoing the right of blockade that the Union Government set up when fighting the Confederate States.

GOOD IN EVIL.

A very interesting sidelight upon the question of war and crime is contained in a contribution to the London Daily Mail by Mr. Edwin Pugh, in which he refers to a recent official announcement that 7,000 out of 15,000 convicts and misdemeanants in the British Isles had been allowed to volunteer for military service. Out of the number 530 had been killed in action, 49 had died of wounds, 13 had died of sickness and 1,530 had been wounded. But the point of greatest significance is this. Three had received the V.C., 25 had been recommended for the D.C.M., 20 had been mentioned in dispatches, and eight had been given commissions. To so great an extent, therefore, the war may be regarded as a redemptive factor in the realm of criminology.

FARMERS IN PARLIAMENT.

(Grain Growers' Guide.)

Western Canada has now a larger representation in the House of Commons than ever before, there being 43 members from the prairie provinces against 27 in the last parliament. More significant than that, however, is that the organized farmers are for the first time represented in parliament. Hon. T. A. Crerar, president of the United Grain Growers Limited and minister of agriculture, received in the constituency of Marquette a majority of 6,500 votes which is the largest majority given to any candidate in Western Canada in a rural constituency. R. C. Henders, president of the Manitoba Grain Growers' Association, was elected in the constituency of Macdonald with a majority of nearly 3,000 votes, in a rural constituency with a very large proportion of French electors. J. A. Maharg, president of the Saskatchewan Grain Growers' Association, was elected without opposition in the constituency of Maple Creek. John E. Reid, for many years a director and executive member of the Saskatchewan Grain Growers' Association was elected in the constituency of Mackenzie in spite of the fact that his opponent had the endorsement both of the Unionist party and of the opposition party. Mr. Reid is an out and out supporter of the Union Government. Andrew Knox, director of the Saskatchewan Grain Growers' Association, was elected in Prince Albert. Robert Cruise, nominated by the Grain Growers in 1911, was this time elected by acclamation in Dauphin.

The U. S. Coal Decree

Washington, January 17, 1918.

Fuel Administrator Garfield to-night signed the order, in preparation since yesterday, closing down manufacturing plants east of the Mississippi river for five days, beginning at midnight to-night, and stopping virtually all business activity on every Monday for a period of ten weeks, beginning January 21.

With the full support of President Wilson, the Fuel Administrator attached his signature to the mandate as the Senate was preparing to vote on a resolution, which it passed twenty minutes later, by a vote of 50 to 19, requesting him to postpone action for five days.

TEXT OF ORDER.

The text of the order follows:

"Regulation making provisions for a moderate adequate supply of fuel for railroads, domestic consumers, and public utilities, and other uses necessary to the national security.

"The United States Fuel Administrator, acting under the authority of an executive order of the President of the United States, dated 23 August, 1917, appointing said Administrator, in furtherance of the purposes of the said order and of the purposes of the Act of Congress thereon referred to, approved 10 August, 1917, and finding it essential effectively to carry out the provisions of this act to make provision for a more adequate supply of fuel for railroads, domestic consumers, public utilities, and for other uses necessary to the national security in certain parts of the United States, hereby makes and prescribes the following regulation:

"Section 1—Until further order of the United States Fuel Administrator, all persons selling fuel in whatever capacity shall, in filling their contracts or orders now on hand, give preference to necessary current requirements of railroads, domestic consumers, hospitals, charitable institutions, army and navy cantonments, public utilities, by-product coke plants supplying gas for household use, telephone and telegraph plants, shipping for bunker purposes, the United States for strictly Governmental purposes (not including factories or plants working on contracts for the United States) manufacturers of perishable food or of food for necessary immediate consumption, and municipal, county or state Governments for necessary public uses. Any tonnage remaining after the foregoing preferred shipments have been made may be applied in filling any other contracts or orders.

"Section 2—On the following days, namely, January 18, 19, 20, 21 and 22, 1918, the State Fuel Administrators and their accredited representatives in the various communities in the territory in which this regulation applies are hereby empowered and directed to divert such fuel as arrives in such communities in carload lots to meet the current requirements and to provide an adequate and normal supply for such consumers of fuel as are specified in section one hereof.

"Section 3—On the following days, namely, January 18, 19, 20, 21 and 22, 1918, and also on each and every Monday beginning January 23, 1918, and continuing up to and including March 15, 1918, no manufacturer or manufacturing plant shall burn fuel or use power derived from fuel for any purpose, with the following exceptions:

"(A)—Plants which necessarily continuously operate seven days each week to avoid injury to the plant itself or its contents may use only such quantity of fuel as is necessary to prevent such injury to the plant or its contents;

"(B)—Manufacturers or plants manufacturing perishable foods or foods for necessary immediate consumption;

"(C)—Manufacturers of foods not perishable and not necessary for immediate consumption may burn fuel to the extent authorized by the Fuel Administrator of the state in which such plant is located or by his duly authorized representative upon application by the United States Food Administrator;

"(D)—Plants necessary to the printing and publication of daily papers may burn fuel or use power derived therefrom as usual, except that on every Monday from January 21 to March 26, 1918, inclusive, they may burn fuel or use power derived therefrom only to such extent as is necessary to print and publish such editions as such plants customarily print and publish on legal holidays other than the Sabbath; or, if such plants do not customarily print or publish any editions on such legal holidays, they may burn fuel or use such power to such extent as is necessary to issue one edition on the said Mondays.

"(E)—Printing establishments may burn fuel on January 18, 19, 20, 21 and 22, 1918, to such extent as is necessary to issue current numbers of magazines and other publications periodically issued.

"Section 4—On each Monday beginning January 21, 1918, and continuing up to and including Monday, March 25, 1918, no fuel shall be burned (except to such extent as is essential to prevent injury to property freezing) for the purpose of supplying heat for:

"(a)—Any business or professional offices, except offices, used by the United States, state, county or municipal governments, transportation companies, public utility companies, telephone or telegraph companies, banks, trust companies, physicians or dentists;

"(b)—Wholesale or retail stores or any other stores, business houses, or business buildings whatever, except that for the purpose of selling food only, stores may maintain necessary heat on any of the specified days until 12 o'clock noon; and except for the purpose of selling drugs and medical supplies only, stores may maintain necessary heat throughout the day and evening;

"(c)—Theatres, moving picture houses, bowling alleys, billiard rooms, private or public dance halls, or any other place of public amusement.

Section 5—On each Monday beginning January 21, 1918, and continuing up to and including March 25, 1918, no fuel shall be burned for the purpose of heating rooms in which intoxicating liquor is sold or served on those days.

"Nothing in this regulation shall be construed to forbid the heating of restaurants, hotels, or other places in which meals are served, but in which no intoxicating liquor is sold or served on the said Mondays.

"Section 6—No fuel shall be burned on any of the Mondays specified in the foregoing section for the purpose of supplying power for the movement of surface, elevated, subway, or suburban cars or trains in excess of the amount used on the Sundays previous thereto.

"Section 7—Nothing in this regulation shall be construed to apply to or affect the operation of any mine or plant producing fuel, nor shall this regulation be construed to forbid the heating of such rooms or offices, or such portions of buildings, as are used in connection with the production, transportation or distribution of fuel.

"Section 8—State fuel administrators and their representatives specifically authorized to do so are hereby empowered to grant such relief as may be essential to prevent injury to health or to prevent destruction of or injury to property by fire or freezing.

"Section 9—This regulation is effective throughout the United States east of the Mississippi River, including the whole of the States of Louisiana and Minnesota.

"Section 10—Any person, firm, association or corporation which violates or refuses to conform to the above regulation may be liable to the penalty prescribed in the aforesaid act of Congress.

(Signed.) "H. A. GARFIELD.

"United States Fuel Administrator."

CARFIELD'S STATEMENT.

Fuel Administrator Garfield's statement in explanation of his order follows:

"The most urgent thing to be done is to send to the American forces abroad and to the Allies the food and war supplies which they vitally need, war munitions, food, manufactured articles of every description, lying in Atlantic ports in tents of thousands of tons, where literally hundreds of ships, loaded with war goods for our men and the Allies, cannot take the seas because their bunkers are empty of coal.

"The coal to send them on their way is waiting behind the congested freight that has jammed all terminals.

"It is worse than useless to bend our energies to more manufacturing when what we have already manufactured lies at tidewater, congesting terminal facilities, jamming the railroad yards and sidetracks for long distances back into the country. No power on earth can move this freight into the war zone, where it is needed, until we supply the ships with fuel.

"Once the docks are cleared of the valuable freight for which our men and assistants in the war now wait in vain, then again our energies and power may be turned to manufacturing, more efficient than ever, so that a steady and uninterrupted stream of vital supplies may be this nation's answer to the Allies cry for help.

"It has been excess of production, in our war-time speeding up, that has done so much to cause con-

gestion on our railroads; that has filled the freight yards to overflowing; that has cluttered the docks of our Atlantic ports with goods waiting to go abroad. At tidewater the flood of freight has stopped. The ships were unable to complete the journey from our factories to the war depots behind the firing line.

"Added to this has been difficulty of transporting coal for our own domestic needs. On top of these difficulties has come one of the most terribly severe winters we have known in years.

"The wheels were choked and stopped — zero weather and snow-bound trains; terminals congested; harbors with shipping frozen in; rivers and canals unpassable — it was useless to continue manufacture and pile confusion on top of confusion.

"A clear line from the manufacturing establishments to the seaboard and beyond — that was the imperative need. It was like soldiers marching to the front. The men in the foremost ranks must have room to move.

"More than a shock was needed to make a way through that congestion at the terminals and on the docks, so that the aid so vitally needed by the Allies could get through.

"The incidental effect of this transportation situation on coal production has been disastrous. There is, and always has been, plenty of fuel, but it cannot be moved to those places where it is so badly needed while railroad lines and terminals are choked. Throughout the coal fields, scores, even hundreds of mines are lying idle because of railroad inability to supply the cars to carry away their product. Coal mines cannot operate without cars. Cars cannot be supplied while the railroads are crippled by the present freight congestion, which keeps idle cars lying useless in the freight yards.

"In the past week the production of coal has been disastrously reduced. Reports in some cases have shown ninety per cent of the mines in certain fields closed completely for lack of cars.

"This is war! Whatever the cost, we must pay, so that in the face of the enemy there can never be the reproach that we held back from doing our full share. Those ships laden with supplies of food for men and food for guns must have coal and put to sea."

CANADIAN FISHERIES MISSION AT WASHINGTON.

The Canadian Fisheries Mission, consisting of Chief Justice John D. Hazen, William A. Found and G. J. DesBarats, arrived in Washington last Tuesday. Courtesy calls on President Wilson, Secretaries Lansing and Redfield preceded discussions with the American representatives, Secretary Redfield, Assistant Secretary Sweet and Dr. Hugh M. Smith, Chief of the Bureau of Fisheries, of questions affecting fisheries in the waters adjacent to the two countries.

A tour of Atlantic, Pacific and Great Lakes ports will be made later to obtain the views of persons interested in fisheries on questions of conservation, restocking and the privileges of the boats of each country in the ports of the other.

MILLION-DOLLAR FISH BUSINESS.

The Hon. F. G. Macdormid, Minister of Public Works and Fisheries for Ontario, anticipates a million-dollar business in fish for Ontario.

Under the new arrangements the Government will be entitled to something like eight million pounds of fish per annum, and as the retail prices will range from 12½ to 14 cents per pound, it will be seen that the million-dollar estimate for the year's business is a fairly close one.

The proposal to lease space in the Toronto Municipal Abattoir has been definitely abandoned, as the Provincial authorities did not feel like acquiring the entire building, and the civic officials were indisposed to spend \$50,000 on alterations which were considered necessary to make the building suitable for the storage and handling of fish.

While a few men are fishing through the ice, operations throughout the Province have practically ceased for the winter months. Mr. Macdormid received the interesting news recently that two or three fishermen in Lake Nipigon are fishing through the ice, and during the past few days have caught fifteen or twenty tons of fine fish. Despite the fact that the temperature in that part of Ontario is around forty below zero, these hardy men of the north are living in a tent and are said to be enjoying the life immensely. Nor are they worrying about the coal shortage in "tropical" Toronto.

AMONG THE COMPANIES

ONTARIO POWER CO.



MR. J. A. VAILLANCOURT,
President Bank of Hochelaga.

DOMINION BRIDGE CO.

Following out the suggestion made by Phelps Johnson, president of the Dominion Bridge Company at the annual meeting of the shareholders recently, when he suggested the possibility of a lower dividend rate, directors of the Bridge Company have reduced the quarterly distribution from 2½ to 2 per cent and placing the stock back on an eight per cent per annual basis.

Including bonuses paid with the regular dividend the quarterly distributions to shareholders have varied from 1¼ per cent to 5 per cent in the past three and a half years. The regular rate, cut from 2 per cent quarterly to 1¼ per cent in the autumn of 1914, was restored to the old 2 per cent rate a year later, and in the second quarter of 1917 was advanced to 2½ per cent.

In the fiscal year 1915-1916 shareholders received 20 per cent in dividends and bonuses. The 3 per cent quarterly bonus was reduced to 2 per cent this time a year ago, and omitted altogether three months later, but the regular rate was then advanced from 2 per cent to 2½ per cent.

AN INSIDE VIEW OF WALL STREET.

An eminent banker and keen economic student says last month's abnormal depression was largely psychic. Which recalls President Wilson's memorable comment on 1913's industrial coma, namely, that it also was psychological.

I shall not attempt to argue that the banker is right or that the President was wrong. A much more vital point than either is that in the ablest financial judgment the drastic collapse of December discounted all probable depressions and that the security market is being now injured to war conditions.

WAR OR PEACE?

No man knows whether peace is a matter of months or years, but the captains of industry and the leaders of finance and business know that with fundamentals as they are unusual prosperity in trade is assured in either case.

Leading capitalists take the stand that with the new railroad law reasonably fair the readjustment which was interrupted by the late technical reaction in the market will be resumed, quotations being still preposterously low and materially under the line of values. Also these interests are said to be not a little influenced by the reports they get from the other side and which apparently have a basis in fact, that notwithstanding Germany's victories in Russia and Italy military conditions and prospects are far more favorable to the Entente than to the Kaiser. Conditions in the Fatherland and Austro-Hungary are such that their economic collapse would seem to be a matter only of months. The cordon of steel thrown around Germany by the British fleet has done its work. Not since the Kaiser unleashed the dogs of war has the German food shortage been so severe and international bankers think the rioting in many cities of the Fatherland is the handwriting on the wall.—Adams, in Boston News Bureau

At a meeting of the board of directors of the Ontario Power Co., of which Sir Adam Beck is president, the board approved of the financial arrangements whereby the Bank of Montreal has advanced \$1,250,000 to the company.

The contracts for the two generators were awarded to the Canadian General Electric Co., and it was decided to purchase two turbines from the Tallahassee Power Co.

Sir Adam Beck thinks that the 50,000 additional horse power will be available by November. By September 20,000 horse power will likely be available.

HOW BEAR MARKETS END.

When stocks are again, for the most part, in powerful hands, prices cease to go down any further. For the benefit of those who may be still hanging on, hoping against hope, and whose resources are limited, this may be a poor sort of consolation. But the very fact that they have been able to hold on through that which has already gone by shows that they have an inherent capacity to stick by their guns and no mean resources. A decline that has already yielded more than forty points on an average of fifty stocks cannot, in the very nature of things, be far away from its end. The worst may now already have been seen.—Thos. L. SexSmith in The Magazine of Wall Street.

CENTRAL CANADA LOAN & SAVINGS CO.

The financial statement of the Central Canada Loan and Savings Company for the year ending December 31, 1917, shows net profits of \$201,760, or a decrease of \$19,751 from the previous year, or 8.9 per cent. As there was carried forward from previous accounts \$57,063, there was a total available for dividends of \$258,814. The usual dividends took \$175,000; and there was donated to the patriotic, Red Cross and other funds, \$9,951, compared with \$12,700 last year. This left a balance at credit of profit and loss of \$73,863 against \$57,053 last year.

The balance sheet gives total assets of \$9,137,300 compared with \$9,472,824 a year ago. Loans secured by first mortgages amount to \$1,513,513 against \$1,551,961; loans secured by collateral \$1,706,952 against \$1,939,647; bonds and stocks owned—which stand on the books at prices well within their present market value—are placed at \$5,158,029, against \$5,182,531 a year ago. Real estate is unchanged at \$170,455. Cash on hand amounts to \$579,349 against \$619,229.

Deposits total \$1,720,986 against \$1,776,783. Debentures show a reduction of \$305,537.

BROMPTON PULP AND PAPER CO.

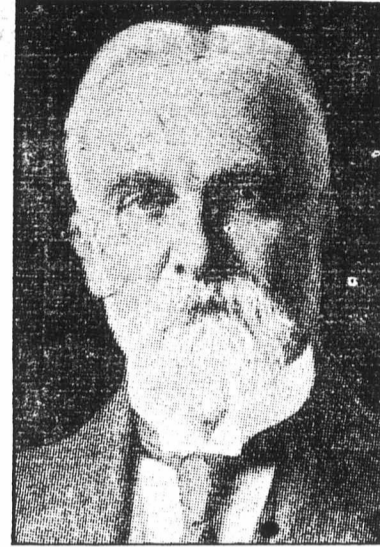
At the annual meeting of shareholders of the Brompton Pulp & Paper Co., Ltd., held here a few days ago, it was announced that the company had acquired two American concerns, the Claremont Paper Co. of Claremont, New Hampshire, and Wyman, Flint & Sons Co., of Bellows Falls, Vermont.

The two companies have been among the most important customers of Brompton for the past ten years, and their acquisition secures for the Canadian companies an outlet for its entire surplus of sulphate pulp, thus placing it in a strong position with respect to its marketing arrangements. It was stated at the meeting that the American companies had been acquired on a very reasonable basis, and no new financing by Brompton would be necessary to complete the transactions.

As the earnings of the acquired companies have been good, Brompton will benefit in two ways, from its investment as such and from the market definitely assured for the surplus output of pulp from its own plants.

The Claremont Paper Company has an output of 50 tons of kraft paper per day. It is stated that, according to the official statistics of the United States Government, the company stands at the top of the list in this class of paper. The Wyman, Flint & Sons Company has an output of 20 tons of specialties daily.

No other business was discussed at the Brompton meeting. The board of directors was re-elected. At a subsequent meeting of the board the regular quarterly dividend was declared.



