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The Quebec Problem

HERE really is no new problem in Quebec, although some of our writers and speakers treat the situation as a new one. Recent events have made it particularly acute, but the problem is older than the Confederation itself. Indeed one of the reasons for the Confederation Act of 1867 was an expectation that it would create new conditions in which the old problem would disappear. The foundation of the problem was the fact that a very large part of the population of the Province of Canada was of French origin, a people of many high virtues, yet of a different mentality from that of the English majority. That difference brought about frequent conflict of opinion and policy between what were then spoken of as Upper and Lower Canada. The union of the two Provinces, as recommended by Lord Durham's Report, while beneficial in some respects, had not brought all the happiness hoped for. The difference in thought between the English and French manifested itself in the affairs of government of the United Province and was the main cause of a condition of little less than political chaos that existed in Canada in the period immediately preceding the formation of the Confederation. It was, as we have said, the hope of ending this unhappy condition that led many of the public men of the time to unite in the Confederation movement. In the Maritime Provinces the situation was not entirely unseen. Keen observers there pointed out the difficulties existing in Canada and used them as arguments against the proposed union. Why, it was asked, should the Maritime Provinces, enjoying peace and prosperity, be made the make-weights to balance the machinery of a doubtful expedient, devised to provide relief for a Canada which seemed incapable of managing its own affairs?

Confederation was, however, accomplished, and perhaps some people fancied that the old problem had been disposed of. It had not. The different mentalities of English and French remained. In the larger arena the English majority became greater, but the French minority was still large and powerful enough to exercise much influence on the affairs of the whole Dominion. In the second largest Province the minority formed an overwhelming Provincial majority. Quebec became, in a way, a French Province under the British flag. Happily most of the questions arising in our political affairs, in Quebec and in the Dominion, were of such a character that English and French were able to unite heartily for the promotion of the common good. This union of hearts was a source of great pleasure to the people of both races and great benefit to the country. Once in a while a question arose on which something like racial lines were drawn and then for a little while

some bitterness existed, intensified, unfortunately, by the utterances of extremists on both sides. But time is a wonderful healer, especially when aided by the wisdom of man. Under the leadership of men of both races who understood the problem and the necessity of handling it prudently, asperities were softened, peace maintained and French and English united in service for the welfare of the country.

So it has been in the past. So it will be in the future if wisdom now prevails, if the folly of extremists can be checked and the people made to understand that men on either side who use inflammatory language are not responsible representatives of the class for whom they undertake to speak. The problem is still with us. It will always be with us. Nothing that has been proposed by anybody would, if adopted, bring an end to the difficulties. The problem is too large, too wide in its branches, too deep in its roots, to be easily removed. The French were here before we of English blood came. They will remain and multiply.

There is talk of Quebec withdrawing from the Dominion. Inconvenient and embarrassing though such a course would be, we do not believe the people of the other Provinces would offer resistance to it if there were clear evidence that such was the general desire of their fellow citizens of Quebec. But there will be no such desire. Irritation there is; rash words may be spoken by those who see only the unpleasantness of the moment; but there is no reason to believe that the people of Quebec will feel that, as residents of a Province separate from the Canadian Dominion, they could enjoy a greater measure of prosperity and happiness than is open to them as citizens of the Confederation. That suggested solution of the problem may therefore be dismissed.

What then can be done with the Quebec problem? The best thing is, so far as any formal action is concerned, to let it alone, wait until the present clouds roll by, and trust to the healing power of time to bring happier conditions as it has done in the past. In the meantime, since the problem is to be always with us, the English majority might well endeavor to make a more careful survey of the attitude of their fellow-citizens of French origin, to ascertain the causes of it, and be ready to do whatever is possible to bring about better relations. Questionings of the loyalty of the French are both mischievous and unwarranted in fact. There is no national flag other than the Union Jack to which they bow. They have a sentimental regard for the tricolor of France, but never as a rival to the British flag. They have no thought of union with any other nation. In almost everything that the English majority regard as the elements of good citizenship the French Canadians are admittedly their equal. If the Canadianism of the French is more intense and

their Imperialism less evident, the fact should not be surprising. Let it be remembered that though they possess so many virtues in common with the majority, they are still French and not English.

"Put yourself in his place" is often a good rule. Let us think of a possible situation. If Montcalm's forces instead of Wolfe's had triumphed on the Plains of Abraham at Quebec, if Canada had remained under the French flag, if on the concluding of peace a large portion of a defeated English army had elected to remain in Canada and live under the French flag, what would have been their attitude and that of their descendants? They would, no doubt, have been good citizens. They would have frankly accepted the new order of things. They would have been loyal to the flag of the country. They would have kept the faith which they pledged to the constitution under which they lived. But it is safe to say that they would have been a people separate in their character and temperament from the majority around them. In a Roman Catholic country, they would have remained Protestant. In a French country, they would have remained English. One may well doubt whether they would have been a whit more disposed to be submerged by the French majority than the French Canadians are to-day to be submerged by or blended with the English majority in the Dominion.

A little reflection of this kind may enable some English Canadians to understand that it is, after all, only natural that the French Canadians shall, to a large extent, regard themselves as a separate people and think and act on lines which are not the same as those usually followed by the English Canadians.

The ever-present and ever-to-be present Quebec problem has always needed a wise handling. Fortunately it has not received such an recent years. Opportunities that offered for the promotion of unity were thrust aside. For the service of party ends movements designed to enlist the sympathy of French Canadians with a sane Imperialism were strangled. The old problem was brought forward again in acute form. The seeds of so-called Nationalism were widely sown, with the encouragement and assistance of men from whom the country had a right to look for better things. Why should anybody be surprised by the harvest that has come?

The Control of Bond Issues

WHAT threatens to be a serious conflict on a constitutional question has arisen between the Government of the Dominion and that of the Province of Quebec respecting the right of the former to control the issue of securities, including those of the Provincial Governments and of the Municipalities. With a view to the conservation of the financial resources of the country for the war services and for the purposes of the Dominion, an Order-in-Council was lately passed at Ottawa, under the wide powers of the Defence of the Realm Act, providing that no bonds or other securities should be issued without the consent of the Dominion Minister of Finance. The Government of Quebec claim that this Order is unconstitutional, so far as it relates to Provincial and Municipal securities, inasmuch as these are entirely matters coming under Provincial authority. The Dominion Order, we are told, was passed on the advice of the Minister of Justice. On the other hand the Attorney-General of Quebec has advised that the order is unconstitutional. The legal advisers of both Governments are lawyers of good standing, whose opinion on any legal question

cannot be lightly set aside. There is room for a dispute which, if it continue, can be settled only by a decision of the Judicial Committee of the Privy Council in England.

The powers assumed the Federal Government in the Defence of the Realm Act were necessarily very large. Parliament practically delegated to the Governor-in-Council authority to enact laws by Order-in-Council of almost any character that might be deemed necessary or useful for the prosecution of the war. It is claimed that a measure for preventing the issue of bonds or other securities that would absorb available capital is a war measure, coming within the scope of the Defence of the Realm Act. There may be little doubt that if Parliament itself possesses the power to enact a measure restricting the issue of the securities it also had the power to delegate its authority to the Governor-in-Council. But is it safe to start with the assumption that Parliament itself had such a power? There was a tendency in the Federal Government, in the early years of Confederation, to regard the Provincial Legislatures as bodies subordinate to the Parliament and Government at Ottawa, and to assume a paternal authority over them. Keenly fought constitutional battles, in the days of Sir John Macdonald and Sir Oliver Mowat, exploded that conception of the relation between Ottawa and the Provincial capitals. The Provinces, no less than the Dominion, derive their authority from the written law of the British North America Act, and it has been well established that—subject only to the power of disallowance, which may be exercised within certain limitations—the Provincial Governments and Legislatures are, within the sphere laid down, entirely independent of Ottawa. The issue of Provincial Government bonds is entirely a Provincial matter. The Municipalities are the creatures of the Provincial, not the Federal, authority. The Federal Parliament could not by any enactment of its own provide for an issue of bonds chargeable upon the Province, nor could it provide for the issue of securities chargeable upon any Municipality. Of this there can hardly be a doubt. If the Federal Parliament itself has no such power, it cannot give the power to the Governor-in-Council. And if the Federal Parliament could not, by its own direct legislation or by the delegation of power to the Governor-in-Council, authorize the issue of a Provincial or Municipal bond, could it in either way forbid the issue of such a security? Does not the absence of power to do a thing imply also the absence of power to forbid the doing of it? On much less ground than is found here great cases have been built up, which have engaged the attention of lawyers and judges for long periods.

It is a pity that the matter has to be considered from a strictly legal standpoint. It would have been wiser if, before adopting the Order purporting to restrict the freedom of the Provincial Governments and the Municipalities subordinate to them, the Ottawa Government had put itself in communication with the Provincial authorities and sought their co-operation and support in a measure that evidently was designed for a good purpose.

Whatever may be the ultimate decision on the constitutional question in dispute, the Dominion Order will for the present prevail to prevent the issue of Provincial or Municipal securities in the ordinary money-markets. The Quebec Government might be able to persuade its own people that securities issued in defiance of the Dominion Order are lawful and sound. But outside investors, whatever might be their impression of the matter, will not be willing to invest in securities the validity of which is so seriously challenged.