MR. W. D. MATTHEWS,
President of Consolidated Mining & Smelting Co.

RAILWAY EARNINGS.

The traffic earnings of Canada's three principal railroads for the week ended January 14th, aggregated \$3,866,716, a decrease from the total for the corresponding week a year ago of \$269,299, or 6.5 per cent. Each of the three roads showed a decrease.

Following are the earnings for the past week, with the changes from those for the corresponding week in 1917:

	1918.	Decrease.	P.C.
C.P.R.	\$2,368,000	\$ 49,000	2.0
G.T.R.	905,216	167,699	15.6
C.N.R.	593,500	52,600	8.1
Totals	\$3,866,716	\$269,299	6.5

CONSOLIDATED MINING & SMELTING CO.

At the annual meeting of Consolidated Mining and Smelting Co. of Canada in Toronto a few days ago Henry Joseph of this city was elected to the board to succeed William Farwell of Sherbrooke.

W. D. Matthews presided and J. J. Warren, the managing director, said that the two copper properties which were being developed on Vancouver Island had given satisfactory results to date, but the work had not proceeded sufficiently to permit of definite conclusions as to their value. He expected a considerable increase in revenue from the West Kootenay Power Co., when the extensions to Copper Mountain and Northport were completed. The properties were in splendid condition physically, he said, the plants were now working at capacity, and he expected that the dividend policy would be maintained.

DOMINION STEEL CORPORATION.


A slight falling off is shown in the output of the Dominion Steel Corporation for the calendar year ending December 31, 1917, according to figures made public in Sydney. The 1917 output, however, is still well above the 1915 figures.

The output of pig iron fell off 7,000 tons, while steel ingots fell off 23,000 tons, wire rods 12,000, and wire products 12,200 tons.

Tons.	1917.	1916.	1915.
Pig iron	341,000	348,000	309,800
Steel ingots	353,000	376,000	349,000
Blooms, billets, etc.	154,000	150,000	.....
Rails	16,000	17,495	57,500
Wire rods	100,000	112,400	73,500
Merchant bars	1,300	9,950	.....
Wire and Product of wire.	35,700	47,500	34,000
Iron ore	651,000	.....	.....
Limestone	524,000	.....	.....

During the past year the reconstruction of a 400 ton blast furnace was undertaken and practically completed; this should be ready for operation during March, 1918, at about which date there will also be completed the construction of 120 latest design Koppers by-product coke ovens. The company has recently undertaken extensive improvement to the electrical power and water supply equipment of the plant, and this work will be pushed to completion as rapidly as possible.

ESTABLISHED 1832

Paid-Up Capital \$6,500,000		Reserve Fund \$12,000,000
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TOTAL ASSETS OVER \$110,000,000

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 banking business of every description.

THE BANK OF NOVA SCOTIA

RAILWAY BOARD JUDGMENT ON WHEAT CARRIAGE.

The Railway Commission in a judgment handed down on Thursday last grants the request of the Western grain men that the increased freight rates on wheat authorized by the recent judgment of the board be not brought into effect until June 1 next. The request of the lumbermen to postpone the application of rates affecting lumber is not granted. The board finds in this case that no application for a stay of judgment ought to be granted.

The continuance in force of the present rates applies to wheat only. On all commodities other than wheat the new rates come into effect on February 1. The judgment says in part:

"Wheat buyers and country elevators are not permitted to carry on business in the ordinary course in so far as wheat is concerned. They are compelled by order of the Board of Grain Supervisors for Canada to purchase wheat at a specific price. They are also compelled by the same board to sell wheat at a specific price.

"Figures submitted which were not disputed by the railways show that the board of grain supervisors has held these grain buyers down to a price which will certainly permit of no excessive or unreasonable profit, but will doubtless result in some loss, certainly in loss having regard to the activities of the buyer insofar as wheat is concerned.

POSTPONED UNTIL JUNE.

"In view of the artificial position, therefore, of wheat, brought about by legislation, doubtless necessary in view of war conditions, and in view of the position in which wheat purchasers have been placed, I am of the opinion that the increases allowed for the carriage of wheat ought not now to be made effective. I would postpone the effective date of rate increases for the transportation of this commodity until the first day of June next. This will enable all wheat purchased at the old rate and subject to the old conditions to be hauled to Fort William before the new rates take effect. The like conditions do not apply to coarse grains, nor indeed to any grain other than wheat. In my opinion, the effective date of the judgment ought not to be postponed, having regard to these commodities."

In refusing to grant the requests of the lumber men for a postponement of the increase until March 1 or April 1, Sir Henry Drayton, who writes the judgment, states that the shippers have had notice for eight months of the railways' application for increased rates. "They have been," he says, "in a position to protect themselves by taking orders at the point of production subject to the cost of railway haul. As it is, there will be delay before the increases are put in. It will take time for the railways to file the specific advances used and until these are provided the judgment of the board cannot be carried into effect."

BUSINESS MORTALITY LOW IN 1917.

Nineteen Hundred and Seventeen had the lowest record of business failures in seven years, according to Bradstreet's Journal. There were only 13,077 failures in the United States, which is a decrease of over 20 per cent from 1916.

CANADA'S TRADE IN 1917.

Increase of \$12,000,000 Shown in Total for Month of December.

The total trade of the Dominion aggregated \$2,068,400,971, as compared with \$1,700,337,790 for the same period last year for the nine months of the fiscal year ending December 31. For December alone it was to the value of \$213,305,664, as against \$201,193,194 for December, 1916.

Exports from the Dominion for the nine months period included domestic products to the value of \$1,257,684,900. Domestic exports for the same period last year were to the value of \$861,629,813. These figures are exclusive of coin and bullion.

Manufactured goods headed the list in point of value, products of this class worth \$522,963,420 being exported during the nine months period. Last year during a like period manufactured goods were sent abroad to the value of \$317,841,414. Agricultural products were in second place, with a value of \$475,338,003, as compared with \$317,451,444 last year.

Goods entered for consumption were valued at \$772,630,263, on which duties amounting to \$125,796,830 were collected. For the like period in 1916 imports aggregated \$625,635,897, on which duties amounting to \$106,378,729 were collected.

PROHIBITED EXPORTS FROM CANADA.

War Measures—Further Regulations in Regard to Prohibited Exports of Foodstuffs, Etc.

The memorandum previously issued respecting prohibited exports of foodstuffs, etc., is amended in part so that it now reads as follows, viz.:

EXPORT OF CURED FISH, ETC.

Salted fish may be licensed for exportation to the Orient by endorsement of customs collector at points of exit in British Columbia on the usual shippers' export entry.

Dried, cured, prepared, salted and smoked fish, and canned lobsters, for consumption in the United States or any British country, may be licensed by the endorsement of the customs collector at the point of exit, on the usual shippers' export entry.

Collectors at customs chief ports on the seaboard in Quebec and the Maritime Provinces are hereby authorized to issue licenses to all points in North and South America, including foreign West Indies, for dried, cured, prepared, salted and smoked fish shipped from Atlantic ports, direct or via United States of America.

Please note that licenses are not to be issued for the export of any goods for consignees on the enemy trading list.

FRONTIER LICENSE TO SPECIAL CONSIGNEES.

The export of foodstuff and feedingstuff may be licensed by the endorsement of the customs collector at the point of exit on the usual shippers' export entry, when consigned to A. H. Harris, Director Overseas Transport (for Imperial Government) or consigned to Wheat Export Company, New York, or consigned to Anglo-Canadian Fish Company, Boston, or consigned to Allied Export Provision Board, New York, or consigned to Sir Thomas Robinson at ports in United Kingdom, or consigned to Connop Guthrie, or British Ministry of Shipping, New York.

MONTREAL TRUST CO.

The report submitted at the annual meeting of the Montreal Trust Company held Friday indicated that the first year's operations of the company in its new building had been the most successful in its history.

Sir Herbert Holt, the president, presided and proposed the adoption of the annual statement, which was seconded by A. J. Brown, K.C., vice-president.

The most noticeable increase of business during the year was in the department that had charge of administration of estates and trusts, and as this is the most important branch of the company's work, the gain in business was regarded as specially satisfactory.

The statement, which is for the year ending December 31, 1917, showed profits, after providing for expenses of management, accrued interest and all other charges, of \$164,086.59. This added to \$70,336.80 carried forward at the credit of profit and loss at the end of the previous year made the total available for distribution \$234,423.39.

The board of directors was elected as follows: Sir Herbert S. Holt, president; A. J. Brown, K.C., vice-president; Lord Beaverbrook, J. E. Aldred, Geo. Caverhill, C. A. Crosbie, Hon. N. Curry, Hon. R. Dandurand, G. H. Duggan, F. G. Donaldson, Hon. W. J. Hanna, F. P. Jones, Wm. Molson Macpherson, C. E. Neill, E. L. Pease, Hugh Paton, Jas. Redmond, F. W. Ross, Hon. W. B. Ross, A. Haig Sims and Stuart Strathy.

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(PUBLISHED ANNUALLY)

Enables traders throughout the world to communicate direct with English

MANUFACTURERS AND DEALERS

in each class of goods. Besides being a complete commercial guide to London and its suburbs the Director contains lists of

EXPORT MERCHANTS

with the goods they ship, and the Colonial and Foreign markets they supply;

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of leading manufacturers, merchants, etc., in the principal provincial towns and industrial centres of the United Kingdom.

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LIMITED.,

25 Abchurch Lane, London, E. C.

The Canadian Bank of Commerce

SIR EDMUND WALKER, C.V.O., LL.D., D.C.L.,
President.

SIR JOHN AIRD, General Manager.

H. V. F. JONES, Assistant General Manager.

Capital Paid Up, \$15,000,000

Reserve Fund, - \$13,500,000

The rental of a Safety Deposit Box represents a very low rate of insurance on your valuable documents. You will find our vaults conveniently located and in charge of courteous officials.

: THE :

Molsons Bank

Incorporated by Act of Parliament 1855.

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

Head Office - Montreal

COLLECTIONS

Collections may be made through this Bank in all parts of the Dominion, and in every part of the Civilized World through our Agents and Correspondents, and returns promptly remitted at lowest rates of exchange.

COMMERCIAL LETTERS OF CREDIT AND TRAVELLERS' CIRCULAR LETTERS issued, available in all parts of the World.

Edward C. Pratt, General Manager

THE Royal Bank of Canada

Incorporated 1869

Capital Authorized - \$25,000,000
 Capital Paid up - \$12,911,700
 Reserve Funds - \$14,324,000
 Total Assets - \$300,000,000

HEAD OFFICE: MONTREAL
 511 HERBERT S. HOLT, President
 F. I. FEASE, Vice-President and Managing Director
 C. E. NEILL, General Manager

365 Branches in CANADA and NEWFOUNDLAND; 53 Branches in CUBA, PORTO RICO, DOMINICAN REPUBLIC, COSTA RICA, VENEZUELA and BRITISH WEST INDIES.

LONDON, Eng. NEW YORK
 Pall Mall Street, E. 1. Cor. William and Cedar Street

SAVINGS DEPARTMENTS at all Branches

(ESTABLISHED IN 1836)
 Incorporated by Royal Charter in 1840.

— THE —

BANK OF BRITISH NORTH AMERICA

Paid-Up Capital, \$4,866,666.
 Reserve Fund, \$3,017,333.

Head Office: 5 Gracechurch St., London, E.C. 3
 Head Office in Canada: St. James St., Montreal.
 H. B. MACKENZIE, General Manager.
 Advisory Committee in Montreal:
 SIR HERBERT B. AMES, M.P.
 W. R. MILLER, Esq. W. R. MACINNES, Esq.

This Bank has Branches in all the principal Cities of Canada, including Dawson (Y.T.), and Agencies at New York and San Francisco in the United States. Agents and Correspondents in every part of the world.

Agents for the Colonial Bank, West Indies.
 Drafts, Money Orders, Circular Letters of Credit and Travellers' Cheques issued negotiable in all parts of the world.

SAVINGS DEPARTMENT AT ALL BRANCHES
 G. B. GERRARD, Manager, Montreal Branch.

The Home Bank of Canada



Branches and Connections Throughout Canada.

Montreal Offices:
 Transportation Bldg. St. James Street.

Hochelaga Branch:
 Cor. Davidson and Ontario Streets.

Verdun Branch:
 1318 Wellington Street.

Original Charter 1854.
Head Office and Eight Branches in Toronto.

FRENCH BANK STATEMENT.

Paris, January 17.

The weekly statement of the Bank of France, shows the following changes:

	Inc.	Dec.
Gold in hand	1,611,000	
Silver in hand	237,000	
Notes in circulation	79,712,000	
Treasury deposits	108,449,000	
General deposits	160,097,000	
Bills discounted	69,893,000	
Advances	11,879,000	

BANK OF ENGLAND STATEMENT.

London, January 17.

The weekly statement of the Bank of England shows the following changes:

	Inc.	Dec.
Total reserve	£ 67,000	
Circulation	378,000	
Bullion	310,558	
Other securities	1,617,000	
Public deposits	3,517,000	
Other deposits	1,944,300	
Notes, reserve	95,000	
Government securities	100,000	

The proportion of the Bank's reserve to liabilities last week is 19.57 per cent; the previous week it was 19.71 per cent.

BANK OF NOVA SCOTIA.

As was to be expected, the Bank of Nova Scotia's statement for the year ended December 31st last is characterized by substantial growth combined with the usual strength of position expected from this institution. Total assets at 138 millions exceeded the record total reported a year before by 22 millions. It is only two years since the figures crossed the 100-million mark. Deposits increased 16½ millions within the year, also a new high level, with close to 12 millions of the grain coming under the head of savings account.

Profits earned for shareholders also showed a gain. At \$1,295,315 they were \$43,277 higher than in 1916, and the largest ever reported by the bank. On the paid-up capital they represented 19.0 per cent earned, against 19.3 per cent the previous year, but it is well to note in this connection that, with rest account at \$12,000,000, the total investment of the shareholders is close to three times the nominal capital.

\$100,000 was donated to the Halifax Relief Fund, which made an especial appeal to the bank because of its long association with the stricken city. Increased donations were made to various patriotic funds, the usual contribution was made to the officers' pension fund, and the usual dividend of 14 per cent distributed to shareholders. In addition to the foregoing, \$150,000 was written off bank premises account. After all these deductions the balance carried forward was only \$24,000 less than a year ago. Comparisons follow:

	1917.	1916.	1915.
Profits	\$1,295,315	\$1,252,038	\$1,220,057
Previous balance	584,653	396,114	201,057
Total	\$1,879,969	\$1,648,153	\$1,421,114
Less:			
Dividend	\$ 910,000	\$ 910,000	\$ 910,000
War tax	65,000	65,000	65,000
Halifax F.	100,000		
Patriotic Funds	44,700	38,500	
Pension Fund	50,000	50,000	50,000
Written off	150,000		
Total	\$1,319,700	\$1,063,500	\$1,025,000
Balance	560,269	584,653	396,114

WEEKLY BANK CLEARINGS.

The bank clearings at nineteen Canadian cities for the week ending January 17th aggregated \$215,282,461, an increase of \$23,624,402 over those for the corresponding week in 1917. Western clearings showed an increase of over 19 per cent, and the eastern cities showed one of about 12 per cent. Montreal leads the list in increases, with \$11,408,867, followed by Winnipeg, with \$5,928,981. Kitchener and Moose Jaw were the only centres to show a decrease.

Following are the clearings for the past week, with those for the corresponding week in 1917:

	1918.	1917.
Montreal	\$80,606,855	\$69,197,988
Toronto	57,197,375	56,064,523
Winnipeg	38,516,663	32,587,679
Calgary	6,420,145	4,749,814
Ottawa	5,627,552	4,655,177
Hamilton	4,669,124	4,078,692
Quebec	3,853,340	3,681,227
Halifax	3,570,824	3,362,983
Edmonton	2,939,361	2,232,858
Regina	2,751,257	2,551,775
London	2,296,413	2,029,772
St. John	2,019,807	1,865,671
Moose Jaw	1,024,810	1,080,713
Brantford	779,226	750,714
Sherbrooke	725,739	599,329
Fort William	669,181	503,697
Lethbridge	648,483	644,217
Peterboro	525,795	523,993
Kitchener	440,514	497,127
Totals	\$215,282,461	\$191,658,059

U.S. BANK CLEARINGS.

Dun's Review says:
 Owing mainly to the continued contraction at New York but also to the fact that comparison is now being made a period when bank clearings were extremely heavy, exchanges this week show a moderate falling off from a year ago, the total amounting to \$5,320,558,903, a decrease of 1.1 per cent. Compared with this week in 1916, however, there is a gain of 34.1 per cent and there is also very pronounced expansion over the same week in all earlier years. Although exchanges at New York aggregate a very large amount, there is a decrease of 6.6 per cent as compared with a year ago, due partly to decreased speculative activity and lower security prices, but aside from this substantial improvement is shown over all previous years, that over 1916 being 25.6 per cent. Gains continue the rule at the cities outside the metropolis, and the total of all cities, exclusive of New York, is 10.1 per cent larger than for this week last year and 52.0 per cent in excess of the corresponding week two years ago. Nearly all cities report gains over one or both years, and among those making favorable comparisons with both 1917 and 1916 are Boston, Philadelphia, Cleveland, St. Louis, Kansas City, New Orleans and San Francisco.

Average daily bank exchanges for the year to date are given below for three years:

	1917.	1916.	1915.
January	\$920,752,000	\$925,965,000	\$745,362,000
December	925,879,000	970,675,000	687,898,000
November	958,710,000	964,367,000	734,810,000
October	933,111,000	886,545,000	704,278,000

INCREASE IN STEEL OUTPUT.

An increase of twenty per cent in the steel production of Canada over that of last year is promised as the result of conferences held between the War Committee of the Cabinet and the Canadian steel manufacturers.

The Standard Bank of Canada.

Quarterly Dividend Notice No. 109.

Notice is hereby given that a Dividend at the rate of THIRTEEN PER CENT. PER ANNUM upon the Capital Stock of this Bank has this day been declared for the quarter ending 31st of January, 1918, and that the same will be payable at Head Office in this City, and at its branches on and after FRIDAY, the 1st day of February, to Shareholders of record of the 23rd of January, 1918.

The Annual General Meeting of the Shareholders will be held at the Head Office of the Bank in Toronto, on Wednesday, the 27th of February next, at 12 o'clock noon.

By Order of the Board,
 C. H. EASSON,
 General Manager.

Toronto, December 21st, 1917.

BANK OF HOCHELAGA.

At the annual meeting of shareholders of the Banque d'Hochelaga held recently the board of directors was elected as follows: J. A. Vaillancourt, president; Hon. F. L. Beique, vice-president; A. Turcotte, E. H. Lemay, Hon. J. M. Wilson, A. A. Larocque, and A. W. Bonner.

The annual statement presented was a highly satisfactory one.

The progress of the Bank is shown by the increase of its total assets, which amounted to \$31,894,709 in 1913; to \$34,515,873 in 1915; to \$41,861,527, in 1916, and which now total to \$51,429,047.

The Profits and Loss account shows net profits of \$565,433, being an increase of \$19,422 on the year 1916. The percentage of net profits to paid up capital is 14.13 against 13.65 per cent for the previous year. A balance of \$45,021 was carried forward at credit of Profit and Loss Account.

1917 WORLD'S TRADE.

International trade of 1917 will show a larger total than in any earlier year. This estimate, appearing in "The Americas," issued by The National Bank of New York, is the result of a careful review of all available figures of world trade for the year 1917. It includes eleven months' actual figures for the United States and United Kingdom, ten months for Canada, and somewhat shorter periods for the other principal countries, covering, however, a sufficient proportion of the year to justify an estimate that the total international trade for the year will be the largest in history. In the case of the United States, the total trade of the year is estimated at approximately nine billion dollars, against less than four billions in 1913. In Great Britain the total for the eleven months is over seven billion dollars, against five and three-quarter billion dollars in 1913. Canada's total for ten months ending with October is over two billion dollars, against \$88,000,000 in the same months of 1913, and Japan, for the nine months ending with September \$914,000,000, against \$507,000,000 in the corresponding months of 1913. For France no official figures are available for 1917, though the imports estimated by an examination of figures of exports from other countries to France are apparently about 50 per cent more than in 1913. In the Central Powers no official figures are available, though it is known that their overseas trade is, of course, cut off; they have imported very largely from adjacent neutral countries, and the exchanges between the countries forming the group now known as the "Central Powers" have also been very great. In allied countries a part of their trade, that conducted by or on behalf of the Government, has been omitted from the official figures.

The largest change is that of the Allies. The total trade of Great Britain, France, Italy, Russia, United States, Canada and Japan in 1913 was a little more than eighteen billion dollars, while the figures thus far reported for the current year suggest that their total for 1917 may approximate twenty-five billion dollars.

The neutral sections of the world show little change in their grand total of trade in 1917 as compared with 1913, though there are marked changes in its characteristics. In South America the imports of 1917 are far below those of 1913, in which year the imports of that continent were the highest in its history. The imports of all South America in 1913 exceeded one billion dollars, and the 1917 official reports from that continent up to this time indicate that the total imports of 1917 will be little more than half those of 1913, though the 1917 exports will apparently exceed those of 1913 by about 25 per cent.

Oriental trade of 1917 will somewhat exceed that of 1913. In Japan exports are double those of 1913, and imports show an increase of about 50 per cent. In China the imports show a decline, and while there is a good demand for her silk at high prices, the best markets for her tea have been difficult of access. India shows a decline of imports and a slight reduction of exports, due chiefly to lack of transportation. The great rubber plantations of Ceylon, the Malayan Peninsula and the Dutch East Indies, however, show large increases in their production and sales, and the sugar output of Java was larger and at higher prices than formerly.

The neutral countries of Europe show material increases in the value of their exports, but slight decrease in the value of their imports. Whatever they have to spare in food and manufacturing materials is eagerly purchased by their neighbors, both the Central Powers and the Allies, at high prices.



MR. H. A. RICHARDSON,
General Manager, Bank of Nova Scotia.

FAILURES LAST WEEK.

Commercial failures last week as reported by R. G. Dun and Co., in Canada, numbered 27, against 24 the previous week, 16 the preceding week, and 34 last year. Of failures last week in the United States, 102 were in the East, 56 South, 79 West, and 30 in the Pacific States, and 96 reported liabilities of \$5,000 or more, against 125 last week.

THE CANADIAN INCOME TAX.

The Canadian Income Tax will apply on incomes as follows:—

Income.	Unmarried persons widows or widowers without dependent children.	All other persons.
\$ 1,500.....	—	—
2,000.....	\$20	—
3,000.....	60	—
4,000.....	100	\$40
5,000.....	140	80
6,000.....	180	120
7,000.....	240	180
8,000.....	300	240
9,000.....	360	300
10,000.....	420	360
11,000.....	510	450
12,000.....	600	540
13,000.....	690	630
14,000.....	780	720
15,000.....	870	810
16,000.....	960	900
17,000.....	1,050	990
18,000.....	1,140	1,080
19,000.....	1,230	1,170
20,000.....	1,320	1,260
25,000.....	1,920	1,860
30,000.....	2,520	2,460
40,000.....	3,920	3,860
50,000.....	5,320	5,260
75,000.....	10,070	10,010
100,000.....	14,820	14,760
150,000.....	29,320	29,260
200,000.....	43,820	43,760
250,000.....	58,320	57,260

THE SUPER TAX.

The super tax which is applicable to married and single, and which is considered in the above compilation, is as follows:—

- 2 p.c. on incomes from six to ten thousand dollars,
 - 5 p.c. from ten to twenty thousand,
 - 8 p.c. from twenty to thirty thousand,
 - 10 p.c. from thirty to fifty thousand,
 - 15 p.c. from fifty to one hundred thousand,
 - And 25 p.c. from one hundred thousand dollars upward.
- For corporations and joint stock companies the income tax is 4 per cent on income above three thousand dollars, the super tax does not apply to them.

MUST REPORT BEFORE FEB. 28th.

Every person liable to taxation under the Act shall on or before the 28th day of February in each year, without any notice or demand, deliver to the Minister a return in such form as the Minister may prescribe, of his total income during the last preceding calendar year.

Victory Loan Securities

Will be accepted for safekeeping from subscribers for moderate amounts for one year, free of charge.

A special Savings Department has recently been opened. Deposits of \$1 and upwards received.

THE DOMINION BANK

160 St. James Street, - Montreal
C. A. BOGERT, General Manager

THE Dominion Savings AND Investment Society

Capital - - - \$1,000,000.00
Reserve - - - 250,000.00

Interest on Deposits, 3 1-2%
Interest on Debentures, 5%, payable half-yearly.

T. H. Purdom, K.C. Nathaniel Mills
President Managing Director

ESTABLISHED 1872

BANK OF HAMILTON

Head Office: HAMILTON

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

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.

Banque d'Hochelaga

Forty-Third Annual Report

Dear Sirs,—

The Directors beg to present their report on the operations of the Bank for the year ending November 30th, 1917.

PROFITS AND LOSS ACCOUNT.

30th November, 1917.

CREDIT.

Balance at Credit of Profit and Loss Account, 30th November, 1917	\$ 42,711.05	
Net profits for the year ending 30th November, 1917, after deducting expenses of management, interest accrued on deposits, rebate of interest on discounts, and making full provision for all bad and doubtful debts	565,433.03	\$608,144.08

DEBIT.

Dividend paid on 1st March, 1917	\$90,000.00	
Dividend paid on 1st June, 1917	90,000.00	
Dividend paid on 1st September, 1917	90,000.00	
Dividend payable 1st December, 1917	90,000.00	
	\$360,000.00	
Amount carried to Officers Pension Fund	5,000.00	
Reserve for depreciation on Investments and other Assets	120,000.00	
War Tax on Bank Note circulation to 30th Nov., 1917	40,000.00	
Written off furniture of the Bank	25,872.61	
Subscription to Canadian Patriotic Fund \$12,500, on which paid	11,250.00	
Subscription to Belgian Relief Fund	1,000.00	
Balance at credit of Profit and Loss Account 30th November, 1917	45,021.47	\$ 608,144.08

BEAUDRY LEMAN,
General Manager.

J. A. VAILLANCOURT,
President.

BALANCE SHEET.

30th November, 1917.

Capital Stock paid in		\$1,000,000.00
Reserve fund	\$3,700,000.00	
Unclaimed dividends	2,065.09	
Dividend payable 1st December, 1917	90,000.00	
Balance of Profit and Loss account carried forward	45,021.47	3,837,086.50
		\$7,837,086.50
Notes of the Bank in circulation	\$6,099,742.00	
Balance due to Canadian Government	3,500,000.00	
Deposits not bearing interest	6,291,798.53	
Deposits bearing interest (including interest accrued to date of statement)	27,418,195.04	
Balance due to Banks and Banking Correspondents in the United Kingdom and Foreign Countries	216,007.99	
Acceptances under Letters of Credit	36,217.33	
	43,591,960.80	
		\$51,429,047.36

ASSETS.

Gold and other current coin	\$ 398,786.09	
Dominion Notes	4,267,961.75	
	4,666,737.84	
Deposits in Central Gold Reserves	2,000,000.00	
Notes of other Banks	413,566.00	
Cheques on other Banks	2,158,374.71	
Balances due by other Banks in Canada	289,845.99	
Balances due by Banks and Banking Correspondents elsewhere than in Canada	662,478.79	
Deposits with the Minister of Finance for the purposes of the Circulation Fund	200,000.00	
	\$10,391,003.33	
Dominion and Provincial Government Securities not exceeding market value	4,588,497.39	
Canadian Municipal Securities and British, Foreign and Colonial Public Securities other than Canadian	5,668,051.29	
Railway and other Bonds, Debentures and Stock (not exceeding market value)	254,468.97	10,511,017.65
Call and short (not exceeding thirty days) loans in Canada on Bonds, Debentures and Stocks	1,682,408.41	
	\$22,584,429.39	
Loans to cities, towns, municipalities, parish and school districts	2,386,939.59	
Other current loans and discounts in Canada (less rebate of interest)	23,623,327.57	
Overdue debts (estimated loss provided for)	140,339.06	
Liabilities to customers under Letters of Credit as per contra	36,217.33	
Real estate other than Bank premises	519,515.42	
Mortgages on Real Estate sold by the Bank	90,302.61	
Bank premises at cost price, mortgages deducted (less amounts written off)	1,619,257.91	
Other assets not included in the foregoing	428,218.48	
	\$51,429,047.36	

BEAUDRY LEMAN,
General Manager.

J. A. VAILLANCOURT,
President.

AUDITORS' CERTIFICATE.

We beg to report to the Shareholders of the Banque d'Hochelaga that in accordance with Section "56" of the Bank Act, we have checked the cash and verified the securities of the Bank at the Chief Office as at November 30th, 1917, as well as at another time during the year, and found they agreed with the entries in the books in regard thereto.

We have also examined the accounts and verified the cash and securities at some other principal branches during the year.

We have examined the books and accounts at the Head Office and have compared the above Balance Sheet with these books and with the certified returns from the branches. In our opinion, the Balance Sheet is properly drawn up so as to exhibit a true and correct view of the state of the Bank's affairs according to the best of our information and the explanations given us, and as shown by the books of the Bank.

We have obtained all the information and explanations required by us and in our opinion, the transactions of the Bank which have come under our notice, have been within the powers of the Bank.

S. ROGER MITCHELL, C.A.)
of Marwick, Mitchell, Peat & Company) Auditors
GEO. GONTHIER, L.L.A.)
of Gonthier & Midgley)

Montreal, 17th December, 1917.

HIGH COST OF BREAD.

Statistics for November show that average cost in Dominion increased by 1-10 of cent per pound over October.

Ottawa, January 17.

Statistics for November completed to-day by the cost of living branch of the Labor Department show that the average cost of bread in the Dominion increased by one-tenth of one cent per pound over the October returns. Bread increased in cost in St. John, Montreal, Brantford, Port Arthur, Port William, Medicine Hat. This increase, the report states, is due chiefly to the increased cost of flour used and a slight increase in the cost of ingredients and overhead expenses. The rise in the cost in the individual cities is due to the rise in the cost of flour, except in St. John, where the increased cost comes also in delivery, and Medicine Hat where the cost of flour is slightly lower, but the cost of delivery has risen.

COMPARATIVE COSTS.

The cost of one pound of bread in various Canadian cities compares as follows:

Locality.	Oct.	Nov.
Halifax, Amherst and Sydney Mines	6.44	6.25
St. John, N. B.	6.78	7.31
Montreal and Westmount	6.60	6.93
Sherbrooke and St. Hyacinthe	7.04	7.17
Ottawa	6.41	6.30
Toronto	6.45	6.46
Hamilton	6.99	6.95
Brantford	6.35	6.71

London	6.50	6.32
St. Catharines and Niagara Falls	6.47	6.47
Geolph, Stratford and Kitchener	6.36	6.68
St. Thomas		6.64
Chatham		6.91
Port Arthur and Ft. William	6.12	6.84
Winnipeg	6.34	6.57
Regina and Moose Jaw	6.45	6.70
Saskatoon	6.31	
Calgary	6.50	6.23
Edmonton	5.55	5.67
Medicine Hat	5.79	6.66
Vancouver, Victoria and New Westminster	7.57	7.57
Dominion average	6.51	6.60

Further figures show that the cost of baking and overhead expenses in Montreal to be high compared with Toronto. The baking cost in Montreal and Winnipeg are practically the same.

The management and overhead expenses per pound of bread in Halifax are .29 cents, in Montreal .63 cents, in Ottawa .38 cents, in Toronto .52 cents, and in Winnipeg .51 cents.

INVESTIGATING PROFITS.

It is safe to say, says the report, that the wholesale price of bread is regularly one cent less per pound and a half loaf than the retail price. Larger bakeries usually sell from fifty to sixty per cent of their bread wholesale, their profit cannot therefore be calculated from the retail price. The profits for the year 1917 are now being investigated by the Acting Commissioner and a statement of these will be issued shortly with the December report.

The disposition on the part of bakers to replace

the use of first patent flour by second patent, is shown by the following:

The proportion of first patent flour used by bakers in August was 52 per cent., of second patent flour 48 per cent.; in September 42 per cent., first patent 58 per cent., second patent; in October 34 per cent., first patent 66 per cent., second patent; in November 23 per cent., first patent, 77 per cent., second patent. The cost of second patent flour is regularly fifty cents per barrel less than first patent. The first and second patent together, according to millers' returns, cover about nine-tenths of the flour produced from Canadian wheat. The cost of flour purchases by bakers in November shows an increase of only three cents a barrel over that purchased in October — the average cost of flour purchased by bakers in October was \$10.57 per barrel, in November \$10.60.

SHIPPING LOSSES.

Another marked decrease in the sinkings of British merchantmen by mine or submarine in the past week is noted in the report of the Admiralty, issued last week. In this period only six merchantmen of 1,600 tons or over were sunk, and in addition two merchantmen under 1,600 tons and two fishing vessels.

The summary follows:

Arrivals of British merchantment, 2,106; sailings, 2,184.

British merchantmen sunk by mine or submarines over 1,600 tons, 6; under 1,600 tons, 2; fishing vessels, 2.

Merchantmen unsuccessfully attacked, 5.

MORTALITY FIGURES OF FRENCH ARMY.

Roger Babson, the statistician, has gathered the following figures from a close study of three-year war casualties. They are eminently reassuring. Pass them along:

Fourteen men out of fifteen so far have been safe. Under present conditions, where man power is being saved, not more than one in thirty is killed. Only one in five hundred loses a limb—a chance no greater than in hazardous conditions at home. Mr. Babson's conclusions are based on the mortality figures of the French army for the full three years of war. Attention is called to the fact that present fighting is not claiming anywhere near the number of dead recorded for the first two years. He says: "Most of the wounds sustained in the trenches are clean cut and of a nature that a few weeks in the hospital makes the subject as fit as ever. But 300,000 French soldiers have been discharged on account of wounds during the three years of the war. Most of the wounds received in the trenches are on the top of the head, simply scalp wounds. Practically speaking, a wound is either fatal or slight, with but few in between these two extremes."—New York Life Bulletin.

CARING FOR THE WORKERS.**Insurance Scheme of the American Bank Note Company, Ottawa.**

The American Bank Note Company, of Ottawa, contractors for the supplying of Dominion Government notes and stamps, gave their large staff of workers an agreeable Christmas box in form of an arrangement which took effect on Christmas Day, by which all employees of the company in Canada, who have been with the company for a year or more, are insured with the Travelers' Insurance Company, of Hartford, Conn., for amounts varying, in the case of men, from a minimum of \$1,000 to a maximum of \$4,000, and in the case of women from a minimum of \$500 to a maximum of \$1,000.

The general basis is an amount equivalent to a year's salary, with periodical increases for length of service, so that the lowest paid employee, in the case of males, who has been with the company fifteen years or more will be insured for the maximum of \$4,000, and in the case of females for the maximum of \$1,000.

Employees leaving the employ of the company will have the privilege of continuing the insurance, without medical examination, by paying the usual premiums charged by the company.

In case of total disability, the full amount of insurance and pensions, it being looked upon as an employee.

This plan does not do away with our old-age pension system, but is supplementary thereto, and protects the family of the employee in the meantime.

The company bears the entire expense of both insurance and pensions, it being looked upon as an additional compensation in recognition of loyal service.

FIRE INSURANCE BROKERS' LUNCHEON.

Chief Tremblay was the speaker at the Brokers' Association luncheon Thursday, and stated that the greater part of the fire loss in Montreal to-day occurs in private dwellings, fires in manufacturing establishments and commercial premises having been greatly reduced in the past few years, and this reduction is principally due to the system of inspection of buildings inaugurated in 1907 by the Fire Department. His department had fewer men than that of any city of similar size and importance on the continent, and yet the per capita fire loss was less. Over 100,000 inspections were being made each year and if the staff could be increased sufficiently to inspect private dwellings also he considered the fire loss could be still further reduced.

Over insurance was still a factor in the fire loss here. One of the principal causes of fire in Montreal was the thawing of frozen water pipes, either by plumbers or the householders themselves. The Fire Department had 3,574 calls and 2,600 fires in 1914, entailing losses of about \$2,000,000. In 1916 the figures were, calls 2,609, fires 1,400; and losses under \$1,000,000. Fire calls in the congested district have been reduced since 1907 from 137 per annum to 17.

Chief Tremblay advocated examination by the companies of buildings or stocks insured by them and the employment of none but properly trained insurance men as agents. In his efforts to reduce fire losses here he had met with hearty co-operation from the business men of Montreal, and he referred to the educational work among agents which has been going on for some time through speakers at the brokers' luncheons, instancing lectures on concrete construction, sprinkler protection, and other subjects.