What the Empire Fights For

HERE has not been from the beginning of the war down to the present any room for reasonable doubt as to the objects of the British Empire in resisting the attacks of Germany and the other Central Powers, but since Germany has systematically misrepresented those objects it was well that Mr. Lloyd George should, in his speech to the labor delegates on Saturday, set forth the mind of the British people in the very plainest terms. That he appreciated the importance of his utterances at that moment is evident from the pains he took, before speaking, to communicate with Mr. Asquith, Viscount Grey and other leaders of opinion, so that his words might be accepted, not as those of a party leader, but as those of the nation of which he is the head. The Premier has given to the world a studied statement of Britain's aim, so clearly and forcibly expressed that nobody can have any excuse for misunderstanding. Britain stands now as she did in August, 1914, for the sanctity of treaties, for the rights of small nations, for liberty to the German people to seek any "place in the sun" that they can win on the paths of peace, for resistance to the German effort to rule the world by the sword, for the restoration of the territories wrested by Germany from the weak nations, for restitution, reparation and adequate security for the peace of the world in the years to come.

The Cedars of Lebanon

ALTHOUGH the Turks have been in possession of the Holy Land for centuries and indulged in all kinds of atrocities whenever the notion seized them, it remained for the Germans to show what real Vandalism was like. It has just been announced that the Cedars of Lebanon, famous in Scripture and almost regarded as sacred trees, have been ruthlessly destroyed by the Germans. We all know the Germans' record in Belgium and France, where historic monuments, cathedrals, churches, shrines, libraries, and anything else that came in their way were ruthlessly destroyed. None of these things had any military value, but the Germans are true vandals and destroy for the pleasure they get out of it.

Palestine has been the centre of wars at intervals for thousands of years, for many hundreds being under the rule of the Turks. Despite the fact that army after army has crossed and recrossed the country the famous Cedars of Lebanon remained unharmed until the Germans got in their fine work. The grove consisted of some 400 trees, said to be the oldest trees in the world. They were situated on a small plateau at an altitude of some 6,000 ft. above the sea, enclosed by a stone wall for the purpose of protecting them from sheep and goats. The beauty of the trees lay in their wide spread limbs, covering circles 200 to 300 ft., the girth of the largest tree being over 50 ft. Experts declare that some of these trees were in existence when King Solomon built his temple at Jerusalem, when he dispatched 70,000 hewers and 3,000 overseers to cut the wood for his famous building. But Solomon spared the Cedars of Lebanon, as did the Assyrians, Romans, Persians, Babylonians, Greeks, Arabs, Saracens, Crusaders, and even the Turks. It remained for the gentle cultured Germans to ruthlessly destroy what is almost sacred property, not only to Christians throughout the world, but to Moslems as well. Germany truly is full of kultur!

Conditions in the West

By E. CORA HIND.

Interest at the present time is largely centered on the decision of the railway board providing for an increase of freight and passenger rates.

The Executives of the Western Live Stock Shippers' Association and the Winnipeg Live Stock Exchange in joint session assembled, sent the following to Hon. A. Meighen: "We desire to register a united protest against the forecasted action of the Board of Railway Commissioners in granting a favorable decision to the railway companies in their application asking for a general increase in freight and passenger tolls in Canada. The proposed increase, especially in live stock rates, comes at a particularly inopportune time, in view of the present widespread and enthusiastic campaign for the increased production of live stock, especially hogs. We, being in the closest touch with the live stock producers, feel very certain that any increase in live stock rates, permitted by the Government at the present time would absolutely counteract any efforts being made now for increased production, which is so essential to the all important duty of every loyal citizen of Canada in supplying the necessaries of life to our brave troops at the front.

We would humbly ask that in case any further consideration of rates might be granted, that we might be permitted to have our joint Associations represented."

The local railway officials are, of course, as much delighted with the advance as the Board of Trade is disgusted. They claim that the advance is absolutely justified by the increased cost of operation. The fight is likely to be a long and bitter one. It is figured here that if the decision of the railway commission goes into effect, the public will pay in additional transportation charges, between \$30,000,000 and \$40,000,000 per year, and of this, between 50 and 60 per cent will go to the C.P.R., as they have much the greatest mileage and handle by far the largest amount of freight.

The C.P.R. and the G.T.P., considering the shortage of labor, have kept their equipment in fair condition since the war started, but conditions on the C.N.R. are very bad indeed. Their passenger traffic was very heavy during the Christmas season, and even during the mild weather which prevailed in the earlier part of December, their trains were continually four, five, six, eight, twelve and sometimes twenty-four hours late, and with the increased cold weather, the service will be even worse. If the advance recommended by the Board of Railway Commissioners becomes law, the public will certainly be in open rebellion unless they get a vastly improved service for both freight and passenger line.

The fact that the announcement of the United States government taking over the railroads appeared in the same issue as the recommendation for higher rates in Canada, very naturally led to a great deal of comment as to the desirability of the Government taking over the railroads in Canada.

Of course, the conditions which led to the United States taking over the railways are very different to anything which exists in Canada.

Railway men here express the view that similar action in Canada is unlikely. One hope, which was expressed very freely here, was that the United States Government would see to it that Canadian cars, of which there are an enormous number in the United States, were returned to their respective railroads. This would very materially assist in the movement of grain and other commodities in Canada.

SUPPLIES OF GRAIN.

Figures which are being compiled indicate that the amount of the crop of 1917 already delivered to country elevators and over platforms, up to December 15, was roughly 138,000,000 bushels. Assuming that the Free Press estimate of 214,000,000 is correct and allowing 30,000,000 for seed and other local requirements in the West, this would leave 46,000,000 still to come forward from the farmers' hands. Personally I am of the opinion that we will get a little more than this, but the Northwest Grain Dealer's Association are putting the amount still to come forward at only 32,000,000 bushels. If they should be right, the situation with regard to our supplies for Great Britain is even more serious than was at first supposed, and that is serious enough. The need to save wheat and wheat flour is appalling and so far very little appears to have been done along that line. Everybody in the West is hoping for a definite order on the subject of a war bread or war flour. The

Canadian Visible at the present time is 29,000,000 bushels, as against 41,000,000 at the corresponding date of last year. The stocks in interior elevators are 21,000,000 as against 34,000,000 in 1916.

HOG CAMPAIGN.

During the week following the elections, the Manitoba Government put on an active campaign of meetings throughout the Province on increased hog production, and when the speakers arrived in the city on Saturday night, and checked up the results of the various gatherings, the Deputy Minister of Agriculture felt justified in stating that there would be an increase of 250,000 hogs in Manitoba in 1918. Alberta is doing well, and very considerable progress has been made in Saskatchewan. The time for breeding hogs will be over by the 15th of the present month, and by the end of the month there should be a fairly reasonable chance of checking the estimates of the three Provinces.

The question of feed and labor were the most difficult things to encounter in addressing the farmers on the subject. However, the progress made by the Food Controller's office in fixing the price for bran and shorts, help materially.

The turn of the year has come, but in almost every department statistics are behind, and it will be another week before it will be possible to announce the result of the year's operations on the farms. The returns, however, will be worth waiting for, as never in the history of the west have such prices prevailed for all kinds of farm produce.

The enormous spending power of the west was demonstrated by the buying of Victory bonds, the contributions to Halifax, and the fact that local expenditures were apparently not in the least curtailed. Here and in other cities the people on salaries are feeling the pinch of high prices, but the people in the country spend and spend. Never has there been such an exodus from the farms to California and the east for the holiday season. Jewellers and furriers report heavy trade.

The admonition of the Minister of Finance which appeared on New Year's morning, had better have been printed a month ahead to catch and possibly curtail the spending mania.

Of course, the spending power is not all due to the high prices. The absence of open liquor stores, hotels and saloons all over the west for a period of nearly two years, has been a tremendous factor in the accumulation of money for other things. Even with this allowance the west has yet to learn the lesson of saving and thrift that is so essential to provide against the stringency that must come, before and after the conclusion of the war.

Canada, east and west, is far from realizing the war even yet, and it will require very drastic measure on the part of the government and the Food Controller to bring home to the man on the street, and the woman in the home the need of the saving of the actual food.

MILK COMMITTEE.

There is to be an investigation into the whole question of milk supply in Manitoba and the Western Food Controller has been fortunate in securing the help of W. A. Wilson for many years commissioner of dairying in the Province of Saskatchewan, and who has just resigned that position to take charge of the co-operative creameries limited, a scheme which has for its object the development of the dairy and poultry industry of that province. Before starting in his new work, Professor Wilson will give Manitoba the benefit of his experience for some 10 days. The milk situation here is much more serious than the public realize. It has always been difficult to secure labor for dairy farms, owing to our long cold winters, now with the general shortage of labor the task is doubly difficult. Then Manitoba is short of fodder and coarse grains, which makes milk production very expensive. The present price of 13c a quart for milk makes an allowance to the handling companies of 5¼c per quart, or 21c per gallon for pasteurizing, bottling and delivery. This leaves 31c per gallon for the producers, which is not sufficient to induce them to continue production, and thousands of dairy cows have been sold, some for slaughter and a large number to go to the United States. Any attempt to further raise the price to the consumer would be met with a storm of opposition, so that the inquiry will no doubt be along the lines of how

to reduce the cost of distribution so that the price to the producer may be improved without the cost to the consumer being increased.