QUEBEC INSURANCE ACT.

The first conviction under this act was obtained on 11th instant, when L. E. Kimpton pleaded to violating the provisions of Sub-Section B, of Article 6960 by placing insurance without having obtained the license required by law. He explained, however, that he had erred in good faith, the insurance in question having been on his own business, and he not having any knowledge of the enactment of the recent legislation which, for the first time, rendered it necessary for all insurance agents to take out such licenses. The charge was made by Mr. E. C. Cole, secretary of the Montreal Fire Insurance Brokers' Association, Inc., who under the circumstances did not wish to press the matter, and the magistrate accepted the accused's plea and suspended sentence, condemning him simply to payment of the costs.

DOMINION SHIPBUILDING CO.

Construction work has begun on the \$2,000,000 shipbuilding plant of the Dominion Shipbuilding Company, Ltd., at Toronto, and it is expected that the entire plant will be ready for operation by the coming summer, where from 1,500 to 2,000 men will be given permanent employment, the first commission being the construction of six steel freighters for ocean service.

The company has leased 15 acres of land on the water front for a period of 21 years. The largest building will be about 800 feet long by 100 wide and there will be five shipbuilding berths large enough to accommodate vessels 261 feet in length by 43 feet beam.

The plant is being erected by the Toronto harbor commissioners and the greater portion of the capital is provided by Americans, who control similar industries in various parts of the United States and Canada.

NEW COMPANIES.

The following new companies are announced in the various gazettes:

FEDERAL CHARTERS.

McKinnon Columbus Chain, Ltd., St. Catharines, \$1,000,000.
Birks, Corner & Co., Ltd., Montreal, \$100,000.
Canadian Die Casting Co., Ltd., Montreal, \$300,000.
Boston Insulated Wire & Cable Co., Ltd., Hamilton, \$200,000.
The Sterling Imports, Ltd., Montreal, \$30,000.
Wolvin's, Ltd., Montreal, \$2,000,000.
J. A. E. Gauvin Drug Store, Ltd., Montreal, \$200,000.
St. Germain & Fraas, Ltd., Ottawa, \$40,000.
Wholesale Lumber Dealers' Assn., Inc., Toronto, No capital.
Acme Laboratories, Ltd., Toronto, \$50,000.
Canadian Northern Realities, Ltd., Toronto, \$40,000.
Hatfield & Scott Co., Ltd., Hartland, N.B., \$49,500.
R. Laidlaw Co., Ltd., Toronto, \$2,000,000.

QUEBEC CHARTERS.

La Compagnie J. H. Giroux, Ltee., Three Rivers, \$49,500.
Compagnie a'Aqueduct Hebertville-St-Bruno, Hebertville Stn., \$49,000.
Louis Beaubien, Ltee., Quebec, \$149,000.
St. Maurice Light & Power Co. (granted additional Powers.)
Legare Automobile & Supply Co., Ltd., Quebec, \$500,000.

ALBERTA CHARTERS.

The Grande Prairie Gas Turbine Engine Co., Ltd., \$20,000.
The Alberta Jobbers, Ltd., Edmonton, \$50,000.
Q. C. Milnes, Ltd., Claresholm, \$500,000.
Office Buildings, Ltd., Calgary, \$45,000.
The Spirit Hardware Co., Ltd., Spirit River Stn., \$20,000.

BRITISH COLUMBIA CHARTERS.

Pacific Galvanizing Co., Ltd., Vancouver, \$10,000.
Florence Silver Mining Co., Ltd., Ainsworth, \$1,000,000.
British American Timber Co., Ltd., Victoria, \$1,200,000.
Mitchell Foley, Ltd., Vancouver, \$15,000.
Banfield, Gunther & Black, Ltd., Victoria, \$10,000.
R. G. Bedlington & Co., Ltd., Victoria, \$25,000.
Standard Engineering Co., Ltd., Vancouver, \$10,000.
Lead Products, Ltd., Victoria, \$100,000.
McAllister Spring Co., Ltd., Vancouver, \$25,000.
Merrill-Ring-Moore Co., Ltd., Victoria, \$150,000.

NEW RECORDS

Results secured during the past year re-affirm the position of the Sun Life of Canada as the largest life assurance organization of the Dominion.

Fair-dealing and progressive business methods have given it leadership in annual New Business, Total Business in Force, Assets, Surplus Earnings, Net Surplus, Total Income, Premium Income and Payments to Policyholders.

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

AN IDEAL INCOME

can be secured to your Beneficiary with Absolute Security by Insuring in the

**Union Mutual Life Insurance Company
Portland, Maine**

on its

MONTHLY INCOME PLAN

Backed by a deposit of \$1,688,902.65 par value with the DOMINION GOVERNMENT in cream of Canadian Securities.

For full information regarding the most liberal Monthly Income Policy on the market write, stating age at nearest birthday, to

WALTER I. JOSEPH, Manager

Province of Quebec and Eastern Ontario.
Suite 502 McGill BLDG., MONTREAL, QUE.

**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	76,591,535
Total Annual Income Exceeds	51,000,000
Total Funds Exceed	151,500,000
Total Fire Losses Paid	193,774,045
Deposit with Dominion Government	1,245,467

(As at 31st December, 1916.)

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.

**A Free Course in
"Salesmanship"**

We have thought about the young man who sees no prospects ahead. Would you like to be in a business that will give you

A GOOD LIVING WAGE

A PROFITABLE FUTURE

A PROVISION FOR OLD AGE

We teach a man the insurance

Business, which offers permanent

success, does not fluctuate, is a

professional occupation, and has

been truly named "The best paid

hard work in the world."

This is done by a correspondence

course and personal assistance,

free of charge.

When he is fully prepared for the

work, we place him in a position

and help him to make good.

The first two lessons of the Com-

pany's correspondence course will

be sent to anyone interested. It

will pay young men who desire

to get on in the world to look into

this.

All correspondence strictly con-

fidential.

CANADA LIFE

ASSURANCE COMPANY

Head Office, Toronto.



News of the Week

TUESDAY, JAN. 15.

Karlsruhe, the capital of the Grand Duchy of Baden, was raided by British aviators.

Sir Auckland Geddes announced in the British Commons that Britain will add nearly half a million men to her armed forces at once.

The Canadians again raid enemy lines south of Lens.

Encouraging news comes from Italy that the Austrians have retreated for almost a mile before the French forces.

Joseph Caillaux, former Premier of France, is under arrest, accused of treason.

WEDNESDAY, JAN. 16.

Italy reports successful operations on the Italian front. Italian troops delivered an unexpected hammer blow east of the Brenta River. Heavy losses were inflicted on the enemy and several hundred prisoners were taken.

In a message published to-day it is announced that the British Labor party supports the Russians in their "no-annexation" plans.

A German light craft, probably a submarine, bombarded Yarmouth, 150 miles northeast of London, for a few minutes on Monday night. Some twenty shells fell into the town, three people being killed and ten injured. It is reported that the material damage done was slight.

It is announced from Berlin that there has been no alteration in the instructions given to Foreign Secretary Kuehlman for the peace negotiations in Brest-Litovsk.

British airmen carried out effective raids on the Palestine front.

Allied airmen dropped President Wilson's address to Congress into German towns.

Some large new islands in the Arctic Ocean were discovered by V. Stefansson, the Canadian explorer.

Beginning January 28, and till the end of the war, all mills in Canada are to manufacture flour with a larger proportion of the wheat, producing one barrel from 265 pounds of wheat instead of 300.

THURSDAY, JAN. 17.

Dissatisfaction is expressed in Britain over the vagueness of the official statement made in regard to the inquiry into the loss of ground in the fighting around Cambrai. The exoneration of the higher command was coupled with the admission that there was "a breakdown." The latter statement has caused some uneasiness.

News from the Western front relates only to raids. The Germans admit that the French had some success in a raid in the Vosges.

Enemy attempts to retake the positions captured by the Italians on the Northern front and on the lower Piave bridgehead have failed, according to Rome.

Both Italian fronts record a great deal of activity. The Allied aviators on these fronts continue to meet with great success in their battling against the foe airmen and in their bombing raids.

Canada's Fisheries Mission conferred with officials at Washington.

The Austrian Emperor opposed the proposal for an independent Hungarian army.

FRIDAY, JAN. 18.

Russian Premier Lenine orders the arrest of the King of Roumania.

Fierce fighting is raging between the Bolsheviki and the counter-revolutionary forces in Russia and Siberia. The Ukrainians are putting up a hard battle in the Odessa region. That city is reported to have been bombarded by warships. After a ten-days' struggle in Siberia the Bolsheviki have occupied Irkutsk and Orenburg.

Germany replies to the Bolsheviki that she declines to evacuate occupied territory, though willing to consider the reduction of the occupying troops to a basis "sufficient for the maintenance of order and the most technical requirements," whatever that beautiful phrase may mean. The Russian attitude is reported to be "uncompromising."

The Austrians continue to make desperate attempts to recover the enlarged bridgehead recently won by the Italians on the Lower Piave River.

Ex-Premier Kerensky of Russia is now reported to be in Sweden.

A mutiny occurred among the crews of submarines at Kiel, Germany.

A shipping pool on the Great Lakes was proposed by the Carriers' Association.

The Germans shipped poisonous pollen to the United States to destroy the wheat crop.

Canada is shortly to have standard flour and a standard loaf.

Great expansion of manufacture of newsprint in Canada is reported.

The present rate on wheat remains unchanged until the 1st June, but new rates are made on other materials.

SATURDAY, JAN. 19.

Lord Rhondda explains that Britain's food scarcity is due to the falling off of imports and the fact that most of the imported goods go to the army. He further states that while the people must economize more than they do, there is not the slightest fear of panic, that there is no prospect of a meat famine, though it will be necessary to reduce the consumption of meat during the next few weeks, and that in respect to bread supplies there is no cause for alarm.

"We must go on or go under," is in effect the keynote of a speech delivered by Lloyd George in addressing the final conference of the trades unions most concerned in the Man-power Bill which has passed the House of Commons.

There is little to record on the West front. Despatches from neutral sources say that there has been severe rioting in a number of Austrian cities over the food shortage and the fear that the peace negotiations with Russia will fail.

The Italians report that the prisoners captured as the result of the repulse of the Austrian attack on the lower Piave now number 500.

Russo-Roumanian relations are reported very critical.

MONDAY, JAN. 21.

News comes from Russia that the Constituent Assembly has been dissolved. The decree of dissolution was issued last night by the Council of National Commissioners and passed early this morning by the central executive committee of the Workmen's and Soldiers' Deputies.

On the Western front in France and Belgium, the military operations are increasing all along the line.

British forces in Palestine advanced one mile on four-mile front.

The British Admiralty announces that in a naval action between British and Turkish forces at the entrance to the Dardanelles, the Turkish cruiser Midullu, formerly the German Bresalu, was sunk, and the Sultan Yawuz Selim, formerly the German Goeben, was beached.

COWANSVILLE ANNUAL.

Cowansville, Que., January 12.

The annual meeting of the E. T. D. A. was held on the above date, with President Walsh in the chair, and the following present: G. S. Walsh, T. W. Dunn, Geo. F. Payne, Mr. Rochleau, D. C. Tree, A. Lanoe, Sheriff Jameson, Mr. Butler, Mr. Miltimore and Mr. Beattie.

Minutes of last meeting were read and confirmed. The president read the annual report and financial statement and addressed the meeting at some length, and then vacated the chair.

Moved by Mr. Rochleau, seconded by Mr. Payne, that Mr. Walsh be given a vote of thanks for his past services. Carried unanimously.

Moved and seconded that the following be appointed directors: G. S. Walsh, T. W. Dunn, Geo. F. Payne, D. C. Tree, W. J. Pendlebury, M. Tibbits, A. Lanoe, J. O. Poutie, A. S. Kendall, Mr. Murray and Mr. Rochleau.

Moved by Mr. Walsh, seconded by Mr. Rochleau, that the annual report and financial statement be accepted as read. Carried.

Moved by Mr. Payne, seconded by Mr. Rochleau, that the meeting adjourn. Carried.

ROSS DUNN,

Secy.-Treas.

A meeting of the directors of the E. T. D. A. was held immediately after the annual meeting. Geo. S. Walsh was elected president; T. W. Dunn, vice-president; Ross Dunn, secretary-treasurer; and H. Wilson, auditor.

The opening of the Board was left to the call of the president and secretary-treasurer.

Meeting adjourned.

ANNUAL REPORT.

	Boarded.	Sold.	Ave. Price.	Value.
April	995	995	41.63	\$23,197.52
May	3,550	3,305	40.99	75,131.10
June	6,577	5,837	36.00	127,695.76
July	4,442	4,042	35.93	84,923.24

August	3,317	2,965	40.41	67,098.64
September .. .	2,403	2,318	42.18	54,750.08
October	1,471	1,451	44.00	35,748.33
November	610	310	40.72	7,089.60

1917	23,365	21,223	38.91	\$465,654.32
1916	27,365	24,015	31.82	\$427,906.20
Loss—14.6 p.c.	11.6 p.c.	Gain—7.07 p.c.		\$37,748.12

CHEESE.

June	140	100	20.5	\$1,630.00
July	128	128	20.75	2,124.00
August	158	158	20.75	2,622.80
September .. .	72	72	20.75	1,195.20

498 458 20.75 \$7,572.00

Total value of butter and cheese sold, \$473,226.32.

Gain in value over 1916, \$45,320.12, or 9.95 p.c.

Loss in butter boarded, 14.6 p.c.

Loss in butter sold, 11.6 p.c.

ROSS DUNN,

Secy.-Treas.

Bank of Nova Scotia

Notice is hereby given that the Annual General Meeting of the Shareholders of this Bank will be held in the Banking House, Hollis Street, Halifax, on Wednesday, the 23rd January next, at Eleven o'clock a.m., for the purpose of receiving a statement of the affairs of the Bank, for the election of Directors and for other business.

By order of the Board,

H. A. RICHARDSON,

General Manager.

Halifax, N.S., December 14th, 1917.

PROVINCE OF QUEBEC, DISTRICT OF MONTREAL, No. 1853. Superior Court.—Dames Georgiana Fortin, of the City of Lachine, said District, wife common as to property of David Monette, contractor of the same place, duly authorized, Plaintiff, vs. The said David Monette, Defendant.—An action in separation as to property, has been taken in this case on the 14th of January, 1918.

Montreal, January 18, 1918.

BERARD & SON—Attorneys for Plaintiff.

The Montreal City and District Savings Bank

THE ANNUAL GENERAL MEETING of the Shareholders of this Bank will be held at its Head Office, St. James Street, on Monday, the Eleventh day of February next, at 12 o'clock noon, for the reception of the Annual Reports and Statements, and the Election of Directors.

By order of the Board,

A. P. LESPERANCE, Manager.

Montreal, November 26, 1917.

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.

HOWARD ROSS, K.C. EUGENE R. ANGERS

ROSS & ANGERS

BARRISTERS and SOLICITORS

Cristine Building, 20 St. Nicholas St., Montreal

BLACK DIAMOND FILE WORKS

Established 1863.

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G. & H. Barnett Co.

PHILADELPHIA, Pa.

Owned and Operated by NICHOLSON FILE COMPANY

UNION ASSURANCE SOCIETY LIMITED OF LONDON, ENGLAND

FIRE INSURANCE SINCE A.D. 1711

Canada Branch, Montreal:
T. L. MORRISEY, RESIDENT MANAGER.

North-West Branch, Winnipeg:
THOS. BRUCE, BRANCH MANAGER.

AGENCIES THROUGHOUT THE DOMINION

HERE IS YOUR OPPORTUNITY

The success which has attended the operations of the North American Life throughout its history has made association with the Company particularly inviting.

The year 1918 promises to be bigger and better than any heretofore. Some agency openings offer you an opportunity at this time.

Correspond with

E. J. HARVEY, Supervisor of Agencies.

NORTH AMERICAN LIFE ASSURANCE COMPANY

"SOLID AS THE CONTINENT"
HEAD OFFICE TORONTO, CAN.

Founded in 1803

THE LAW UNION AND ROCK INSURANCE CO. LIMITED OF LONDON

ASSETS EXCEED \$48,000,000.
OVER \$12,500,000 INVESTED IN CANADA.
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Agents wanted in unrepresented towns in Canada.
J. E. DICKSON, Canadian Manager.
W. D. AIKEN, Superintendent Accident Dept.

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Offers Liberal Contracts to Capable Field Men

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WE PARTICULARLY DESIRE REPRESENTATIVES
FOR CITY OF MONTREAL

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ALEX. BISSETT - - - Manager for Canada

WESTERN ASSURANCE COMPANY

INCORPORATED 1851

Fire, Explosion, Ocean Marine
and Inland Marine Insurance.

Assets Over - - - - \$4,000,000.00

Losses paid since organiza-
tion, over - - - - 63,000,000.00

HEAD OFFICE - - - - TORONTO, ONT.

W. R. BROCK, President. W. B. MEIKLE,
Vice-Pres. & Gen. Mgr.

QUEBEC PROVINCE BRANCH:
61 ST. PETER STREET, MONTREAL

ROBERT BICKERDIKE, Manager

The Independent Order of Foresters

Policies issued by the Society are for the protection of your family and cannot be bought, pledged or sold. Benefits are payable to the beneficiary in case of death, or to the member in case of his total disability, or to the member on attaining seventy years of age.

Policies Issued From \$500 to \$5,000.
TOTAL BENEFITS PAID (Over) \$53,000,000

FRED. J. DARCH,
Secretary.

W. H. HUNTER,
President.

S. H. PIPE, F.A.S., A.I.A.,
Actuary.

Head Office TORONTO.

THREE WAYS TO SUCCEED.

First—Doing something better than the other fellow does it.

Second—Doing something before the other fellow does it.

Third—Doing something that the other fellow does not like to do.—Aetna Life News.

CANNOT INSURE YOURSELF.

Even a life insurance company cannot insure a single individual. It can only afford to insure a large body of policyholders. Then, although some will die quickly, others will live long, and the result on the average will be uniform. If a life insurance company cannot insure one life, how can you insure yourself?—Agency Items.

LIFE INSURANCE NOT SOUGHT.

Men do not take life insurance usually because they like it, any more than they take advice upon other subjects. The life insurance man's advice, however, is well worth heeding, for its outcome enables the bread-winner to go with the silent boatman with a smile on his face; it provides an income for the woman in black as long as she lives; it keeps a cheery fire on the hearth and educates the children.—Prudential Record.

WHY AN ESTATE IN THE FORM OF LIFE INSURANCE.

Your prospect desires to leave an estate for the benefit of his family. He realizes that it will require an estate of \$20,000 at 5 per cent interest to supply his beneficiaries with an income of \$1,000 a year.

If he succeeds in accumulating this estate in other ways than through life insurance he will be a very exceptional man. Most men who could pay the premium for a life insurance policy of \$20,000 would not set aside, year after year, the amount of this premium in some other way. Even if a man is so exceptionally thrifty that he can save each year the amount of his premium in some other way, he may die long before he has accumulated an estate of \$20,000.

When he takes out life insurance, however, he binds himself to a semi-compulsory system of saving. He also knows that his family is protected no matter when he may die. When the estate is being settled it will not be depleted by administration expenses, for the family will receive the full amount of the insurance without delay. Moreover, if the policy is in favor of a specific beneficiary, no one can contest the claim. It will be a will which no lawyer can break.—Points.

THE VALUE OF TIME.

Did you ever get down to business and become acquainted intimately with the priceless commodity that everyone has exactly the same amount of—Time? In a year there are 365 days, 24 hours in a day. This means 8,760 hours all told. Use your pencil. Eight hours a day (that seems to be the agitation now), 6 days in the week, 50 weeks in the year (two weeks for recreation) give you 2,400 hours in the year. Deduct 10 days, 80 hours for holidays, and you have left only 2,320 hours for work. Life consists of three supposed eight-hour shifts, one for work, one for sleep and one for recreation. Do you know that you sleep 600 hours more than you work and that you loaf, or recuperate, 600 more hours than you labor? Think it over.

We are now pretty close to a working value of time and we get a startling view of the cost of waste. If you make \$ 1,500, each hour is worth \$.65
If you make \$ 2,250, each hour is worth97
If you make \$ 3,000, each hour is worth 1.30
If you make \$ 6,000, each hour is worth 2.59
If you make \$12,000, each hour is worth 5.18
If you make \$25,000, each hour is worth 10.78

Again allow me to say your time is your capital—a liability. Is it impaired?

Do your assets exceed your liabilities? An hour misspent is a dissipation of your assets. Can you afford it? Time has a mortgage on your future which it will foreclose if you don't begin to earn dividends with it. Remember, time constitutes your capital and capital is a reality. To properly spend your time is to create assets and surplus; to waste time is to make a gigantic failure. A corporation with \$1,000,000 capital will fail unless the capital is put to judicious use—properly invested same as your capital—Time

"A Little Nonsense Now and Then"

Mrs. Flatbush—I am very well satisfied with my new cook so far. Mrs. Bensonhurst—How long have you had her? "She comes tomorrow."

"How do you like being a soldier?" "All right," answered the enlisted actor, according to Judge. "But our manager is a fiend for rehearsals."

"Can your husband claim exemption?" "Well, I don't see how he can be strong enough to fight abroad when he is too weak at home to take up a carpet."—Baltimore American.

Old Hand (in Passing Show)—Well, mate, what d'yer think of the war? New Arrival—Taking it orl together I think I'd rader see it on the pictures.

Officer (as his car bumps over pedestrian's leg)—Hey, there! Look out! Tommy (picking himself out of the Flanders mud)—Wat yuh goin' to do? Back up?

She (belligerently)—Why weren't you at the station with the car to meet me as usual? He (meekly)—My dear, you ought to get into this habit of some meet-less days.

She—They tell me, Mr. Gibbs, that your marriage was the result of love at first sight. Gibbs (with a sigh)—That's true. Had I been gifted with second sight I'd still be in the bachelor class.

"Fix bayonets," bawled the captain. "Bayonets seem to be always out of order," commented the fair spectator. "I hear that command every day I come out."

"Does your family have any trouble with servants?" "No," replied Mr. Crosslots; "I don't believe any of them stay around the place long enough to become really troublesome."—Washington Star.

"Mike." "Phwat?" "I was just thinkin'. After we get out of the trenches an' back home again how nice an' peaceful that old boiler-factory will sound to us."

The kind-hearted woman stopped to reprove the youngster who had chased a cat up a tree. "You bad boy, suppose you were a cat, would you like to have anyone chase you in that fashion?" "Gee! wouldn't I though, if I could climb like that!" said the youngster, grinning.

Mrs. Johnson—How does yo' feel dis mawnin', Joe? Mr. Johnson—I feels bad—mighty bad! I wish lat Providence would hab mussy on me an take me.

Mrs. Johnson—How can you expect it to ef you won't take de doctor's medicine? — San Francisco Chronicle.

Doctor (to recruit)—Put your finger in your right ear and repeat after me what you hear me say. 36, 36, 36. (No answer.) 49, 49, 49. (No answer.) Can you hear what I am saying? (No answer.) Don't you want to join the navy? (No answer.) (In a whisper)—Have a drink? Recruit—I don't care if I do, doc. (Accepted.)

That one of the professors at Princeton has had his domestic trials was recently evidenced when a young woman of rather serious turn endeavored to involve him in a theological discussion.

"Professor," she asked, "do you or do you not believe in infant damnation?"

"I believe in it," said the professor, "only at night."—New York Times.

An official of the Board of Health in a Massachusetts town notified a citizen that his license to keep a cow on his premises had expired. In reply to this letter the official received the following communication:

"Monsieur Bord of Helt—I just get your notis that my licens to keep my cow has expire. I wish to inform you, M'sieur Bord of Helt, that my cow she beat you to it—she expire t'ree week ago. Much oblige. Yours with respék.—Pete."

The War and the Cheese Industry

Shortage in rennet supply owing to raw material being cut off

The following is in part the address delivered by Mr. J. A. Ruddick, at the annual convention of the Dairymen's Association of Western Ontario, at Stratford, Ont., on Thursday, Jan. 17.

While the dairying industry has been affected in more ways than one by the terrible conflict which has now raged for over three years, and some of its branches have been threatened with serious interruption, it has so far been found possible to avert any serious difficulty and, on the whole, I think it may be said that industry has profited rather than suffered through the effects of the great war. But even though there may be a measure of increased profit arising out of the abnormal conditions which prevail, it is not a matter to gloat over, because we hold some things to be of far greater importance than mere material gain. To some of you possibly the war has already meant the loss of sons, brothers or other dear friends, while many of you are still filled with anxiety as to the fate which awaits loved ones who have gone forth on the great crusade. These are matters of greater concern to you than the price of cheese or of any other product of the farm. Nevertheless we must "carry on" and stand behind those who are at the front, and for that reason it is well to examine the situation and be prepared to make the best of it.

Apart from the general rise in prices one of the first effects of the war on the dairying industry was to cause a

SHORTAGE OF SUPPLY.

One did not have to be very far-seeing to realize that the supply of rennet for cheese making purposes was bound to be interfered with soon after the outbreak of war. Raw rennets from which the extract is made were for many years obtained chiefly in Hungary and Bavaria and latterly in Russia. Needless to say, these sources of supply have completely dried up, and for rennet extract, we must now depend on our own raw material. The stock of rennet extract on hand was sufficient for the season of 1915, but towards the close of that season it became evident that the end of the old supply was in sight.

It is unnecessary for me to refer at any length to the means which have been taken to find a substitute or of the success which has attended the use of pepsin for that purpose. Mr. Barr has given you all the details from time to time in circulars, and in addresses at the conventions relating to the tests and demonstrations at the Finch Dairy Station. It is very gratifying to be able to assure the cheesemakers that the quality of our product has not deteriorated since the use of pepsin became quite general.

With regard to supplies for another year, we have a reasonable assurance that if the cheesemakers will be content with sufficient to carry them a few weeks at a time and not try to stock up for the season that there will be no difficulty about meeting all our requirements. The Department of Agriculture holds as a reserve, in case of actual shortage, a limited supply of Armour's Soluble Powdered Pepsin, which is being sold to cheese factories at cost under certain conditions.

I would add just one word of caution and it is this: that cheesemakers should not under any circumstances use any brand of coagulant unless they know that it has been thoroughly tested by some competent authority. We have made it as plain as possible to all vendors of coagulants or substitutes for rennet that the Dairy Branch is ready to stand between the cheese makers and any irresponsible dealers to see that no inferior article is foisted on the industry, and that we will always be ready to make careful tests of any new coagulant which may be offered for sale, and to take steps to prevent its sale if it proves to be unsatisfactory.

Every effort should be made to help out the situation by saving the stomachs of calves which are slaughtered at the age when their stomachs are useful for this purpose. The local manufacturers of rennet extract are prepared to take all that are offered. As near as I can determine, there is no occasion for alarm over this matter, but we should not neglect any source of supply in sight.

The substitution of pepsin for rennet was effected with so little trouble, and without any of the factories experiencing any real shortage, that it is doubtful if it is generally realized how near the cheese industry was to a serious interruption. Without pepsin 75 per cent of the factories would now be closed.

At the present moment, we are confronted with a

real shortage in

The large tinned sheets used in the manufacture of cheese vats and factory milk cans have always been procured from the United Kingdom. In the interest of the supply of munitions the export of all such material is prohibited, except under license, and has been for some time, with the result that the stock of tinned sheets in Canada has become practically exhausted. The shortage is likely to be rather a serious matter if it cannot be relieved. The Department of Trade and Commerce has, during the past year, been making every effort through the High Commissioner to have the Ministry of Munitions grant a license for the export of a sufficient quantity of these large sheets to meet the requirements of the dairying industry in this country for next season. Last September the writer, as Dairy Commissioner, brought the matter to the attention of Mr. Jas. McGowan, the British member of the Cheese Commission, who on his return to the Old Country was to lay the matter before the Ministry of Food in view of the possibility of interference to some extent with supplies of cheese if some relief were not granted. Mr. McGowan has carried out the suggestion, but he writes that he is doubtful of having any success. I also brought the matter to the attention of Mr. A. J. Mills, of the British and Allied Mission in the United States, and the influence of the Canadian Food Controller has been enlisted. In fact every known means has been resorted to in order to secure a supply of these sheets.

The persistent refusal of the Imperial authorities to release this material is an intimation to us that the situation with regard to steel in the United Kingdom is very serious, and it begins to look as though we may have to do without them. It may be possible to secure sheets of a certain size in the United States, and I understand that some of the sheet metal firms in this country are endeavoring to arrange for the tinning of large medium-sized sheets in this country. In any case, it will be advisable to conserve as far as possible the vats and milk cans which would ordinarily be replaced by new ones. Under these circumstances, no apparatus should be discarded which can possibly be made use of. Some factories may have spare cheese vats, or there may be milk cans not in use. If so, the facts should be advertised so that others in need of these things may know where to get them. This association might open a sort of information bureau for that purpose.

I suppose it would be possible to make a cheese vat out of small tin plate. In the early days of the industry the large sheets were not used. All vats had a seam at the corner all the way round, and the bottom was made of comparatively small pieces, with seams running lengthwise as well as crosswise. The manufacturers will know better than I do if this is feasible.

CONDENSED MILK.

The war has created a very big demand for condensed milk, and some feeling has been aroused over the favorable position of this article as compared with cheese. The complaint from cheese manufacturers and patrons of cheese factories is based on what they consider to have been an unfair competition with the price of cheese held at one level while the price of condensed milk is allowed to boom unrestrainedly. The question is a somewhat local one, and is confined chiefly to those districts where the condensaries are located, but it may not be out of place to discuss it here very briefly.

With regard to the complaints, it seems to me that they are based on a false assumption. In the first place the difference in price is not due to the fact that the price of cheese is limited, but because the demand for condensed milk was so great that no matter how high the price of cheese went, the condensaries would have been able to exceed it, and get the milk just the same.

Of course the obvious reply is that condensed milk should have been dealt with in the same manner that cheese was. That seems reasonable, but there were difficulties in the way, some of them apparent perhaps, others not so well known to the public at large. The trade in condensed milk, in its international aspect, is quite different from that of cheese. The United Kingdom is practically the world's market for cheese. We sell fully 99 per cent of our surplus in that market and New Zealand has no other outlet. Every country with an export cheese trade looks to Old England as her chief if not her only customer

In the case of condensed milk it is quite different. We have been exporting about one-half of our output to the United States, only about one-third to the United Kingdom, and the remainder to some 25 different countries. The difficulties of control are obvious. You may be sure the matter has not been overlooked, for I happen to know that it has been and no doubt is yet, under consideration.

I do not suppose that there is any kick coming from those milk producers who are so fortunately situated as to be able to take advantage of the high price being paid for milk at the condensaries, and it would be a sort of "dog in the manger" policy for the patrons of cheese factories to object, seeing that the control of condensed milk prices would not give them any more for these cheese. It is the owners of cheese factories who are hardest hit, and have a grievance if any one has. There is this to be said, however, if the demand for condensed milk is to be a permanent one, then the passing of the cheese factory in certain districts is a matter of evolution and is bound to be upsetting in some interests as evolution always is. The manufacture of cheese is only a means to an end, that end being the profitable use of milk. If a better means is offered to reach the same end and the right thing to do ordinarily, is to take advantage of it. There is an element of doubt, however, in the present case, for it is more than probable that the demand for condensed milk will fall off after the war, and in that event some of the milk now going to the condensaries will revert to the cheese factory or some other outlet. If that occurs, the disorganization of the cheese factories which is now going on, will be a serious disadvantage.

There is another aspect of the situation which is of importance in the present circumstance, and that is the lack of by-products from condensed milk for stock raising. It is possible that the value of the skim milk and whey is somewhat overlooked when comparing returns for the milk alone. There is still another thing to be considered, and it is this, that when the condensed milk business monopolizes any particular territory the necessity for paying a premium to draw the milk from the cheese factory or the creamery will cease to exist. I am not prepared to say that the milk condensaries will take advantage of such a situation, should it arise, but experience teaches us that it generally happens that way. These are some of the things which should be considered by those who are tempted to desert the old cheese factory.

COLORED CHEESE.

It seems quite probable that as a result of the experience of the past season the making of colored cheese may be discontinued entirely. With the uniform price for both kinds there was certainly no inducement to make colored, although the Commission was glad to get what was offered. According to our records, there were 348,524 boxes of colored cheese as against 1,511,713 of white. I am rather surprised that there were so many.

The war has also interfered with the supply of caustic potash, which is used as the solvent in the best brands of cheese coloring. Caustic potash in pre-war times came from Germany. It is quite possible that some other source may be discovered, if not already, but lacking caustic potash it is necessary to use caustic soda which is inferior, and as I understand it cheese coloring made with soda is only about half the strength of that which is made with potash.

While the authorities in England have been asking for a larger proportion of colored cheese, I have not heard any very serious complaint, and if the coloring of cheese were done away with entirely, I do not think there would be any permanent bad effect on the cheese industry. The present situation seems to afford an opportunity of discarding what has been in reality a useless practice.

CANADA'S CIRCULATION FIGURES.

Canada's per capita circulation at the end of November was estimated by a banker the other day at \$32, against \$23 a year ago, says the Montreal Gazette. It is the highest on record, but considerably below the United States figures.

According to figures compiled by the U. S. Treasury Department, the general stock of money in the United States on January 1 this year amounted to \$6,256,198,271, an increase of \$1,244,152,754, compared with a year ago. The total of money in circulation on the first of the year was \$5,120,424,503, an increase of \$679,432,274 over January 1, 1917.

The per capita circulation, based upon an estimated population of 105,000,000, is placed at \$48.76. For the year the increase in population amounted to 1,712,000, while the per capita circulation figure increased \$5.76

LUMBER, PULP AND PAPER

PROGRESS AT CRABTREE MILLS.

Good progress is being made in the extensions and improvements to the Crabtree Division of the Howard Smith Paper Mills, Limited, and it is the intention of the company to operate this plant on sulphite bonds. It will probably be a couple of months before the mill is ready for operation owing to difficulty in getting machinery from the United States. A new beater room three storeys high has been completed.

CANADA'S "WOOD PILE."

Canada holds the only large forests in the whole British Empire. Australia and New Zealand, and South Africa, have sacrificed most of their original timber to the fire fiend and ruthless exploitation. These facts emphasize Canada's strategic position as containing the only "wood pile" available to the Empire, except those of Russia. Sixty per cent of John Bull's huge timber demand is supplied by the Russian people to-day, for the British Isles provide only one log out of eight actually needed for home use. What part Canada's forests will play in British trade after the war is problematical, but there is no lack of prophets to predict that every square mile of growing timber will double in value under the strain of post-bellum demand from the devastated districts of Europe. Meanwhile Canadian governments can prepare to take full advantage of increasing timber values by thorough fire protection and scientific control of wasteful lumbering.

CANADA'S PAPER EXPORTS.

In the report of the Federal Trade Commission of the United States, it is noted that Canada's rapid progress as a factor in the situation is illustrated by the increase in the proportion of the total supply of the United States imported from that country. Ten years ago Canada furnished but a fraction of 1 per cent of the newsprint used in the United States; in 1909, less than 4 per cent; in 1916, about 30 per cent. The imports from Canada amounted to about 75 per cent of the total Canadian production in the calendar year 1915 and about 78 per cent in 1916. In the latter year Canada's oversea exports amounted to about 53,000 tons, or 9 per cent of the total output, leaving about 81,800 tons or 13 per cent for home consumption.

Fiscal year imports by the United States increased from 54,022 tons in 1911 to 438,746 tons in 1916. Since 1912 the annual increase has not fallen below 50,000 tons, and in two years it has exceeded 100,000 tons. In the fiscal year 1916 these imports were over eight times as large as in 1911. They increased from 368,409 tons in the calendar year 1915 to 468,230 tons in 1916.

WATER PIPES OF PAPER.

The shortage of iron and lead in Germany has led to the invention of paper pipes as conduits for water, oil and gas. Two different processes of making these are employed and they have been submitted to an extensive series of tests. In the process the tubes are made by rolling the sheets of paper around a mandrel of the desired dimensions until the required thickness is obtained, solidifying by means of a suitable adhesive and covering with a layer of a special coating.

These tubes are not appreciably affected by the prolonged action of illuminating gas, and those which were allowed to stand full of water for several weeks did not swell nor exhibit any loss of resistance. They not only weigh far less than pipes of iron or lead—in fact, only from one-sixth to one-tenth as much—but they resist three or four times as much pressure for a given thickness.