LIVESTOCK TRADE.

While the value of the livestock sales for the year are not yet available the actual movement of livestock through Winnipeg yards is published, and the results are very striking. The movement of cattle was 286,651 as against 158,949 in 1916, and 110,452 in 1914. Of these cattle Saskatchewan contributed 137,357 head; Manitoba 112,554 and Alberta 33,622, while \$2,992 came in from Eastern Canada. The local consumption was 113,871 heads; while 83,258 went east, 37,877 went west, and 52,013 went south.

Among the most interesting figures are those showing the movement of unfinished cattle back to the land. A total of 73,914 stockers and feeders were received at the yards, and of these 14,372 went back to farms in Manitoba; 12,720 to Saskatchewan; 9,231 to Alberta; 17,086 to farms in Ontario, and 20,495 went south. This is a great improvement over 1916, when out of a total of 50,672 head of stockers and feeders over 21,124 went south.

The movement of hogs was 372,168 as against 317,821 in 1916, and 461,889 in 1914. Of the hogs, Manitoba furnished 102,619, Saskatchewan 158,690, Alberta 109,360; 172,933 were consumed locally; 187,504 went east; 5,467 head, mainly breeding sows and young stock pigs, went west, and 6,122 south. The number going south is not really large, but in view of the fact that it was largely made up of breeding sows that were taken over in November and December, it is regrettably large.

The movement of horses was 13,574, and of this number 11,243 came from eastern Canada, showing that the west is not meeting her own requirements in this respect.

The movement of sheep was 23,575, or 3,000 more than in 1916. Manitoba furnished 14,119. Of the sheep passing through the yards, 4,127 head were sent west as foundation stock for new flocks.

RAILWAY RATES.

The protests of the west with regard to the increase in railway rates have apparently had some effect, as Sir Henry Drayton, chairman of the railway commission, has notified both grain and livestock men that they may have a hearing in Ottawa on January 10.

WAR BREAD.

A conference here during the week between Professor Harcourt, the bakers, millers, and the local board of food control was not very satisfactory. The attitude of the bakers was one of hostility to everything that was proposed along the line of saving white flour. They saw lions in the path at every turn. Every proposed substitute would cost too much. Gathering from the discussion the attitude of mind of millers and bakers, it will take very drastic action on the part of the Food Controller to bring them to time in the matter of saving flour for the men overseas. The sooner that drastic action is taken the better.

WHOLE RAILWAY PROBLEM.

To consider the whole Canadian railway problem rendered imperative by the freight rate decision, a committee composed of Hon. Messrs. Reid, Meighen, Calder, Carvell, Robertson and Sir Thomas White, has been appointed.

The freight rates decision of the Railway Commission will not be given effect to until investigation by this committee. It is possible a further step toward nationalization of the transportation system may result.

TO NATIONALIZE WOOL INDUSTRY.

Southern Alberta wool growers, representing about a quarter-million head of sheep, are behind the scheme favored by the Dominion Government, to nationalize the sheep and wool industry by forming a huge co-operative company.

The sheep men, meeting here on January 4, expressed their approval of the scheme. They also passed some resolutions, among which was one to the Federal Government, asking relief from abuse of the free duty on breeding ewes, by which United States sheep men are driving their herds into Canada for grazing and thereby reducing the amount of land available for the herds established here.

"Doctor, my husband is troubled with a buzzing noise in his ears." "Better have him to go to the seashore for a month." "But he can't get away." "Then you go."—Boston Transcript.

The Control of Labor

There is at least one class of worker for whom some control is needed. It is the class of foreign labor

By J. W. MACMILLAN.

With the enforcement of the Military Service Act there has naturally arisen a demand for the conscription of wealth and labor. It is instinctively felt that the whole power of the nation should be called into action. It is unfair to put the whole burden of service and risk upon one class. When those who can fight go forth to fight it is time for those who cannot fight to do whatever thing they can which will assist in the fight.

We are assured that the battle in Europe is only one part, though the most insistent part, of the national duty. There is also the duty of finance, which locates the part which wealth should play. Something has been done to conscript wealth for this purpose. There is a third duty, however, which is the duty of production, and this calls for the enlistment of the working-power of the Dominion. The food controller requires to have behind him an authority which can reach the labor-slackers and force them to earn, if not their bread, at least their share of the world's liberty, in the sweat of their brows.

There are many portions of Canada where such compulsion is needless. The majority of our population are still under the stress of nature's law that those who do not work shall not eat. Their needs hold them in chronic conscription. No doubt their energies are heightened and their tasks ennobled by their participation in the campaign of production to help win the war. Four-fifths of our gallant soldiers at the front came from this class of our population, and we need not doubt the ardor and faith of those still among us. Most of the skilled labor of the country, and much of the unskilled labor, is now doing all that can be expected of it to speed production. We should no more think of imposing any further control upon these than we should think of sending the Military Service Act to the trenches.

But there is at least one class of worker for whom some control is needed. It is the class of foreign labor. I take the word foreign in its natural sense, as meaning something which is strange among us. It is the labor of men who do not speak our language, nor think our thoughts, nor accept our standards, nor appreciate our national aims. Some of these men have been years in the country, some of them have been naturalized and have played a leading role in elections, but they are unassimilated.

None of them are flatly refusing to work. They cannot afford to do that. But the dearth of labor at the present time has given them such an advantage in the labor-market that they are imposing their will upon employers, to the detriment of production. In a journey through the farming areas of the prairies one constantly hears complaints of farmers being held up by foreigners.

One instance I know of where a group of foreigners had hired with a farmer at the beginning of harvest. He contracted with them for five dollars a day, with board and lodging, till after the threshing. This was high wages for harvest work. They worked without rebellion till the threshing gangs began to come in, paying six dollars a day. They did not then break their contract, which would have involved them with the law, but deliberately and wantonly scamped their work till the farmer was driven to discharge them. This was what they wanted, and they immediately joined a threshing crew near at hand. The farmer, in his anger, refused to pay them what wages were due, whereupon they sued him before a magistrate and won the case. It is such occurrences as this which illustrate the need for some control of this class of laborers at the present time.

Again, during last winter there were known to be in the city of Winnipeg between one and two thousand foreigners out of work. Little groups of them could be seen every day in front of the boards of the employment agencies. They were looking for work in the city. If they could pick up a day's work with a bucksaw or a snow-shovel they were pleased. But they would not leave the city. To the many applications from farms and lumber camps they paid no attention. These men had a little money, the savings of the past summer's employment. On this they lived, herding ten or a dozen in a shack, waiting for spring.

It is but fair that consideration be paid to the other side of the story. These foreigners commonly complain that they are not treated well by their employers. It is not necessary to deny their allegations.

Indeed, where they have been employed in gangs it is quite probable that they have been cheated at every turn. Such is the report upon similar conditions in the United States, and there is no reason to believe that they are treated any differently in Canada. On the farms no doubt there are some places where they do not get a square deal, and, besides, the lone foreigner in a typical Canadian home presents an unhappy social situation at the best. But we are at such a crisis in our national history that ordinary comforts and conveniences count for little. The great need at home is production, and every one whose natural task is to help produce should be at that task.

One should say also, in justice to the foreigner, that it is not to be wondered at that he does not rise with utter nobility of self-abnegation to the requirements of the crisis. Many who should know better than he have failed to meet that test. Why should not he profiteer as well as they? Moreover, it is only a couple of years since the profiteer was the admiration and glory of his age. It is quite possible that he may mount his throne again immediately after the war. Few of us probably recognize how radically popular thinking has changed on the subject of making money during the last few months. One wonders, sometimes, as he reads the glib maledictions upon the chosen victims of the public scorn, how much of it is genuine. Our system of business is essentially one of profit-seeking, without limit except by law. It may not be the best system. It may not be a just system. But it is the accepted system, the going concern of the world's self-supporting activities. One wonders whether the rage against the rich is really a cry for justice, or but a shriller scream of envy.

It is only the thoughtless who can be unsympathetic with the lot of the foreigner in Canada at the present time. He came amongst us years ago in response to our earnest invitation. Possibly we proved our desire for his company by assisting his passage. And, when he arrived, though the welcome may not have taken quite the form he expected it was of the most generous fashion. We said to him, on the wharf at Quebec or Halifax, practically this: "No, we won't help you find work or a farm. That is not our way. You must look out for yourself. But we offer you an unequalled chance for you to look out for

yourself. Work anywhere you can, for all that you can get. You will find people trying to get the better of you, so see to it that you get the better of them. We do not promise much to many of you, but there are golden rewards for the few of you who can seize opportunity or power. Canadian wages are low, but Canadian prizes are rich. So look out for number one. Besides, we urge upon you at the earliest moment the power of the vote. This is our dearest and most potent possession. It is the symbol of our freedom and the instrument of our sovereignty. We do not expect you to comprehend it, but we ask you to take and use it. Many will fawn upon you and court your favor because you possess it."