The joints are made by slipping sections of other tubes over the ends of the pipes and filling in the spaces by a suitable composition. Unfortunately, the jointed pipes burst at a much lower pressure than do the separate tubes; hence they sometimes give way at joints. Tests of their resistance to exterior pressure give the average considered sufficient to resist the pressure of the earth provided the tubes do not gradually become soft.—Literary Digest.

TIMBER SALES OF NATIONAL FORESTS.

Sales of national forest timber in fiscal year 1917 doubled those of 1916. Amount exceeded 2,000,000,000 feet, valued at more than \$3,715,000.

TO LIMIT NEWSPAPERS TO 16 PAGES.

The Senate, as a committee of the whole, accepted the amendment of Senator Jones of Washington to the printing paper bill, limiting newspapers to 16 pages, 30 days after the approval of the resolution.

INCREASE IN WOOD PULP.

Last year American manufacturers of wood pulp turned out 3,271,310 tons of pulp, converted from 5,226,558 cords of wood, according to forest service. This was an increase of 378,000 tons, or 13 per cent, over two years earlier. Maine still leads as the greatest pulp producing state, although New York is now a close competitor, using 1,100,000 cords of wood against 1,200,000 for Maine. Contrary to general impression, Canada did not furnish the larger part of wood used in manufacture of pulp in the United States, only 700,000 cords being imported.

MANY PUBLICATIONS DIED LAST YEAR.

At least 1,200 publications in the United States and Canada quit publishing during the year 1917. These approximate 925 suspensions and 250 consolidations, each of which, of course, eliminated at least one publication.

The new publications started bring the net decrease for the year to 616.

The principal decrease was furnished by the weekly, daily and semi-weekly papers. The falling off has been general throughout the country.

The forthcoming 1918 American Newspaper Annual and Directory will show that at the close of the year there are 24,252 publications of all kinds in the United States has 22,842.

Of the total number, the Weekly papers showed the greatest falling off during 1917. The daily papers ranked second.—Pulp and Paper Magazine.

FEWER NEWSPAPERS.

For twenty years the number of newspapers and periodicals in the United States has been steadily declining, relatively to population. In the last decade or so the number of daily newspapers has notably decreased. A contemporary reports that, though the population of the fourteen largest cities in Michigan has doubled, the number of daily papers has fallen from forty-two to twenty-three.

No doubt like causes have produced a like effect elsewhere. Quite recently consolidations of dailies in first-class cities have attracted attention. The number of considerable cities with no morning paper and of still bigger places with only one morning paper appears to increase. Within our recollection, five morning papers have disappeared from Chicago, though the population of the city has much more than doubled.

The cause, of course, is the steadily increasing cost of establishing and publishing a newspaper. The investment which formerly would have launched a daily paper in Chicago or New York now hardly suffices for Kalamazoo, and operating costs are so high that a paper must win very substantial support or lose a lot of money.

War has greatly increased operating costs by raising the price of paper, other materials and labor. Probably these war costs have been a governing motive in some recent consolidations. The new revenue law, which not only increases postal charges enormously but provides for a zone system, falls heavily on newspaper profits and will presumably accelerate the movement toward consolidation, sectionalism and elimination.

We should not be surprised if two daily papers in a city with anything less than a hundred thousand inhabitants became the exception rather than the rule. That would give the surviving publisher a lot of political influence, but would tend to a one-sided discussion of public affairs.—Saturday Evening Post.

BROMPTON'S PRESIDENT.

Frank N. McCrea, M.P., President of the Brompton Pulp and Paper Co., has just celebrated his sixty-sixth birthday. He has always been prominently engaged in the lumber business organizing the Sherbrooke Lumber Co., of which he is President, in 1904. He took part in the reorganization of the Brompton Pulp and Paper Co., which took over the Royal Paper Mills Co.'s plant at East Angus, and their vast limits on the St. Francis River in 1907. Mr. McCrea has always taken a prominent part in municipal and public affairs and is a former Mayor of Durham, a former Warden of Drummond County, a former alderman of Sherbrooke, where he has resided since 1901, and has sat in the House of Commons since 1911.

WOOD ALCOHOL AND WAR.

An announcement came from Washington last week that the country's supply of wood alcohol has been taken over by the national Government. The importance of this announcement to the lumber industry will promptly be recognized, and it will undoubtedly be a very material stimulus to the wood chemical industry—a very practical form of conservation of mill and forest waste, although in this connection applying chiefly to hardwoods.

Wood alcohol is a product having a number of important industrial uses, but its greatest importance at the present time rests upon its use in the manufacture of explosives.

It will, of course, be possible very largely to increase the manufacture of wood alcohol in this country if labor and plant equipment are obtainable, and if the established price for it is sufficiently attractive to compete with demands for human effort in other industrial lines.—American Lumberman.

A. C. Hastings, for three years president of American Writing Paper Co., has resigned and will be succeeded by George A. Galliver, general manager and first vice-president.

WOOD ALCOHOL.

The deadly wood alcohol is about as useful an agent as any that results from the distillation process. Manufacturers of films, of shellac, and of celluloid require large quantities. Compounds used in medicine and surgery even have it in their make up. There is an anaesthetic made from it, and it is of consequence in formaldehyde manufacture, the uses for which are of wide scope. The huge annual loss from grain smuts, estimated at from ten to twenty million dollars, is readily controlled by soaking the seed in this material. Grain alcohol is not produced in this manner, but as it is used in large quantities in munition plants it may as well be mentioned here, especially as the sawdust piles of the mills when spruce and pine are sawn ought to be supplying a good deal of this that is at present derived from molasses. The unnecessary use of anything sweet for such a purpose goes against the grain of a people who are denying themselves sugar. One ton of sawdust is capable of yielding from twenty to twenty-five gallons of wood alcohol. This alcohol is also important in making ether, and ether, aside from its value in surgery, when combined with alcohol again, is required in the making of nitro-cellulose. This country used last year forty million gallons of denatured alcohol industrially. It would be interesting to know how many tons of spruce and pine sawdust were thrown into the incinerators of the mills merely to get it out of the way.—Boston Evening Times.

THE KILT IN ITALY. (Southern Lumberman.)

A correspondent in Rome says that an inspiring spectacle is that of British troops passing through small and typical Italian villages—with their tall pointed church belfries standing out against the skyline, while the bells attempt a strange imitation of "God Save the King." The soldiers that excite most attention are killed troops. Many of the villagers have never heard of such a uniform before, and gaze at them in amazement—some even seeming undecided as to whether the stalwart Highland lads are men or women. The British soldiers in Italy are quite overwhelmed with the profusion of flowers they receive—gun carriages, carts and other equipment being smothered with these floral tributes.

The Grand Trunk -- Canada's Pioneer Railway, 66th Anniversary -- A Great National Asset

There is no great institution in Canada to-day more worthy of public sympathy than the Grand Trunk Railway, "the Old Grand Trunk," the pioneer railway of the Dominion. That railway system, for many years an integral part of the business fabric of Canada, is observing this year its sixty-sixth anniversary.

Yet the Grand Trunk is taken more or less as a matter of course. Whatever the psychology of the thing, that is the fact. A railway man, talking of this very thing, said the other day:

"The Grand Trunk, in its relation to the people of this country, is like the old arm chair at home. When a visitor comes in you show the latest piece of furniture in the house, and extol its beauties. But when you are looking for a quiet rest you sit in the old chair. You enjoy its comfort and then you forget all about it until the next time you want to use it. Same thing with the Grand Trunk."

CANADA'S PIONEER LINE.

Seeing that it was practically, if not actually, Canada's pioneer line, the history of the Grand Trunk is the story of early day railroading in the Dominion. One of the most interesting epochs in Canada history is that in which transportation by rail was first mooted and became an active, living reality. During this period many economic changes and improvements were accomplished in Canada. The whole municipal system was thoroughly organized, education was placed in tune with the most approved principles, the feudal tenure in what is now the Province of Quebec, a great barrier to progress, was abolished on equitable principles, representation of the people in Parliament was reformed and extended, civil and criminal laws were revised, amended and coded, reciprocal free trade in natural products was established with the United States, and the canal system perfecting the navigation of the St. Lawrence was completed. In the year 1849, there was in reality only one railway, of 16 miles in length, in the whole country, but a decade after that, there was completed and in operation 1750 miles, of which the main trunk line was that of the present Grand Trunk Railway, by which the inland navigation and trade of the Great Lakes was secured and brought to the Atlantic at Portland, and the ocean navigation of the St. Lawrence at Montreal and Quebec.

In Great Britain the first real railway, the Stockton and Darlington, was constructed and opened for traffic in 1825, but generally speaking, not only in Britain but in parts of Continental Europe, the period from 1840 to 1845 showed the most marked activity in railway construction. Soon afterwards similar projects were mooted for Canada.

In connection with the earlier period, however, it may be recorded that as far back as the year 1832 a charter was granted in Canada for the construction of a line from Laprairie to St. John's (now part of the Grand Trunk system) and this line was opened for traffic in 1836. This particular line was then known as the Champlain and St. Lawrence Railroad but ultimately, through a series of transfers and amalgamations, it became in control and ownership part of the Grand Trunk.

In 1845 the St. Lawrence and Atlantic Railroad Company was chartered to construct a railway from a point opposite Montreal (now Longueuil) to the boundary line between Canada and the State of Vermont. In the charter mention is made that the road is to connect at the boundary line with the Atlantic and St. Lawrence Railroad, to be constructed from Portland in the State of Maine. The Legislature of the State of Maine had, during the session of 1845, previously passed an Act similar in its provisions for a railroad from Portland to the boundary. By the two Acts, the entire line between the St. Lawrence and the seaboard came under the control of these two corporations. The requisite stock was subscribed, and in the spring of 1846 a committee of directors from both companies met and entered into an agreement on the part of their respective corporations with reference to the execution of the surveys, determination of the point of junction of the two roads, and uniformity in the general plans of construction. The surveys and location commenced almost simultaneously at both ends of the joint line.

But the real period during which railway construction in Canada had its serious beginning was from 1853 to 1856 -- and it was during this period the parent stem of the Grand Trunk acquired definite existence and ultimately led to the building up of the

present great system, which has become one of the most important carriers of commerce on the continent.

In the year 1851 an Act of the Province of Canada was passed, the general terms of which approved the idea of a main trunk line of railway throughout the length of the province, and also from the eastern frontier thereof through the provinces of New Brunswick and Nova Scotia to the city and port of Halifax. The next year another Act was passed recognizing the advantages to the province of such main trunk railway being under the management and control of one company, or of as small a number of companies as might be practicable.

In the year 1850 a charter was granted for the construction of a railway to be known as the Quebec and Richmond Railroad, from a point opposite the city of Quebec to Richmond on the line of the St. Lawrence and Atlantic Railroad. This line, which was opened for traffic in 1854, became the means of substantially developing the city of Quebec, which had been without railway facilities of any kind.

In the period previous to 1852 charters were obtained for the construction of several other railways, known respectively as the Grand Trunk Railway of Canada East, the Montreal and Kingston, the Kingston and Toronto, and the Toronto and Guelph -- the latter having power of extension to Sarnia. These several projects were entered into with the ultimate object of union, and as they were to become part of the main trunk line of railway, already referred to, they were amalgamated by Act of Parliament, dated December 18, 1854, under the name of the Grand Trunk Railway of Canada. They were opened for traffic in various sections between 1854 and 1860, the act of incorporation of the Grand Trunk Railway Company of Canada having been passed on November 10, 1852. The section from Montreal to Brockville was opened in 1855, Brockville to Toronto, in 1856. Toronto to Sarnia in 1856, Richmond to Point Levi (opposite Quebec) in 1854, Point Levi to St. Thomas (Montmagny), in 1855, and St. Thomas to Riviere du Loup in 1860.

During the early struggle of the company for existence many materials of construction had to be imported from Britain under conditions very different to those prevailing to-day, and the obstacles to be surmounted were further accentuated by the outbreak of the Crimean war at a time when it was essential to the building of the railway that the company should have the most favorable opportunities for financing the enterprise. As a result of the Crimean war financing became almost impossible, and it was little short of a marvel that with practically no Government assistance the Grand Trunk Railway was pushed through to completion.

NO FEAR REGARDING TRAFFIC.

In the early days there never was any fear as regards the amount of traffic to be obtained from the West, as it was only limited by the carrying capacity of the road, but west-bound traffic from Quebec and Portland was always a source of anxiety, as it was impossible to secure a balance of traffic or equitable return loading.

Business in the country was varied and fluctuating. During certain portions of the year there was all the traffic that the power could handle. At other times the trains ran light. Further, there was the fact that the character of the traffic was such that on portions of the road a certain number of trains were required, even if the business was light, and therefore the relative cost of maintenance was unavoidably high.

Notwithstanding every cause of political and other embarrassment and anxiety the road steadily improved in stability and fully demonstrated the views of its promoters in regard to its necessity and value as a great national highway of communication. However, it soon became apparent that although Sarnia was its nominal western terminus the city of Detroit, 60 miles west of Port Huron (opposite Sarnia), ought to be its real terminus, as that city was then connected with Chicago and the west by several routes. A company was accordingly organized under the name of the Chicago, Detroit and Canada Grand Trunk Junction Railway Company, and this company obtained power from the State of Michigan for the construction of the necessary road. This special authority was necessary, as the Grand Trunk itself held no statutory rights in the United States.

The gauge of the track of this portion was fixed at

four feet, eight and a half inches, which was similar to that of the American lines terminating in Detroit and conformed also to the general American standard. The gauge of the Grand Trunk in Canada had been previously fixed by the promoters and the Government at five feet six inches. The line between Port Huron, and Detroit was constructed by Messrs. Gzowski and Company, who had built the road from Toronto to Sarnia. It was leased by the Grand Trunk for 999 years from the year 1859.

An acquisition of the Grand Trunk in 1858 was the railway from St. Mary's to London, twenty-two miles, which had been chartered in 1856 as an independent concern, called the London and Grand Trunk Junction Railway Company.

As has been stated, the promoters of the Grand Trunk and the Government had decided that the gauge of the railway should be five feet six inches. The difference between it and the American standard subsequently caused inconvenience to traffic, both passenger and freight, to and from the United States, and despite the partial remedy of the third rail on some parts of the line, hampered the movement of international traffic through the necessity of trans-shipment at frontier points. In 1872 the St. Mary's London branch and the line from Sarnia to Buffalo via Stratford were changed from the broad to the standard gauge. In 1873 the line from Stratford to Montreal, 421 miles, was similarly changed, and the balance of the line east of Montreal was changed in 1874. The Montreal and Champlain Railway, south of Montreal, purchased by the Grand Trunk in 1872, was originally constructed of the four feet eight and a half inches gauge and therefore did not require alteration.

If it had not been for the means provided to renew the line as was done in 1872-73-74, that is, to change the gauge and renew the rolling stock, the railway would never have been able to get through the great commercial and industrial crisis of that period, for in addition to the crisis itself there was a rate war waged by all roads running to the seaboard. This war was especially felt by the Grand Trunk, for it was on the transport of through business that the road at that particular time mainly depended for revenue, and the ruinous war was carried on very fiercely against it by some of the American lines.

Various negotiations had taken place from time to time with a view to agreements tending to better relations between the Grand Trunk Railway and the Great Western Railway, which would effect savings in their respective expenses and consolidate their interests respectively, as well as provide more equitable facilities for the public in general. These negotiations, however, were not wholly satisfactory, and it was a source of much satisfaction to both companies when, after much previous discussion between the shareholders of each company and their final approval, the two lines were amalgamated on August 12, 1882, under the provisions of a deed of union dated May 25, 1882. The name of the united companies was fixed as the Grand Trunk Railway of Canada. Through this fusion, 823 miles was added to the Grand Trunk system.

It having been realized that the Grand Trunk could afford better facilities for the development of the territory served by the Northern Railway, and the Hamilton and North-Western Railways respectively, and that expenses could be reduced on certain situations where the Grand Trunk and these lines were mutually interested, these two roads were amalgamated with the Grand Trunk under a deed of union dated January 24th, 1888. This system of railways, which was made up of a number of organizations of original separate corporate existence, embraced the territory between the Georgian Bay and Lake Simcoe points, and Port Dover on Lake Erie via Toronto and Hamilton. The additional mileage thus brought in was 493 miles.

The Midland Railway Company, which was also an aggregation of many individual roads having original separate corporate existence, occupied the triangular extent of territory between the Georgian Bay, Belleville and Toronto. It embraced 473 miles and had been leased to the Grand Trunk in 1884, though finally amalgamated with that company April 1, 1893. The Canada Atlantic Railway, also an aggregation of several organizations with original individual corporate existence, and occupying the territory between the Georgian Bay and Lake Champlain by way of Ottawa and Coteau, was added to the Grand Trunk by amalgamation in 1914. It embraced 466 miles of line, and under an agreement had been in control of the Grand Trunk since 1904. By an agreement dated October 1, 1892, which was confirmed by Act of Parliament of April 1, 1893, several other smaller railways which had been oper-

ated by the Grand Trunk Railway Company, were amalgamated with it and became actual parts of the system.

G. T. R. LINES IN UNITED STATES.

Of the total mileage of the Grand Trunk Railway System, namely, 4,783 miles, 993 miles are in the States of Michigan, Indiana and Illinois. Part of this mileage accrued to it with the amalgamation of the Great Western, that company having had control of the Detroit, Grand Haven and Milwaukee Ry., extending from Detroit, Mich., to Grand Haven, Mich., as well as of a line of car ferry steamers which carried the trains of freight cars across Lake Michigan between the latter point and Milwaukee, Wisconsin. In 1877 the Grand Trunk purchased the stock of the Michigan Air Line, which then extended from Lenox to Romeo, a distance of only 14 miles, and under a contract extended it to Jackson, Mich., in 1884. The whole of this branch is under lease to the Grand Trunk.

The principal line of the Grand Trunk in the western states is that corporation known as the Grand Trunk Western Railway, extending from Port Huron, Mich., to Chicago, Ill., a distance of 334 miles. This line has an interesting history. Previous to the acquisition by lease of certain existing roads and the construction of new ones, which lines were eventually used to form the Chicago and Grand Trunk Railway (the immediate predecessor in name of the Grand Trunk Western) the Grand Trunk's main connection to Chicago was by way of the Michigan Central Road from Detroit. It is safe to say that if the mentioned railroad had not been controlled by the Vanderbilt interests, the Chicago and Grand Trunk Railway would never have been built. The Grand Trunk was quite satisfied with the Michigan Central as its Chicago connection when it was an independent company, but after the Vanderbilt interests acquired control of it the Grand Trunk was kept in a state of disastrous competition in these western states, with low rates, and had actually no security of access to Chicago. It was therefore obliged to devise an entirely independent line.

In the year 1879 the section of the Grand Trunk from Point Levi to Riviere du Loup, 124½ miles, was sold to the Government of Canada, with reservation of running rights between Chaudiere and Point Levi, for the sum of \$1,500,000 in order to make it part of the Intercolonial Railway and thus give the latter access to Quebec.

As traffic developed throughout Canada the delays and inconvenience to the travelling public as well as to shippers of freight in the more congested parts of the system in Canada, necessitated doubling the track on these portions, and a great outlay was involved in this connection. At the present time, out of an aggregate of 4,783 miles in the system, 1065 miles are double-tracked, and with the exception of the St. Clair tunnel and about five miles in the State of Indiana there is a continuous stretch of double track from St. Rosalie, Que., to Chicago, Ill., a distance of 886 miles.

The Grand Trunk possesses on its system four structures known the world over, and has a direct interest in another of equal fame. The first and most important event in the history of the Grand Trunk after it was placed on a firm footing by the Amalgamation Act was the construction of the Victoria Tubular Bridge across the St. Lawrence at Montreal, authorized by Act of Parliament in 1853. The bridge was effected during the year 1854 to 1859 inclusive.

It was, however, only a single track structure. Thirty-seven years after its completion traffic conditions and the consequent demands for heavier and more powerful rolling stock made a renewal necessary, and it was replaced in 1897-98 with double track, modern through steel trusses. The cost of the original bridge was almost \$7,000,000 and that of the reconstruction about \$1,900,000. The original masonry piers and abutments were so substantially built and with such liberal dimensions that they required no additions or alterations to the foundations, and comparatively little extra work in order to adapt them to the new conditions.

THE FORT ERIE BRIDGE.

Another great structure built in the interests of the Grand Trunk was the International Bridge between Fort Erie, Ont., and Buffalo, N.Y. This bridge crosses the Niagara River and is the only one with piers in that stream. It was commenced early in 1870 and opened for traffic in November, 1873.

The cost of the structure was upwards of \$2,000,000. In order to meet increased weights of rolling stock the superstructure was replaced in 1901 by one of a more substantial character at a cost of about \$300,000. Another replacement and re-arrangement, complete in its characteristics, of the portion of the bridge across the Black Rock Harbor or Erie Canal,

took place in 1910-11, by reason of the United States Government requiring an increased width of channel. This was done at a cost of about \$405,000.

One of the most important structures on the Grand Trunk system is the St. Clair tunnel. This tunnel, the first large subaqueous one in America, was constructed under the St. Clair river between Sarnia, Ont., and Port Huron, Mich., in 1883-89-90. It was opened for traffic in September, 1891. The original cost of the tunnel was \$1,460,000, and that of the electrification, including the main tracks in the terminal yards at each end, \$543,000.

ACQUISITION OF CANADA ATLANTIC.

With the acquisition of the Canada Atlantic the Grand Trunk became possessor of another large bridge across the St. Lawrence River, at Coteau, Que. This bridge was originally built in 1889 by the Canada Atlantic Company, at a cost of \$1,264,000, but the superstructure was replaced in 1910 by the Grand Trunk Company with a type of steel trusses of much greater capacity than the original. The cost of this replacement was \$510,000.

As nothing intensifies a truth so much as setting it in the shadow of its opposite, facilities in transportation furnished by the Grand Trunk in the early days, good as they were for the time, may well be contrasted with those enjoyed by travellers and shippers of to-day. Rails have gone through every conceivable change in shape, weight, length, material, joint and process of manufacture from the small and apparently crude rule of thumb design in iron to the scientific proportioned heavy shape of the modern standards in steel.

Freight cars and trains are now of largely increased capacity and these in turn required the use of more powerful locomotives, which consequently involved the renewal from time to time with improved design and on a stronger basis, of the bridge structures.

Sleeping cars of any kind were unknown in Canada until the sixties and it was not until 1870 that the Pullman Company began to operate sleeping cars on the Grand Trunk. Short coaches with small four-wheeled trucks, hand system of braking, pin and link couplings, uncomfortable seating and upholstery, crude systems of heating and various other now objectionable features have given to commodious day coaches with every conceivable appointment in construction and convenience tending to the comfort of passengers. These general statements of facts connected with some of the features of the early days by no means belittle the knowledge of the great promoters and constructors of the Grand Trunk. As compared with men of to-day, they had lesser advantages for scientific training and fewer opportunities of working from precedent, yet it is a fact that much of what is in practice on the modern road was known in principle to these men. It will easily be realized that the Grand Trunk became early the backbone and frame work of the country, the arterial communication between the Atlantic and the West. Its system has been the greatest contributor to the development of Canada and the enormous amount of through traffic carried over its line from the Western States to the Eastern has proved an additional benefit to such development, by reason of increased train service through Canada, with all that means for the public benefit.

LARGE THROUGH TRAFFIC.

This large amount of through traffic has been the means of the enlargement of divisional point facilities in Canada as well as of additional work shops, increase in administration staff, clerical help, artisans, train crews, track forces, etc. It has also fostered trade by the purchase of materials locally for the enterprise where such could be done advantageously throughout the country. The total capital employed in the construction of the Grand Trunk Railway by British investors has been provided at a very low cost to the company and to its straightforward and honorable dealings since its inception, through the many adverse conditions encountered is largely due its ability to carry out its obligations to the public. The management had ever not only the comfort and convenience of its patrons in mind with all that that involved in cost, but it held on tenaciously through many times of stress in the hopes of earning a good return for those who had invested in it and had faith in its ultimate success.

The people of Canada should be aware that they have had the full benefit of a comprehensive as well as a through line of communication in the Grand Trunk, without any cost to them, with the exception of a grant of \$500,000 towards the reconstruction of the Victoria Bridge, \$350,000 to the construction of the St. Clair Tunnel and a loan of three million pounds made in the early days, that is, in 1853, which loan was for the object of putting the road in an advantageous condition and rendering partial assistance to

the line towards Portland, a line so essential to Canada in the winter months when the navigation of the St. Lawrence was closed by ice. But the railway company has left nothing undone in regard to shipping facilities in the harbor of Montreal during the season of navigation. One of the greatest elevators in Canada has been erected there by the company and the trackage arrangements in connection therewith are all conducive to the convenience of handling the shipments.

STEADFASTNESS OF SHAREHOLDERS.

It is a tribute to the shareholders and bondholders who stood by the undertaking in the early stages to say that they continued to put more and more of their money into it. For sixty-six years without intermission the company has paid its bond interest and fixed charges but only a small return has been made to the British shareholders on the money invested by them, money which has been of immense benefit in the upbuilding of Canada.

From all that the company has done in the past and is doing now towards the advance of the country to nationhood it is only fair and reasonable that returns commensurate with the original outlay and the present high cost of materials and labor should now be received and that when rates are established by those who have authority to do so they should be in keeping with every element entering into original cost and present cost of operation and maintenance.

In this article the history of the Grand Trunk has been briefly given. It must not be forgotten that the "old armchair" is still making history. It is generally recognized that never in the course of its history has the Grand Trunk ever enjoyed a more practical and efficient management than at the present time.

The greatest traffic that has ever passed over its system is now being handled and ample evidence exists to prove that the task is being carried out in a more expeditious and efficient manner than on similar American trunk lines running to the seaboard.

Commenting on the negotiations with Japan over the question of contracts for American steel plates, the "Syren and Shipping," London, says:—"The reason given is that Japan wishes to release old vessels for the service of the Allies, and the United States—which is handling the bargain—refuses to accept vessels of more than ten years of age. The whole business is rather a mystery on this side. The vessels are Allies want for the Transatlantic service must have a certain speed for safety's sake, and we fancy we are right in saying that Japan has not got 400,000 tons of that speed of more than ten years of age. Slow vessels are only food for submarines. Japan has made a huge fortune out of the war, and she may fairly be expected to meet the Allies' wishes and necessities, the more so as the stoppage of ship-building supplies, which the announcement from Tokyo portends, will mean a cessation of work in her yards."

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COMMODITY MARKETS

Week's Wholesale Review

Bradstreet's Montreal Weekly Trade Report, January 19th, 1918. The heavy snow storms all over the country, has made this city, more or less snow-bound during the past week. Travellers have not been able to make much progress, in the first trip of the New Year. The food controller has as a war measure, the curtailment of the number of calls made by commercial travellers upon the retail grocery trade, opinions favor once a week call in cities and fewer calls in the country, in order to reduce the high cost of food products.

Since September last the prices of refined sugars have been gradually declining, a further decline of ten cents per hundred pounds being noted this week. Notwithstanding the increasing sales of margarine, there is a good demand for butter, and under lighter supplies prices have further advanced. Laundry soaps have advanced about sixty cents per box, and package lye sixty-five cents per box. Self raising flour shows a slight decline. There is an active demand for spring wheat grades of flour for both local and country account, millers are largely oversold on all grades of mill-feed.

The egg trade has been very active, and as supplies are limited, holders were asking higher prices. Dressed poultry is scarce and high prices are realized on all offerings. Small supplies of potatoes are coming forward, and as quantities held here, are limited, holders are asking more money.

Canadian life insurance companies, had a record year during 1917. The retail trade during the past week was not so active, due no doubt to the inclement weather. Remittances are good, but city collections are slow.

LIVE STOCK.

MONTREAL.—The receipts of livestock in Montreal last week amounted to 1,050 cattle, 2,300 sheep and lambs, 1,025 hogs, and 150 calves. As the supply of cattle was insufficient for the trade—due to bad weather and transportation difficulties—the undertone of the market became very strong. The supply of sheep and lambs was unusually large for the time of the year, but as buyers who were unable to secure cattle bought small meats, the tone became strong, and prices scored an advance of 50c per 100 lbs. The market for calves was very firm in tone, and there was a good demand for all offerings.

We quote Montreal prices as follows:

Steers, per 100 lbs.—		
Choice	\$12.50	\$13.00
Good	12.00	12.25
Fairly good	11.50	11.75
Fair	11.00	11.25
Light steers	10.50	10.75
Common	9.00	10.00
Butchers' bulls—		
Choice	10.00	10.50
Good	9.50	9.75
Medium	9.00	9.25
Common	7.50	8.50
Butchers' cows—		
Choice heavy	10.50	11.00
Good	10.00	10.25
Medium	9.50	9.75
Light weights	8.50	9.00
Canners' cattle—		
Bulls	7.00	8.00
Cows	6.00	7.00
Sheep, per 100 lbs.—		
Ewes	12.50	13.00
Bucks and culls	11.50	12.00
Ontario lambs	16.50	17.00
Quebec lambs	15.50	16.00
Calves, per 100 lbs.—		
Choice milk-fed stocks	14.00	15.00
Good milk-fed stock	12.00	13.00
Grass-fed calves	6.00	10.00
Hogs, per 100 lbs.—		
Selected lots	19.25	19.75
Sows	16.25	16.75
Stags	12.50	14.50

PROVISIONS.

Owing to the limited supplies coming forward which is due to the scarcity of stock throughout the country, the stormy weather and congested railway traffic, the undertone of the hog market continues very strong. In Toronto prices for live hogs have advanced 75c per 100 lbs., with sales on Thursday at \$20 per 100 lbs. weighed off cars. The trade on spot has been quiet with sales of odd small lots of selected stock at \$19.50 to \$20 per 100 lbs. weighed off cars. The tone of the market for dressed hogs has also been very strong and prices during the week were marked up \$1 per 100 lbs. The demand has been only for small lots to meet actual wants on account of the fact that the high prices now ruling have curtailed the consumption to some extent. Sales of abattoir fresh-killed stock in a wholesale jobbing way were made at \$27.50 to \$28, and country dressed light weight at \$25.75 to \$26.25 per 100 lbs.

There is nothing to record of the market of smoked and cured meats, the supplies on hand being sufficient to meet all demands; prices remain unchanged. There is a strong undertone in the market for lard, caused by the scarcity of this commodity but prices remain unchanged:

Hams:—		Per lb.
Smoked Hams, 8-10 lbs.	0.31	0.32
Do., 12-15 lbs.	0.30	0.31
Do., over 25 lbs.	0.29	0.30
Bacon:—		
Breakfast	0.40	0.41
Windsor Bacon, selected	0.42	0.43
Windsor Bacon, boneless	0.44	0.45
Pure Lard:—		
20 lbs. pails	0.27½	0.28
Compound Lard (Western Grades):—		
Tubs	0.25	0.26

COUNTRY PRODUCE.

BUTTER.

The receipts of butter for the week ending January 19, 1918, were 1,242 packages, which shows a decrease of 1,328 packages as compared with the previous week, and a decrease of 209 packages with the same week last year, while the total receipts since May 1st to date show a decrease of 146,438 packages as compared with the corresponding period last year.

Receipts of butter continue rather small, and as the demand is good, a stronger feeling developed in the market, and prices increased 1c per lb. in a wholesale way, and 1c to 1½c in a jobbing way. A fair amount of business was done.

We quote wholesale prices as follows:

Finest Sept. and Oct. creamery	0.46½	\$0.47
Fine Sept. and Oct. creamery	0.45½	0.46
Current receipts, creamery	0.44½	0.45
Finest dairy	0.38	0.39

CHEESE.

The receipts of cheese for the week ending January 19th, 1918, were 1,410 boxes, which show a decrease of 197 boxes as compared with the previous week, and a decrease of 3,159 boxes with the same week last year, while the total receipts since May 1st, 1917, to date show a decrease of 395,559 boxes as compared with the corresponding period last year. Of the total receipts for this week a year ago there were 2,365 boxes received from the United States as against nil this year. There is nothing to report in the cheese market, receipts continue small, as is usual at this time of the year.

The Commission is paying the following prices:

No. 1 cheese	21¼c
No. 2 cheese	21¼c
No. 3 cheese	20¾c

EGGS.

The receipts for the week ending January 19th, 1918, were 1,913 cases, as compared with 1,232 for the previous one, and 563 for the same week last year. The total receipts since May 1st, 1917, to date were 304,420 cases, as against 627,751 for the corresponding period last year. The market for storage eggs developed a very strong feeling due to the fact that supplies of fresh gathered eggs were delayed in shipment by the stormy weather. As the extreme cold in the west has materially affected laying, and as the embargo is still on, shipments from the United States prices may be expected to go still higher.

We quote current prices as follows:

Strictly new laid eggs	0.70
Fresh eggs	\$0.58
Fall fresh eggs	0.52
Selected cold storage	0.48
No. 1 cold storage	0.45

POULTRY.

Supplies of dressed poultry from the interior continue small, and as the demand has been steady, a very firm feeling prevails in the market. Good chickens show an advance in price of 2c to 3c per lb. as compared with the previous week. Prices of live poultry scored a sharp advance.

We quote prices as follows:

Turkeys, per lb.	0.34	0.35
Chickens, per lb.	0.25	0.29
Fowl, per lb.	0.19	0.23
Ducks, per lb.	0.26	0.27
Geese, per lb.	0.22	0.23
Live chickens, per lb.	0.24	0.28
Live ducks, per lb.	0.32	0.33
Live geese, per lb.	0.24	0.25

LOCAL FLOUR.

The tone of the market remains firm although only a moderate amount of business is passing. Owing to the difficulties of getting supplies due to lack of transportation millers have in some cases had to close down their mills for many days a week in order to keep operating. The volume of business in spring wheat flour has been small, due to the fact that millers have so many unfilled orders on hand that they have withdrawn their travellers from the road as it is useless for them to accept new orders. Stocks of flour in transit and on spot are fair. The trade in winter wheat flour has continued quiet but prices are firmly maintained.

MILLFEED.

The market for millfeed remains unchanged. There is a steady demand but as some of the mills are closed down supplies are not large and buyers in some cases find it impossible to fill orders. Prices are firm.

ROLLED OATS.

The scarcity of desirable grades of oats for milling purposes has developed a very strong tone in the market although there has been no change in the price of bulk oats, but family size in cases have advanced 85c per case to \$5.65, and the regular size 25c to \$2, while standard grades in broken lots are selling at \$5.30 per bag of 90 lbs., in jute, and at \$4.77½ per bag of 80 lbs., in cotton, delivered to the trade.

We quote current prices as follows:

Flour:		per barrel.
First patents	11.60	
Second patents	11.10	
Strong clears	10.90	
Cereals:		
Rolled oats, 90 lb. bag	5.30	
Feed:		per ton.
Bran	35.00	
Shorts	40.00	
Middlings	48.00	50.00
Moullie, pure grain grades	61.00	63.00
Moullie, mixed	56.00	58.00

LOCAL GRAIN.

The condition of the local market for cash oats has been strong during the week, prices scoring 3½c to 4c per bushel over those for the previous week. There was little change in the Winnipeg option market, and the changes here are ascribed to the limited supplies on spot and the difficulty getting supplies forward with railway traffic so congested. The demand from local buyers for all offerings has been keen and sales have been made at the highest prices in the history of the trade. On Saturday the market closed strong with car lots of No. 3 Canadian western quoted at 99c, tough No. 3 C.W. at 97c, No. 1 feed at 96¼c, and No. 2 feed at 93¼c per bushel, ex-store. Early in the week sales of round lots of No. 3 Canadian western, amounting to 25,000 bushels, were made at 96¼c, and 15,000 No. 1 feed at 93¼c, ex-store. The only other business transacted during the week was a sale of 20,000 bushels of choice Ontario malting barley at \$1.56 per bush, ex-track, which figure showed an advance of 8c per bushel.

over the previous sale, and there were sales of some round lots of Manitoba No. 3 barley for export account at \$1.61 per bushel, f.o.b. steamer, St. John, N.B.

Fluctuations in grain on Saturday at Winnipeg were:

	per bushel.
Oats:	
No. 2 C. W.	0.88%
Do., No. 3 C. W.	0.83%
Do., Extra No. 1 feed	0.79%
Do., No. 2 feed	0.76%
Barley:	
No. 3 C. W.	1.46
No. 4 C. W.	1.41
Rejected and Feed	1.21
Flax:	
No. 1 N. W. C.	3.15
No. 2 C. W.	3.09

RECEIPTS OF BUTTER AND CHEESE.