Now, consider the astonishment of the foreigner to-day when he finds himself deprived of the vote and branded as an alien enemy to boot. There is still left to him, however, the commercial opportunity. What can we expect of him but that he will act as he has formerly acted, as he was told to act, and as his Canadian neighbors used to act? It is really too much to expect of him that, exiled and disowned and suspected, he should offer himself as a living sacrifice on the altar of our national aims.

For his own protection, as well as in the interest of larger production, his labor should be under control. It always should have been under some measure of control, pending the time that his knowledge and acceptance of Canadian standards of life fitted him for participation in the general life of the country. How this control should be exercised is a problem for statesmen. It should not be done in such a way that it will hurt or exploit the foreigner. He is not to be made the slave of his employer. The employer himself should be also under control wherever his activities touch those of the foreigner. The chief matters to be attended to are the prevention of idleness, the fair distribution of the labor throughout the Dominion, and an equitable arrangement as to wages and conditions of labor.

This must be done by the Dominion Parliament, if at all. The Provinces cannot do it. Several of them have been supporting Labor Bureaus with only qualified success. It is surprising that they have succeeded as well as they have. For the Province is not the unit of labor distribution. Labor moves as freely and readily across provincial as across country boundaries. Montreal is a labor market for much of Ontario. Winnipeg is a labor market for Saskatchewan and Alberta. It is to be hoped that, for the reconstruction period, an extensive system of labor exchanges with a central headquarters will be set up for the whole of Canada. As a step in that direction, and a valuable experiment in labor distribution, the direction and control of foreign labor might be entered upon at once.

EXPORTS OF PRINCIPAL MANUFACTURED GOODS FROM CANADA IN 1917, 1916 AND 1914.

	1917.	1916.	1914.
Manufactures of grain	\$51,942,056	\$40,433,503	\$25,114,512
Automobiles and carriages	14,397,347	11,372,331	4,014,512
Clothing and wearing apparel	6,356,750	9,148,878	446,524
Cotton fabrics	224,946	614,739	82,636
Drugs, dyes, chemicals	1,823,350	1,222,592	1,730,203
Electric apparatus	1,357,824	573,044	106,816
Canned goods, all kinds	17,673,170	13,211,452	10,121,759
Munitions	240,302,414	73,904,586	13,353
Explosives	40,917,856	7,080,926	228,312
Rubber goods	2,666,506	3,081,874	686,231
Hats and caps	226,597	134,912	21,521
Leather and manufactures of	7,408,721	14,575,322	3,213,941
Agricultural implements	3,576,124	3,353,635	7,219,520
Gasoline engines	133,673	85,641	88,266
Guns, rifles, etc.	2,234,021	617,795	130,568
Hardware	943,755	888,120	201,319
Machinery	2,260,714	1,522,579	1,459,876
Pig iron	343,906	307,721	347,347
Wire and wire nails	9,038,143	4,483,263	.....
Total iron and steel and mfg. of	49,065,299	54,483,597	11,374,981
Plumbago, manufactures of	352,906	141,348	40,076
Condensed milk	1,371,610	770,566	666,941
Musical instruments	232,936	354,992	282,707
Paints and varnishes	962,988	349,298	133,356
Paper	26,123,215	20,039,550	12,686,896
Cheese	36,721,136	26,690,500	18,868,785
Butter	2,491,992	1,018,769	309,046
Bacon	43,011,439	25,710,767	3,763,195
Gasoline launches	15,149,926	147,050	9,545
Ships	624,966	44,100	128,493
Sugar, etc.	3,931,933	313,684	220,098
Lumber and manufactures of	47,563,296	43,352,973	33,272,876
Furniture	344,418	396,223	411,074
Wood pulp	20,404,053	10,376,548	6,304,824
Manufactures of wood	21,378,798	11,497,870	7,245,211
Woollen goods	725,148	657,475	81,555

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Supporting the Victory Bonds

No one expects that the Finance Minister will essay to support the Victory Bonds by means of an edict

By H. M. P. ECKARDT.

In discussing the probable course of the market for Canada's Victory Bonds, some observers take the position that it was unwise to lay stress during the subscription campaign upon the point that an investment in the bonds would not in any sense represent a lock-up — owing to the facility with which the bonds could be sold at any time in the market. It is said that the inordinate use of this argument for inducing people to send in their subscriptions must have a tendency to increase the offerings of bonds on the market after the flotation was effected, and that the difficulty of preventing the bonds going to a discount would thereby be considerably enhanced. Another body of opinion has it that thousands of the subscribers will consider themselves injured if the quotations for the bonds drop below par, and that they will not give their support to future issues because of their belief that the Government "gold-bricked" them in this Victory Loan affair. Such considerations as these do not, of course, apply to seasoned or experienced investors, but to the multitude of subscribers who had never previously bought a bond. So the conclusion is arrived at that the Government should support the market and thus prevent the bonds going to a discount.

It is probably safe to assume that the Ottawa authorities will not undertake to keep the market for the Victory Bonds at par or better. When one remembers that there may be \$400,000,000 of new bonds issued in connection with this loan, and perhaps \$500,000,000 or \$600,000,000 including conversions of old loans, it is possible to see more clearly what would be involved in the undertaking to keep that immense volume of securities from receding under pressure of offerings. As there were over 800,000 subscribers to the loan, it is inevitable that the circumstances of many will force them to dispose of a part of their holdings from day to day. If there is a demand for the bonds equal to, or greater than the offerings, the price will probably be maintained at par or at a slight premium; but if buyers are in the minority the tendency will be for the bonds to fall. We have our own experiences in connection with the previous domestic loans to guide us, also the experience of the United States. When the first Liberty Loan was floated in the neighboring country there was a great outcry over the first sales at less than par. The holders who sold, the parties who bought, and the dealers who put the transactions through were characterized as unpatriotic; and I believe some of the purchasers actually paid up the difference between their purchase price and par. — In deference to the outraged feelings of the community. But that mood soon passed, and sensible people soon realized that it was necessary to have a real market for the bonds, and that the Government's purposes were served best when any one could take his bond into the market at any time and sell it for what it would bring. The second Liberty Loan which was recently floated in the United States is now quoted at 97 and thereabouts, although it was issued to subscribers at par.

There are several ways in which our Government might attempt to prevent sales of Victory bonds at a discount. If sales at a discount were in evidence it might endow the bonds with additional privileges; it might issue an edict forbidding transactions at prices under 100 just as the Montreal and Toronto stock exchanges have done with the listed stocks; or it might support when the market is weak — that is buy the bonds offered for sale at less than 100. The experiment of endowing outstanding bonds with additional privileges was tried last summer when the 1931 and 1937 war loans sold down in the market. In order to strengthen the market for these bonds, the Government decreed by Order-in-Council that they should be eligible for conversion at issue price and interest into future domestic loans having a currency of 20 years and over. Although this served to bring about a recovery in quotations, the recovery did not restore the prices to the level at which subscribers bought. There was also an element of injustice in the proceeding, inasmuch as those original subscribers who had parted with their holdings did not derive any benefit from the changed status of the bonds. Again, it is unusual for either of the

parties to such contracts as these to alter the terms thereof after the completion of the transaction. Another point is that the Victory Loan bonds are already endowed with the conversion privilege, so that cannot be repeated in their case. Also they are exempt from Dominion income tax; and it is difficult to see what new privilege they could properly be endowed with.

No one expects that the Finance Minister will essay to support the Victory bonds by means of an edict. It would either be entirely ineffectual, or if effective it would perhaps destroy the market for the bonds just as the minimum prices on the stock exchanges in this country have temporarily destroyed the market for a number of Canadian stocks which were formerly active and salable. If that were done in case of the Victory bonds, and holders could not sell them at will, there would be but a small chance of getting another huge domestic loan from the Canadian public. On the contrary, if there is a free market, people will be ready to put their money into the new bonds.

Finally we arrive at the third method — that of extending artificial support to the market. If there were but a small volume of bonds outstanding, no doubt this method could be prosecuted successfully. The Government could have its orders in the market and buy in the bonds when they broke par, probable selling them again at par or better. But could that be done with a half-billion dollar issue? The tendency of the interest rate on Government loans, where the Government appears in the market regularly and repeatedly for new loans of huge amount, is steadily upwards; and the discount quoted on old loans is merely one of the ways in which this rising tendency of interest is expressed. It means that investors generally expect that future loans will probably have to bear higher interest rates. So when that belief prevails, the buying of the bonds is not likely to be as keen or urgent as the selling. If the Victory Loan bonds should break par and selling should be persistent, the Government in attempting to support the

market would perhaps be forced to acquire and hold a large amount of its own bonds thus nullifying to that extent the loan of the people to the Government. In view of the treasury's very pressing needs, for all purposes connected with the war, it would be absurd for it to pay out large amounts of its precious funds for the purpose of supporting the market.