The following table shows the receipts of butter and cheese in Montreal for the week ended January 19th, 1918, with comparisons:

	Butter, pkgs.	Cheese, pkgs.
Week ending Jan. 19, 1918	1,242	1,410
Week ending Jan. 12, 1918	2,570	1,607
Week ending Jan. 20, 1917	1,451	4,369
Total receipts May 1, 1917, to Jan. 19, 1918	349,041	1,826,261
Total receipts, May 1, 1916, to Jan. 20, 1917	495,479	2,221,820

RECEIPTS OF GRAIN AND FLOUR.

The receipts of grain and flour in Montreal for the week ending January 19th were:

Wheat, bushels	92,342
Oats	54,245
Barley, bushels	12,486
Corn	1,000
Flax	2,356
Flour, sacks	8,393
Hay, bales	25,822
Straw, bales	1,160

RECEIPTS OF GRAIN IN WINNIPEG.

The receipts of grain in Winnipeg for the week ending January 10th, and the week previous were:

	W'k end. Jan. 10.	W'k end. Jan. 17.	S'e date last y'r.
No. 1 Northern	871	592	....
No. 2 Northern	461	325	....
No. 3 Northern	287	249	....
No. 4 Wheat	119	104	....
No. 5 Wheat	88	97	....
No. 6 Wheat	73	56	....
Feed Wheat	25	21	....
Rejected	57	41	....
No. Grade	77	70	....
Totals	2,136	1,555	1,885
Oats	732	689	622
Barley	183	161	83
Flax	112	63	83

LOCAL STOCKS OF GRAIN IN STORE.

The following table shows the stocks of grain and flour in store in Montreal on the dates mentioned:

	Jan. 19, 1918.	Jan. 12, 1918.	Jan. 20, 1917.
Wheat, bushels	2,822,652	4,250,872	731,615
Corn, bushels	17,927	17,292	14,991
Peas, bushels .....	.....	.....	2,466
Oats, bushels	508,168	553,042	4,609,229
Barley, bushels	60,923	66,850	147,567
Rye, bushels	19,494	20,715	11,568
Buckwheat, bushels	31,485	28,990	7,731
Flour, sacks	36,822	35,848	26,634

N.S. FRUIT GROWERS MEET.

D. Johnson, Dominion Fruit Commissioner, was the principal speaker at the fifty-fourth annual meeting of the Nova Scotia Fruit Growers, being held at Kentville, last week. Mr. Johnson urged the growers to exert every effort for the big crop in 1918, and assured them that the Food Controller was putting on a big campaign for the increased use of fruits and vegetables in Canada.

President W. S. Blair said that the total production of apples in Nova Scotia during the past season was 700,000 barrels.

RECORD PRICE PAID FOR CAR OF WHEAT.

Wainwright, Alberta, holds another record, this time not only for Western Canada, but for the entire Dominion. Here it is: \$2,571.25 for a single carload of wheat. This wheat brought the top market price set by the Government of \$2.21 per bushel.

The grain was produced in the farm of R. Aykroyd, one and one-half miles north of Wainwright on the Grand Trunk Pacific, and was shipped to Port Arthur. The total sum named in the cheque allowed for the deduction of \$124 freight charges. Previous to this transaction the highest price paid for No. 1 Northern was, according to the "Winnipeg Free Press," \$3,400 for a single car shipped from Winnipeg to Port Arthur.

OLEO AFTER THE WAR.

With the passing of several resolutions, the 51st convention of the Western Ontario Dairymen's Association closed on Thursday, after four days' session. The main resolution follows:

"This association believes it to be in the best interests of both producers and consumers of dairy products to immediately upon the conclusion of the war rescind the present Federal Order-in-Council which allows, as a war measure, the importation, manufacture and sale of oleomargarine in Canada, and respectfully petitions the Federal Government, through the Federal Minister of Agriculture, to put in force the restrictions against oleo-margarine as they appear in the Dairy Industry Act."

A motion was also passed to the effect that the association was heartily in favor of the system of butter grading put in force by the Government last year.

CHANGES IN REGULATIONS AFFECTING THE IMPORTATION OF WOOL.

The War Trade Board, Washington, has issued the following announcement:

The War Trade Board, after due consideration, has decided to supersede its regulations of December 15, 1917, affecting the importation of wool and dealings in foreign and domestic wool and to promulgate in their place and stead certain other regulations effective as of January 14, 1918. Pursuant to such decision, the War Trade Board hereby withdraws the said regulations of December 15, 1917, and in their place and stead promulgates the following regulations, effective on and after January 14, 1918.

First. All importers of wool will sign before the delivery or release of any imported wool to them, an agreement or guarantee containing, among other things, provisions in substantially the following form:

That the United States Government shall have, and is hereby granted, an option to purchase at the price and on the terms hereinafter set forth all or any part of the wool covered by this Guarantee for ten (10) days after Custom House Entry thereof; and thereafter to purchase such portion thereof as shall be at any time unsold by the importer until the whole amount thereof has been sold. In the event of the exercise of such option, the basis of price to be paid for the wool shall be equivalent to five (5) per cent less than the basis of price of July 30, 1917, for similar wool as established by the Valuation Committee of the Boston Wool Trade Association, the actual price of each lot to be determined by a Committee appointed jointly by the Wool Trade and the United States Government. This option shall not apply to any wool purchased abroad before December 15, 1917.

That the importer will neither export any merchandise in Class A or Class B of domestic or foreign origin, as hereinafter described, nor transfer ownership or control thereof to or for the benefit of any person or persons outside the United States without first obtaining an export license from, or the consent of, the War Trade Board.

That the importer will not sell to any person or persons, in the United States any merchandise in Class A of domestic or foreign origin as hereinafter described without first obtaining the purchaser's agreement, in form satisfactory to the War Trade Board, and the consent thereof of the War Trade Board, which consent is to be applied for through the Textile Alliance, Inc.

Empire Cotton Mills Welland, Ontario Limited

Manufacturers of
Textiles, Sail Duck, Bag Cloths
and
Seamless Bags

Write for Quotations

That the importer will not sell or deliver to any person or persons in the United States any merchandise in Class B. of domestic or foreign origin as hereinafter described, without rendering to the purchaser at or prior to the time the merchandise is shipped or delivered, a written invoice thereof containing the following conditions to be fulfilled by such purchaser.

That the purchaser will neither export such merchandise nor transfer ownership or control thereof to or for the benefit of any person or persons outside the United States without first obtaining an export license from, or the consent of, the War Trade Board.

That the purchaser will report through the Textile Alliance, Inc., to the War Trade Board at the end of each month all sales of such merchandise.

That the purchaser will not resell such merchandise to purchasers in the United States excepting under the same conditions.

Description of Class A. and Class B. merchandise:

Class A.:

- Wool.
- Animal hair suitable for spinning or weaving.
- Tops of wool or of animal hair.
- Wooled skins.
- Skins of sheep or of goats or of lambs or of kids bearing hair suitable for spinning or weaving.

Class B.:

- Noils of wool or of animal hair.
- Yarn of wool or of animal hair.
- Waste of wool or of animal hair.
- Animal hair unsuitable for spinning or weaving.
- Woolen rags.
- Jute wrappings or coverings when received as wrappings or coverings of merchandise listed in class A. or Class B. above.

Second. Purchasers of Class A. merchandise from importers will sign an agreement or guarantee containing, among other things, all of the provisions above set forth, with the exception of the provision giving an option of purchase to the United States Government.

VANCE C. McCORMICK,
Chairman.

THE YIELD AND VALUE OF PEANUTS.

The yield of peanuts in 1917 totalled 60,222,000 bushels against 35,324,500 bushels in 1916. The farm value of the crop as of December 1, 1917, was \$105,950,000, as compared with \$42,462,000 for December 1, 1916.

CANADA LEADS IN WHEAT YIELD.

"Canada leads the world in production of wheat per capita," said Dr. C. A. Zavitz at the opening session of the Western Ontario Dairymen's Convention last week. "Our production is seventy and a half bushels per head of population. Argentina, which ranks next in this respect, produces fifty-six and a third bushels per capita, and the United States forty-five and a third. Canada's exportable surplus of wheat is six times that of the United States."

DECREASE IN BUTTER, EGGS, MUTTON, CHEESE AND BEEF IN STORAGE.

Ottawa, January 16.

Decreases in the amount of eggs, butter, mutton, cheese and beef in cold storage on January 1, as compared with December 1, 1917, are shown in the monthly report of the Acting Commissioner of Labor, re Cost of Living, Mr. W. F. O'Connor. On the other hand, there were on January 1 larger amounts of pork, bacon, fish, etc., in cold storage. The statement includes reports of companies holding about ninety-nine per cent of the cold storage space available in Canada.

"It is to be expected," says the report, "that the holdings on January 1 of butter, cheese, and eggs particularly, should show a decrease. By the first of March the cold storage companies expect that these commodities will be almost cleared, except for current trade."

The quantities on hand on January 1, 1918, and December 1, 1917, were as follow:

	Jan. 1.	Dec. 1.
Eggs, doz.	4,144,490	6,819,169
Butter, lbs.	11,273,627	15,414,154
Cheese, lbs.	12,374,985	15,809,639
Beef, fresh and pickled, lbs.	43,335,952	48,093,680
Pork, fresh and pickled, lbs.	22,623,378	21,086,221
Bacon and ham and smoked meats, lbs.	15,086,828	10,971,611
Mutton and lamb, lbs.	3,963,483	3,670,444
Fish, lbs.	19,419,984	12,871,275
Poultry, all varieties, lbs.	3,369,307	2,216,236

The following statement shows the distribution of the total quantities of each of such commodities in store January 1, 1918, reported according to established districts:

	Maritime Provinces, Quebec	Ontario (Minus Toronto, Toronto)
Butter	164,910	3,824,360
Eggs, doz.	157,105	1,940,019
Cheese	116,344	7,124,850
Beef, fresh and pickled	502,605	6,323,477
Pork, fresh and pickled	255,637	588,692
Ham, bacon and smoked meat	611,428	2,862,557
Mutton & lamb	861,303	406,922
Fish, all varieties	4,772,556	351,740
Poultry	6,822	602,462
	Manitoba, Alta. & Sask.	B.C.
Butter	1,633,170	1,548,978
Eggs, doz.	781,425	639,701
Cheese	567,257	806,391
Beef, fresh and pickled	7,464,764	12,184,468
Pork, fresh and pickled	2,143,297	5,975,689
Ham, bacon and smoked meats	788,320	252,184
Mutton and lamb	419,082	523,824
Fish, all varieties	842,922	687,913
Poultry	140,262	488,830

The holdings of the firms reporting quantities of food on hand January 1st, 1918, who also have reported for January 1st, 1917, show the following comparisons:

	Jan. 1, 1917.	Jan. 1, 1918.	Increase.
Butter	9,071,898	10,150,893	12 p.c.
Cheese	6,434,147	10,949,815	70 p.c.
Eggs	1,437,980	2,131,527	48 p.c.
Beef	34,523,933	36,509,668	6 p.c.
Pork	20,697,196	22,402,360	8 1-3 p.c.
Bacon and ham	13,842,913	12,774,918	*8 p.c.
Mutton and lamb	4,743,736	3,817,395	*19 p.c.
Fish	12,711,583	14,465,217	14 p.c.

* Decrease.

MORE FIRMS REPORTING.

The number of firms reporting comparative figures for both years has greatly increased. In the beginning of the investigation companies holding only about 60 per cent of the cold storage space of Canada were unable to report their holdings as on the first day of the month of the previous year. Beginning with January 1st almost all the cold storage companies have supplied comparative figures for January 1st, 1917.

Cheese shows a very remarkable increase, due to the large decrease in the quantity exported in December,

1917, as compared with December, 1916. Those increased holdings are chiefly in Montreal.

The increased holdings of eggs are also shown in Montreal, Toronto and Winnipeg.

The increase of quantities of food held in storage in Canada does not necessarily mean that there is a greater quantity of foods in Canada, but that it is being concentrated more in the hands of cold storage companies.

U. S. PAPER CONTROL BILL DEFEATED.

After five hours of acrimonious debate, during which Senator King, Democrat, of Utah, arraigned the Democratic party in Congress for "projecting heresies and isms," that, he warned, are apt to stiffle the country's huge industries, the Senate, on Wednesday last, defeated the resolution offered by Senator Smith of Arizona, to put the news-print product of the country under control of the Federal Trade Commission. The vote was 36 to 32.

NO LIMIT TO PAPERS' SIZE.

In the vote that killed the resolution fifteen Democrats and twenty-one Republicans voted against, while twenty-five Democrats and seven Republicans voted in favor.

While the resolution was under debate in Committee of the Whole, an amendment was offered by Senator Jones of Washington to limit the size of newspapers during war time to sixteen pages. This was carried by viva voce vote, but later the Senate, as an evidence that it did not take the amendment seriously, defeated it by a vote of 53 to 4.

THE FOOD VALUE OF CHOCOLATE AND COCOA.

There are two articles that are usually thought of and sold as candy that have a very definite food value and the consumption of which we would encourage, provided that they are unsweetened or a minimum amount of sugar is used in preparing them. These articles are chocolate and cocoa. Linnaeus, the great botanist called the tree which produces the chocolate bean "Theobroma, the food of the gods." It is indigenous in Ceylon, Cuba, West Indies, Central America, Philippines, Paraguay, Mexico and Samoa. Chocolate is prepared by separating the chocolate bean from its enveloping skin, desiccating it and compressing it into the chocolate cakes or slabs of commerce. In this form it retains a large portion of the natural oil with which the bean is supplied by the chemistry of nature. Cocoa is simply the residue of chocolate after a certain percentage of oil has been extracted. The removal of this oil makes the cocoa a much better food than chocolate as is shown by the following comparison taken from an article by B. K. Wilbur, M.D., in the October number of "Candy and Ice Cream."

	Per Cent.				
	Protein.	Water.	Fat.	Carbo-hydrates.	Ash.
Chocolate	12.9	5.9	48.7	30.3	2.2
Cocoa	21.6	4.6	23.9	37.7	7.2

In this article it is stated that ten cents' worth of beefsteak contains 282 calories while ten cents' worth of sweet chocolate furnishes 787 calories. A glass of milk, weighing eight ounces, contains about 60 calories while four ounces of sweet chocolate contains 738 calories. Those who find it necessary from time to time to take a hasty lunch know that a cake of chocolate reinforced by a cracker or two is the equivalent of a full meal. It not only satisfies the appetite but provides the energy and strength that are needed for the hardest work. Combined with a little corn starch to give it coherency chocolate is the emergency ration for both the German and the French armies. Many Americans who are in the habit of taking long walks find that a moderate lunch of chocolate and water is a great improvement upon a meal that gives them a greater sense of repletion but has less food value. There is no present scarcity of chocolate. The world's supply seems adequate to satisfy any demand that may be made upon it. Chocolate is condensed food and the increase in ocean freights adds but little to its cost. We are inclined to believe that those candy manufacturers that will direct their energies towards increasing the consumption of unsweetened or slightly sweetened chocolate in the world will be able to build up a substantial business that would offset the decreased use of candy that they ought to encourage as a war duty.—Finance and Commerce.

MORE HOGS FOR MANITOBA.

Mr. J. H. Evans, Deputy Minister of Agriculture for Manitoba has estimated that the hog production of the province this year will be increased by 250,000 animals, as a result of the campaign for increased production of swine.

CANADA'S DAIRY OUTPUT.

The annual report of the Department of Labor, shows that during the last fiscal year the quantity of butter exported was 1,228,753 pounds, valued at \$309,046. During the previous year the quantity exported was 7,990,453 pounds, valued at \$2,491,922. Cheese was exported to the amount of 180,733,426 pounds, valued at \$36,721,136.

"The aggregate value of butter, cheese, condensed milk, fresh cream, exported from Canada during the year amounted," says the report, "to the fine total of \$41,367,705, a sum which is \$10,000,000 in excess of any previous year. If to do this we add the value of milk, butter and cheese consumed at home, a reasonable estimate of which would be \$140,000,000, we arrive at a total production of \$181,367,705.

"The foregoing figures present an unmistakable form of convincing illustration of the argument that the best spur to increased production is found in high prices."

GOVERNMENT FIXES RETAIL FEED PRICES.

Ottawa, January 20.

In order to prevent retail dealers taking advantage of the scarcity of bran and shorts to exact excessive profits over the prices fixed by the Food Controller, the latter has ordered that the retail price of bran and shorts, where cash is paid, must not exceed by more than ten cents per bag the cost f.o.b. track at the dealer's station. In cases where purchasers take delivery direct from the car the profit has been limited to a maximum of five cents per bag. An extra charge may be made where credit is given and the bran and shorts delivered from the dealer's store, but this amount must be only a reasonable charge, representing the consideration of such services.

When the miller sells at the mill in less than carload lots he is not permitted to add more than five cents per bag of 100 lbs. to the price at which he is permitted to sell under the Food Controller's order of December 17th, 1917. When the purchaser brings bags to the mill to be filled the miller must not add more than \$2.00 per ton to the price at which he is permitted to sell under the order of December 17th. In effect the miller must not charge more than the fixed Fort William bulk prices, or minus freight to or from Fort William, and in addition \$2.00 per ton as retail charges. For example, suppose that at a point in eastern Canada the freight from Fort William is \$4.20 per ton. In this case the selling price for bran per ton, when the purchaser supplies the bags, would be \$24.50 plus \$4.20 plus \$2.00, a total of \$30.70. The order applies to all millers and dealers in Canada.

While this action has been taken in order to render available to the farmer all supplies of bran and shorts at the lowest possible cost, the amount obtainable is very limited, and farmers must depend mainly upon other feeding stuffs. Prices for livestock are such that, despite the high cost of coarse grains, it is profitable to feed them to food animals.

The Food Controller has taken measures to reserve for the farmer of the Dominion all by-products of grain elevators that are available for stock feed and also feed wheat, bran and shorts, and all such mill feeds. Applications for licenses to export 6,640 tons of bran, shorts and millfeeds have been refused. Indeed, the saving has been very much greater, because the mills were definitely informed that licenses would not be issued for the exportation of such products. Feed wheat has all been retained in Canada, and more than 2,850 tons of screenings have also been made which will keep the exportation of oats, barley and other feeds to a minimum, except for shipments overseas by the allied nations.

The Food Controller has been in constant communication with the authorities at Washington, with a view to expediting shipments of corn into this country for feeding purposes. Arrangements have been made for its entry as soon as means of transportation have been provided.