What does it matter if the bonds do go to a discount? Canadians understand the vast importance of the war issues, and nearly all of them are willing to contribute in various ways towards the winning of the war. A drop of a few points in the Victory bonds will not alarm them. Most of them know the depreciation would be but temporary. Those who are obliged to sell while the quotations are down, will cheerfully write off the loss, counting it as a small contribution towards the defeat of the Hun; and those who do not need to sell will collect their interest at every coupon date — the market quotation in most cases being ignored. Many of the farmers and working people who bought the bonds, did so to help the Government, and secondly for the interest return. The interest return is sure, and is not affected by the vagaries of the market. So it may be the case that the parties who wish to have "something done" to prevent the bonds selling below par, have an exaggerated idea of the ill effects that would accompany or follow the discount quotations. There are many strong points in favor of letting the bonds find their natural level and trusting to the patriotism and good sense of the investing public.

NOVA SCOTIA'S PRODUCTION.

The Halifax Chronicle estimates that in 1917 the following values were produced by the industries of Nova Scotia:

Coal	\$23,600,000
Coke and by-products	5,000,000
Gold and other minerals	250,000
Gypsum, limestone, etc.	1,250,000
Building materials and clay products	450,000
Iron and steel products	20,000,000
Fisheries	10,092,000
Manufactures, ships and freights	47,750,000
Products of the farm	36,117,203
Products of the forest	4,500,000
Game and furs	500,000
Total	\$149,509,203

CANADA'S STATISTICAL STORY OF 1917.

(Toronto Globe.)

	1917.	1916.	1915.
Canada's total exports (11 months ending November)	\$1,399,018,000	\$961,666,000	\$521,953,000
Canada's total imports (11 months ending November)	\$943,499,567	\$698,709,000	\$405,973,000
Canada's total trade (11 months ending November)	\$2,342,517,567	\$1,660,375,000	\$927,926,000
Western grain crop (bushels)	540,000,000	599,406,500	724,533,900
Western wheat crop (bushels)	215,000,000	242,314,000	342,948,000
Value of western grain crop	\$584,426,200	\$423,543,000	\$419,179,887
Value of Ontario field crops	\$245,281,850	\$190,646,000	\$210,674,415
Total mineral production of Canada (value)	\$200,000,000	\$177,201,534	\$137,109,171
Pig iron production (short tons)	1,187,000	1,169,257	913,775
Steel ingots and castings (short tons)	1,785,000	1,428,249	1,020,326
Copper production (pounds)	113,000,000	117,150,028	100,785,150
Zinc (value)	\$2,086,800	\$3,010,864	None.
Gold production (value)	\$17,000,000	\$19,234,976	\$18,977,901
Silver production (ounces)	23,500,000	25,459,741	26,625,960
Coal production (short tons)	14,000,000	14,483,395	13,267,023
Nickel production (pounds)	84,800,000	82,958,564	68,308,657
Porcupine output (ounces)	452,095	452,095	362,186
Porcupine output (value)	\$9,397,536	\$9,397,536	\$7,480,901
Porcupine dividends	\$2,278,199	\$4,166,000	\$4,441,948
Cobalt output (ounces)	20,000,000	20,000,000	23,653,712
Cobalt output (value)	\$16,000,000	\$13,000,000	\$11,704,300
Cobalt dividends	\$5,903,112	\$4,958,650	\$4,424,501
Total B.C. Mines production (value)	\$40,000,000	\$42,000,000	\$29,447,508
Bank clearings	\$12,469,426,435	\$10,564,043,329	\$7,797,430,809
Bank capital paid up, Nov. 30	\$111,669,770	\$113,305,244	\$113,987,275
Deposits in banks in Canada, November 30	\$1,547,527,236	\$1,295,870,723	\$1,120,954,459
Current loans of banks, November 30	\$964,928,238	\$813,791,947	\$830,403,518
Liabilities of chartered banks, November 30	\$2,078,101,230	\$1,716,214,920	\$1,463,200,922
Assets of chartered banks, November 30	\$2,320,270,985	\$1,957,511,502	\$1,702,194,396
Failures, number during year	1,131	1,772	2,621
Failures, liabilities	\$12,953,799	\$15,952,684	\$31,989,105
Insurance in force with companies in Canada	\$1,500,000,000	\$1,422,179,632	\$1,311,616,677
Canadian borrowings during year	\$725,325,000	\$316,917,362	\$341,892,871
Government issues	\$676,050,000	\$208,621,933	\$214,814,133
Municipal issues	\$27,750,000	\$49,892,763	\$66,508,078
Railway issues	\$2,500,000	\$15,920,000	\$37,915,665
Public utilities	\$9,200,000	\$22,950,000	\$14,605,000
Miscellaneous issues	\$9,825,000	\$19,531,666	\$8,050,000

* Excluding coin and bullion.

Book Reviews

By HOWARD S. ROSS.

The Musson Book Co., Limited, Cor. East Dundas and Victoria Sts., Toronto, has just issued "The Offender" (\$2.00), by B. G. Lewis, Commissioner of Correction, City of New York.

This is a well written book on prison reform for the general reader as well as for the judge, the lawyer, the student and the prison manager and official, and the increasing number whose humanitarian and sociological interests include offenders. The book is primarily constructive and practical and helpful suggestions are made.

The chapter on "Fundamental Social Forces," is particularly interesting. The author says "The problem before society, then, is to prevent the development of offenders whose careers are antagonistic to progress and social order and to give reasonable encouragement to those who are clearly the prophets of a new order and of a new day."

"Co-operative Marketing," by W. W. Cumberland, Assistant Professor of Economics, of the University of Minnesota, has just been published by Princeton University Press, Princeton, N.J. (\$1.50.)

The purpose is to point the way toward a better system of food distribution. The history of the citrus industry of California shows the possibility of improvement (by co-operation) over the ordinary plan for getting farm products to market. Organization (highly developed) is the characteristic feature of the citrus industry.

The problems of the co-operative associations are reviewed and an accurate picture has been drawn of the operation of the series of organizations that form the distributing system as a whole.

Two methods obtain for the division of proceeds: (1) The selling department keeps the product of each co-operator separate and sells it on individual account. (2) Much more common is the method of pooling the products of the several members and pro-rating the proceeds. Each plan has advantages and disadvantages.

Another essential the author points out, is democratic control. Whether the "one man, one vote" plan should be unqualifiedly adopted is questionable, but there is little likelihood of success unless each member feels a personal, vital interest in the enterprise. To assure this interest it is essential that no individual or small group of individuals because of preponderating importance in organization should cause it to become a miniature despotism or oligarchy. If any member feels that his influence or power in the association is so insignificant that he is in no way able to affect its general policy he is quite likely to sever his connection with it. Conservation and "safety first" are principles ingrained in farmers and the average producer is not going to entrust his means of livelihood to an agency over which he has no control, even if it offers an apparent advantage in the disposition of his crops.

A non-profit basis is advised and it is urged that paying dividends on stock is a practice fraught with danger to a co-operative organization.

"Still more important, the history of co-operative enterprises declares in unmistakable terms that the principles of brotherhood do not constitute an adequate ground structure for persistent and effective industrial effort. In fact, at the present stage of social evolution idealistic aspirations for an economic organization based on unalloyed altruism must come under the hegemony of possibly more sordid but unquestionably more powerful self-interest. Co-operative marketing can be made to fulfil this condition, and in that fact lies its inherent strength."

Professor Cumberland thinks the two most vital issues at the present time are the increased cost of living and the flow of population toward the cities. He gives as the causes of rising prices (1) Enormous gold production accounting for the general upward tendency, and the failure of the production of food to keep pace with the growth of population.

He then deals with the important question of the land and writes: "Growing scarcity of free land and remorseless exploitation of virgin soil have brought it about that food can be produced in sufficient quantities to meet the ever-expanding needs of our population only at increasing costs. The higher prices which the farmer receives for his products have gradually been capitalized and reflected to the value of his land. When the farmer finds he can sell his

land at a high figure he decides to move to town. The other side of the picture is that the farmer's sons now find that buying land is out of the question, and they too move to town."

The author has done a useful piece of work and his book should find its place in the library of economists and social reformers and in all our public libraries.

The Atkinson Book Co., Limited, of Edmonton, Alberta, is publishing a useful series of legal booklets. Chattel Exemptions from Writs of Execution in all the provinces has just been issued the author being Walter Scott, LL.D. (Dub.), F.R.S.L., Barrister, Alberta, Member Lincoln's Inn, and London auditing's Inns. (\$2.50.)

The booklet is a faithful compilation of all Canadian authority on the subject, together with such U. S. A. authority as likely to be of use. The booklet will, no doubt, be found in most Canadian law offices.

The Bobbs-Merrill Company, Publishers of Indianapolis, have just issued "Legal Reasoning and Briefing," by Jessie Franklin, Brumbaugh, A.M., LL.B., (\$3.75.)

The volume is based upon an experience of several years in training students in the art of public speaking and argumentation and several years in teaching Logic, Brief-drawing and Common-Law Pleading. The author believes a more thorough understanding of the principles of logic and argumentation in relation to the practice of law is needed than can be gained from a cursory study of rhetoric and argumentation as taught in schools of higher learning.

Apparently this is the first book of its kind and should be well received by the legal profession. Appended is a detailed discussion of the principles of briefing covering not only the appeal brief, but the trial, court, and jury brief. Some long practiced but heretofore unsystematized principles and methods are here elaborately illustrated by specimen briefs of actual cases argued before the courts.

The 775 pages are filled with valuable practical suggestions.

Some of the chapters are: Deductive Reasoning; Induction And Other Forms; Estimating The Written Law; Estimation of Legal Literature; Estimating Witnesses; Argument Before The Jury and Estimation of Facts.

The Macmillan Company of Canada, Limited, at St. Martin's House, Toronto, has just issued (\$1.25) "The Canadian Railway Problem," by E. B. Biggar, formerly editor "Canadian Engineer," author of "Canada's Forestry Problem," and other books.

The author gives good advice when in the preface he says: "Do not infer from the historical portions of The Canadian Railway Problem that the owners of the private railways of this country are worse than other men. Give the ordinary individual the control of a function of the state for his private gain, and he will exercise all the authority committed to him and take all the gain allowed. The wrong is in the system, which permits a sovereign right to become the subject of usury."

Michael Clark, M.P., said recently that the railway interests of Canada in the past had practically owned the country by owning the politicians. He proposed that the people of Canada should own the country by owning the railways. The author gives instances where influence has been exercised (to their advantage) by railway interests.

As to efficiency, economy, and integrity of administration, the records of both systems, national and private ownership are given and useful information is given as to Great Britain's experience of national control of railways since the beginning of the war.

The objections of Canadian opponents about the financial burden of converting private lines to public ownership are dealt with by Mr. Biggar in a chapter, "The Lions In The Path."

Each of the Canadian railways are dealt with and the Canadian Government Railway does not suffer at any point by the comparison.

A strong case is made out for the national ownership of all railways.

THE WORLD'S FOOD.

In September last the American Academy of Political and Social Science, held a conference for two days at Philadelphia on the above subject, and the proceedings have been published in the November number of the Annals, in which a world's vital question is comprehensively and exhaustively discussed.

FOOD SUPPLY.

The percentage of production, of the following countries is given, to requirements, the figures being in millions of dollars.

Country.	Im-ports.	Ex-ports.	Production.	Requirements.
United Kingdom	1,239	200	1,162	53
Germany	698	282	2,922	88
France	232	109	1,777	93
United States	562	540	5,334	100
Russia	102	452	3,986	110
Canada	72	204	710	123
Argentina	17	169	469	148

WHEAT.

As to wheat it is estimated "that the 1917 wheat supply would fall at least 200,000,000 bushels short of the normal demand, and will probably be over 300,000,000 bushels."

EUROPE'S FOOD PRODUCTION.

"In 1913 65.4 per cent of the world's total production of wheat, oats, rye and barley were grown in Europe; 90.5 per cent of the world's potato crop; 43 per cent of the world's sugar; 18 per cent of the world's corn; 31.8 per cent of the world's cattle." (Professor G. B. Moorbach, University of Pennsylvania.)

THE FOOD PROBLEM OF GREAT BRITAIN — THE SHIPPING PROBLEM OF THE WORLD.

"Before the war we used to import 13,000,000 tons of food, a shade more than one-quarter of our total imports measured by weight. We grew at home about one-fifth of the wheat we required and about one-half the country's consumption of beef, mutton, bacon, etc. Within the first six months great exports have been made for an organized reduction in the consumption of food and an organized increase in the production. The results are unexpectedly satisfactory. Our consumption of present is reduced by 25 per cent on the average, and by more in some districts. The meat reduction is greater and we have more than doubled our production of cereals. We used to grow enough for ten weeks. This supply would now last us thirteen or fourteen weeks. We have nearly doubled the old supply which gives us six months wheat grown in the country." . . . "It looks, therefore, as if the food supply of Great Britain could be assured to the end of 1918, and that no anxiety on this score need be felt." . . . "The problem of food supply has been made grave by the submarine war, which not only concerns the present, in loss of food and shipping, but the shipping for the future." . . . "Make no mistake about it. Whether the war ends this year or next, or the year after, Europe is forced by a five year's shortage of food, which may well mean five year's famine." (Mr. Archie Pollen, London, Eng.)

TOO MUCH ARGUMENT.

(From Judge.)

On the Western plains the sheepman goes out with several thousand head and one human companion. The natural result is that the pair, forced on one another, when they least want it, form the habit of hating each other.

An ex-sheepman while in a narrative mood one evening was telling a party of friends of a fellow he once rode with. "Not a word had passed between us for more than a week, and that night when we rolled up in our blankets he suddenly asked:

"Hear that cow beller?"

"Sounds to me like a bull," I replied.

"No answer, but the following morning I noticed him packing up.

"Going to leave?" I questioned.

"Yes," he replied.

"What for?"

"Too much argument."

Record Volume of Business Handled by Railways in 1917

(J. L. PAYNE, of Ottawa, in the Toronto Globe.)

The third year of the war brought much of anxiety and genuine trouble to the railways of Canada. Traffic created a new record, both in volume and earnings therefrom. In fact, it was out of these very conditions of activity, which in ordinary years would have spelled abounding prosperity, that worry and irksome pressure were developed. There is such a thing in the railway realm, as in private affairs, as having too much of a good thing. The best achievement of the railways in Canada during the year 1917 was not in winning higher receipts than ever before, but in keeping the wheels moving under circumstances acutely trying. Only heroic effort saved the situation. Yet of the struggle going on, or the victories won from month to month, the average citizen was probably blissfully unaware.

The railways as a whole were poorly prepared for the demands made upon them in 1917. To understand their position it is necessary to turn back to 1913. In that year traffic and receipts made tremendous leaps. Then came the war. Gross earnings fell off by nearly \$14,000,000 in 1914, to be followed in 1915 by a further drop of more than \$43,000,000. This was bad enough as a fact in finance, but it amounted almost to disaster when taken in conjunction with an addition of 6,274 miles to operating mileage. Had the conditions of 1913 been maintained, gross receipts would have shown an increase of \$48,000,000 for 1914 and 1915 instead of a decrease of \$57,000,000. This setback called for ruthless reductions in operating cost. Every conceivable form of economy, both positive and negative, was brought into play. Hard times were eating at the vitals of our great transportation system, and we must now see clearly that it was fortunate for all interests there were capable and courageous men at the head of the big lines.

EQUIPMENT AND LABOR.

In 1916 the storm subsided, and the sun shone again. All the losses in gross for 1914 and 1915 were retrieved, and nearly \$7,000,000 added. A total of \$263,527,157 was realized, as compared with \$256,702,703 for 1913. The volume of freight reached 109,659,088 tons, as against 87,204,833 for the preceding year. This was done well. But neither traffic nor earnings per mile of line were up to the averages for 1913. The troubles of the railways arose from other causes than business. They were scarcely prepared for the rush of either 1916 or 1917. In 1913 and 1914 they had made large additions to equipment, which, notwithstanding the two lean years which succeeded each other, turned out to be a very fortunate thing. Had it been otherwise, no one may say what would have happened. Certainly there would, in 1916 and 1917, have been very serious congestion.

The troubles which produced many a grey hair between Halifax and Vancouver in 1917 were due in chief to shortage of rolling stock and skilled labor. The great increase of traffic caused one, and the war caused the other. The Canadian Pacific alone lost nearly 8,000 employees through enlistments. In particular, trained shopmen and car repairers were woefully scarce. Hundreds of first-class trainmen were allowed to go to France. Many others went without receiving permission, which meant sacrifice alike to the men and the railways. Meanwhile, week by week the movement of freight increased in vol-

ume. Operating officers were at their wits' end to meet the urgent demands made upon them; so that it was not in Flanders only that brave men were doing their bit. In the final reckoning of service, in its true relationship to war, the railway men of Canada deserve recognition.

CONCENTRATION ON EFFICIENCY.

As Emerson would say, however, every tribulation has its compensation. In the process of handling a swelling volume of traffic, for which they were ill-prepared, the railways were compelled by pressure of circumstances to do two things which were on the side of operating efficiency—to increase the average carload and the average trainload. When the war broke out Canadian railways were behind the American roads in both these respects, but particularly in the latter. A careless habit had grown up on allowing shippers to use a full car for a load much below its capacity. In the same way trains were sent out with loads lower than the hauling power of locomotives. In its essence this was rather poor railroading, and under the pressure of necessity intensive methods were substituted. They have produced gratifying results.

To the aid of the railways in their brave struggle to meet a great emergency came the Canadian Railway Association for National Defence. As the name implies, this was an organization drawn together to meet the vicissitudes produced by war. It established its headquarters at Montreal, and at once became an effective medium between shippers and carriers. The underlying purpose was to make the scant equipment of the railways perform a larger service—for example, to have four cars do the work hitherto done by five. Success would mean a saving of 20 per cent, which was a thing well worth doing, because it would make for economy after the war as well as during the period of special stress. Without going into elaborate details, let it suffice to say that a happy spirit of co-operation was developed, and throughout the year the prime object in view was in large measure achieved.

GOVERNMENT OWNERSHIP EXTENDED.

The official figures which are prepared annually by the Department of Railways and Canals are not yet available. It will help to an understanding of the railway situation, however, and show the progress made, to present a comparative statement of some of the salient facts for the years 1911 and 1916:—

	1911.	1916.
Miles in operation	25,400	37,434
Capitalization	\$1,528,689,201	\$1,893,877,819
Ton hauled	79,884,282	109,659,088
Passengers	37,097,718	49,027,671
Trainload-tons	305	411
Gross earnings	\$188,733,494	\$263,527,157
Earnings per mile	\$7,430	\$6,943
Freight cars	127,158	201,614

Perhaps the most significant event of the year was the action of the Canadian Northern System from coast to coast, including express, telegraph and steamship services and elevators. The matter has been pretty thoroughly exploited in the press, and demands no more than this reference in a brief review of the outstanding events of the year in the Canadian railway world.

tation facilities.

That end is not gained by a freight rate advance which proposes, at the expense of the shipping public, to supply a crutch to keep the weakling hobbling and satiate with superabundance of strength the stalwart already in possession of more than he needs. Far better link up the weak and the strong under Government operation, and let them pull together for their country and its people.

MAIL AND EMPIRE.

Railway Rate Increases.

The increase in freight and passenger rates permitted the railway companies to add many millions of dollars to the war burdens of the Canadian people. But practically all of it goes back to them in higher wages to employees, higher prices for materials, and the maintenance of efficiency under difficulties. We do not think anyone posted on the subject of increasing costs of operation and supplies will challenge the Railway Board's assertion that the increase will not offset inflated costs. Even with the enlarged revenues, the companies will have difficulty in maintaining their financial balance.

The Canadian Railway Association, the war-time organization to direct co-operative traffic, pointed out recently that in the year ending June 30, 1916, the charge for moving a ton of freight one mile in the United States was .716 of a cent. In Canada it was .653 of a cent. In the United States the average passenger mile cost the passenger 2.006 cents, and in Canada 1.954 cents. The United States rates have been admittedly insufficient to enable the railways to provide out of earnings for their fixed charges and the proper maintenance of track and equipment. The difficulties of the Grand Trunk and Grand Trunk Pacific, the Canadian Northern and lesser roads in Canada from enormously increasing expenses have been patent for the last two years. Under the war-time interchange of rolling stock and equipment whenever necessary, the Canadian Pacific Railway Company will probably have to make large sacrifices in earnings in the avoiding of duplicate service. To overcome the shortage in labor, cars and motive power during the remainder of the war it may have to lend largely of its splendid resources to junior lines. The first consideration is the maintenance of a service efficient in all branches.

The Government has taken to itself priority of claim to such capital resources as Canada has. Railway financing is being restricted to renewals or temporary accommodation. Unless the lesser private companies are slowly to be driven into very serious financial difficulties, their net earnings must be sustained up to a living point. That cannot be done if revenues are more and more eaten up by increasing expenses, leaving no margin wherewith to maintain the systems.

MANITOBA FREE PRESS.

The Free Press has no hesitation in making the prediction that if the decision of the Railway Commission in favor of a horizontal increase in the railway rates becomes effective it will mean, inevitably, the taking over by the government for the duration of the war and the reconstruction period which will follow, of all the railway lines in Canada, to be followed, in all probability, by the complete nationalizing of all these roads. If the people of Canada have to pay an additional forty million dollars a year in carrying charges by the railways they are going to make certain, by the only means at their disposal, that private individuals, already in receipt of a reasonable dividend upon their investment, shall not profit to the extent of a single additional dollar. This is in reality war taxation; and it should go into the public treasury.

The finding of the railway commission in favour of an increase of freight and passenger rates over all the Canadian railways to the extent of 15 per cent is not the end of this question, which has been for some time a subject of controversy.

A matter of such moment involving an additional burden of taxation running into thirty or forty million dollars annually is bound to become a political question. The new government will find itself a court of review, to which this decision will be appealed. It is inevitable that the newly-elected parliament will have something to say about this also.

Public opinion, so far as it has manifested itself, has been very critical toward the view that the only solution of the railway problem in Canada, as it has been determined by war conditions, is by the vigorous boosting of the carrying charges which the users of the roads have to pay. The view is pretty widely held that even under war conditions the biggest railway company in Canada is making as much money as any corporation should expect to make in war time; and a horizontal increase which will largely increase

(Continued on page 24.)

How the Press Views Railway Rate Increase

TORONTO GLOBE.

The decision of the Dominion Board of Railway Commissioners authorizing an increase in railway freight rates must come under review by the Dominion Government. Responsibility for the proper public-first handling of Canada's war-time railway situation rests, in the final analysis, with the people's representatives—men who are definitely pledged by the Prime Minister's manifesto to grapple with the task.

An increase of rates, enabling the weakest railway system to carry on without unwatering and pouring additional millions into the already overcrowded coffers of the most prosperous transportation corporation, will not do. Already from all parts of the country—and particularly from the great West, which gave the Government the most sweeping and emphatic mandate to put its promises into practice—there is gathering a storm of protest. That protest is justified. The people of Canada have wit-

nessed with keen interest and close concern the progressive and business-like measures taken by the Government of Great Britain and by the President of the United States to deal with the problems of war-time railway transportation in those countries. They expect—and they have the right to expect—action by the Government of Canada equally economic and effective.

Months before the outbreak of the war, with its resultant acute exigencies, The Globe advocated the nationalization of Canada's railways. To that sound, permanent policy it still adheres. But the country is now confronted with stressful emergent conditions which demand temporary action as a matter of immediate necessity. It is essential that the railway systems of this country shall be so co-ordinated and reorganized as to secure greater economy in operation, avoid unnecessary construction, save coal and motive power, and secure the widest and most reasonable and most effective use of existing transpor-

Mentioned in Despatches

MAJOR-GEN. SIR D. A. MACDONALD was formerly Canada's Quartermaster General, retiring from the post two months ago. He was born at Cornwall, Ont., in 1845, and in point of seniority held first rank in the Dominion. Altogether he has been for over half a century connected with the militia forces of the Dominion.

WILLIAM WILFRED CAMPBELL, Canada's well known poet, died in Ottawa on New Year's Day. Mr. Campbell was born in 1861 at Berlin (now Kitchener) Ont., and was educated at the University of Toronto and at Harvard. He then entered journalistic work, later being transferred to the Archives Branch of the Civil Service where his literary attainments found a congenial atmosphere. His poetry covers a very wide range, probably his most famous poem being "The Mother."

SIR WILLIAM GAGE, who received knighthood on the first of the year, is the well known head of the W. J. Gage Publishing Co., of Toronto. The new knight, however, is best known for his splendid contributions on behalf of the Society for the Prevention of Tuberculosis. He was born in Peel County and educated at Brampton and Toronto. He is an ex-president of the Toronto Board of Trade and of the Ontario Associated Boards of Trade. His great work, however, is in the line of philanthropy.

SIR ANDREW MACPHAIL, another new knight, is better known as Professor or Doctor MacPhail. He is an editor, essayist and commentator on things in general, and as such is one of the best known writers in the Dominion. Dr. MacPhail was born in Prince Edward Island and was educated at McGill, where he is now Professor of the History of Medicine. He is also the editor of the University Magazine and of the Montreal Medical Journal. For the past two years he has been at the front.

CAPTAIN M. R. McCracken, of the Canadian Engineers, has received the Military Cross for conspicuous work at Paschendale Ridge. Captain McCracken's home is at Danville, Quebec, where his father, Mr. George McCracken is a leading spirit. McCracken was a science student at McGill when war broke out. He enlisted in the Engineers early in 1915, and has been on active duty in France since June of that year. Promotions from private to captain, and awards of both the Military Medal and Military Cross have resulted from his good work with the Canadian forces. So far he has escaped any serious encounter with German missiles, but it is well known that he is generally in the thick of it whenever anything exciting is happening.

SIR EDWARD MORRIS, who has resigned as premier of Newfoundland, has long been regarded as the most outstanding man in the political life of the Ancient Colony. He is a native of St. Johns, Nfld., born in 1859, and was educated in his native city and at Ottawa, where he studied law. Morris acted as counsel for the British Government on the North American Fisheries dispute and later revised and edited the Newfoundland law reports of the Supreme Court. He was first elected to the House of Assembly in 1885, became a Cabinet Minister four years later and premier in 1909, a post he has retained until the present. Morris is an unusually progressive, wide awake statesman and has been a big factor in securing the whole-hearted co-operation of the Newfoundlanders in the present war.

IT is a somewhat unusual spectacle to see a former premier of a country on trial for treason. This, however, is furnished in the case of M. Caillaux, an ex-premier of France. Caillaux has long been regarded with suspicion, even when he was premier of France and foremost in the politics of the country he was suspected of having friendly relations with the reactionary and treasonable element of the people. He came further into disrepute when his wife murdered one of his critics and he was able to get her off without suffering the extreme penalty of the law. Since the outbreak of present hostilities Caillaux has been the publisher of the Bonnet Rouge, an organ that spread discontent among the soldiers. He was also a friend of Bolo Pasha, a spy through whom the Germans tried to corrupt the French press, and he also had a more or less unsavory connection with the Italians responsible for the defeat of the Italian armies. Caillaux is a clever statesman, but of the unscrupulous, selfish type.

MR. WILLIAM PROUDFOOT, who has succeeded the Hon. N. W. Rowell as leader of the Ontario Liberals, is a lawyer and represents Centre Huron in the Legislature. Proudfoot was long regarded as Rowell's right hand man and will undoubtedly give a good account of himself. He is a wide awake, progressive legislator, a good debater and unusually well informed on political questions.

THE HON. A. B. BRODER, who has just died, was member for the House of Commons for Dundas and one of the oldest and best known parliamentarians in the Dominion. As a matter of fact, his legislative activities covered a period of forty years, some eleven being spent in the Ontario Legislature, then a break of ten years as Collector of Customs at Morrisburg, the balance of his time being spent in the Federal House. A short time ago he was made a member of the Privy Council.

MR. HENRY DALBY, who died at St. Lambert a few days ago, was one of the best known journalists in the Dominion. He was born in London, England, in 1854, but came to Canada as a youth and shortly afterwards joined the reportorial staff of the Montreal Daily Witness. A few years later he transferred to the Star where he was in turn reporter, city editor, editorial writer and managing editor, the latter post being retained for twelve years. In addition to his journalistic work he contributed many articles to out of town magazines. Mr. Dalby was regarded as an authority on civic matters.

THE HON. FRANK TUDOR, who has been the leader of the Opposition in Australia, is likely to be given the task of forming a government of his own. Tudor has been opposed to Conscription and as that measure has been defeated at the polls Premier Hughes is likely to resign. As a matter of fact, he stated some time ago that he would not hold office if Conscription was defeated. Tudor is the leader of the extreme radical labor party. He was a hatter by trade, organized the Union of the Hat Workers, and was then elected to Parliament as their representative. He was whip for the Watson (Labor) Government, and during recent years has been recognized as the leader of the extreme labor party in Australia. Tudor wishes to secure recruits by the voluntary system.

AN international marriage of more than usual interest is shortly to take place in London, where Miss Esther Cleveland, daughter of the late President Cleveland of the United States, is to marry Capt. Alfred Bosanquet of the Coldstream Guards. Miss Cleveland has been in London for some months acting as a Red Cross nurse in St. Dunstan's Hospital for blinded soldiers, and it was while she was engaged in this work that she met Capt. Bosanquet, whom she had previously known in Switzerland, and the romance which was started two years before the war is now to result in marriage. Capt. Bosanquet particularly distinguished himself at the front, winning the D.S.O. and the warmest praise from his commanding officer. He lost his sight through a German bullet. He is a son of Sir Frederick Bosanquet, a prominent bencher of the Inner Temple, and until a few weeks ago Sergeant of the City of London.

DESPITE the fact that Great Britain is engaged in the biggest war in her history she is still finding time to put into practice some of Lloyd George's pre-war social reforms. **DR. CHRISTOPHER ADDISON**, who has been for a long time one of his right-hand men, has now been made Minister of Public Health. Dr. Addison announces that he is going to have a bill put through Parliament under which the medical profession will be nationalized. This means that free medical attendance will be furnished all who require it, thus removing it from the sphere of charity. Dr. Addison has been a member of Parliament for ten or a dozen years, and first came into prominence as secretary to Lloyd George when the latter was Minister of Munitions. Later he became Minister of Reconstruction. He was also at one time Secretary of the Board of Education, and is recognized as one of the greatest authorities in Great Britain on educational matters, especially as they relate to medicine. He was formerly editor of the Quarterly Medical Journal, and has written a great many articles on medical and educational subjects.

INTERNATIONAL BANK IS PROPOSED.

An international bank to handle the financial problems that will arise after the war is a project that has been suggested in France. The plan was proposed last year by M. Andre Citroen, a well-known manufacturer of war material. He says:

"Among the many problems which will have to be solved by the representatives of the belligerent nations at the close of hostilities will be the balancing of the world's financial accounts, and the means I suggest for doing this are that a bank of the nations should be created with the power of issuing an international and compulsory currency throughout the world, or at least in the belligerent countries, victorious and vanquished.

"This bank will have the sole right to issue and fix the value of the new money and decide the quantity of notes to be issued. This new money will not have its counterpart in gold as formerly, for the war has shown that without a counterpart in gold it is possible to issue a certain quantity of bank notes, the value of which is based on the credit of the fighting nations.

"In this new system the value of the newly created bank note, which we will call the simplex, will be based not on the credit of one country alone, but on all the nations. One could fix its approximate value, however, in relation to gold, which will still remain a product of international exchange. It will be decided, for example, that three simplex represent a gramme of gold, thus bringing the value of a simplex note down to about the value of a franc. Each nation will receive a number of simplex notes corresponding to the sacrifices made by her in the war, such as the amount of money spent, the cost of reconstruction, and pensions for widows, orphans, and invalided soldiers. From their total allotment of notes the vanquished nations will have deducted an amount corresponding to the war indemnities which will be fixed according to the wrongs committed.

WITHDRAW NOTES ISSUED DURING WAR.

"The financial difficulties of the warring countries will be solved with the help of these international bank notes, and by the withdrawal from circulation of all those notes which have been issued during the war, such as rentes, defense bonds, bank notes, etc., and these will be replaced solely and simply by the international currency. As soon as this operation has been completed no country will have any war debts, and consequently no more war charges, and this will thus obviate one of the greatest and most important difficulties—namely the crushing of the taxpayer when the war is over by taxes which will absorb the greater part of the revenue of a country.

EFFECT OF NEW CURRENCY.

"The second phase of the operation will consist in utilizing and in placing this formidable quantity of paper currency. The holders of rentes and bonds will no longer have revenues represented by coupons, but will have in their hands this international money. It will be necessary that they should utilize it in investing in shares capable of bringing them interest. There will be a decrease in the rates of interest on money. Shares which brought in 5 or 6 per cent will rise in value, but the interest will be reduced to 3 or 4 per cent, to the prejudice of the holders; but to the profit of the workers. Then there will be the capitalization of new issues. Industries which seek to develop themselves will be able to go to a public loan department and obtain the necessary money.

"These two categories will absorb a great deal of the new money, but it is the third category which will be the most important. This category will allow the creation of enormous companies which will be formed with the consent of the State. One has never found in France the formation of companies on a very large scale to settle the interesting problems of one country as a whole or of districts as a whole. Immense tracks of electrified railways, the construction of canals, the construction of roads for automobiles, central heating departments for towns, the development of electric lighting, the development of the telephone service, and such enterprises have not been able to be carried out owing to lack of capital. The affluxion of new capital will permit of their being constructed, and the interest on the loans will help to bring the circulation fiduciary within normal limits."

The author of the scheme recognizes that the selling of the products, higher wages to workmen, higher cost of living resulting from such a system will have to be taken into consideration, and that offices will have to be set up for exchanging the old money for the new.

Public Opinion

A GOOD RULE.

(Wall Street Journal.)

"It will be the finest day of my life when I can conclude peace," said Emperor Charles. Good rule not to start what you can't finish.

A NEW WORD.

(Boston News Bureau.)

A new word has been put into the English language. It is "mug" (verb transitive). When an American soldier has been kissed by a Frenchman now he says he has been "mugged." As the Frenchman who plants a kiss on the cheeks of the private is usually of the hirsute variety, he is tactfully avoided if possible. A soldier warns another, "An old guy down in the next block mugged me." It is the signal for a detour.

HAIG'S HAMMER.

(London Daily News.)

Haig's hammer will probably never have the fame of Drake's drum, but it is a shrewd weapon, and the rapidity as well as the vigor of its strokes is surprising people at home almost as much as the enemy. Sir Douglas Haig was reported some time ago to have stated his conviction that the present year would witness Germany's final discomfiture in the field. "There is no doubt," he said in February last, "that the German western front will be broken by the Franco-British armies. This year will be decisive in the sense that it will see the war decided on the battlefield—that is to say, an event after which Germany will appear defeated militarily. Important and unexpected things have occurred since which may have affected his estimate, and the season is already late in a country traditionally unfavorable to the operations of armies. But with every such blow as those of the last three weeks the day of which the commander-in-chief spoke is brought nearer.

AMERICA'S TROTZKYS.

(New York Mail.)

Leon Trotzky emerges big in the news from Russia. Trotzky is the man who says that Russia must be socialized on the destructive Trotzky model even if the country is to be deprived of "its last loaf of bread, its last piece of leather, and its last plate of steel" in the process. That is Trotzky's ultimatum to every factory owner, every land proprietor, every man with a few rubles in his pocket, in all Russia. And Trotzky is the man who is running Russia just now.

A few months ago Trotzky was preaching the same doctrine of destruction in New York. He was presenting the same ultimatum to every factory manager, every landowner, every man with a bank account, in New York and in America. He never got into the news until he returned to Russia.

How many Trotzky's are there in New York and America, formulating the same ultimatum without getting into the news? And what kind of news will it be when they do get into it?

THE ADVERTISING AGE.

(From Leslie's.)

Publicity! That this has rightly been called the advertising age is shown in the fact that many great concerns which formerly felt no need to advertise are now seeking the public ear. The General Chemical Co., the American Telephone & Telegraph Co., and the Pullman are among the large corporations that have in recent years adopted an advertising policy. It might be thought absurd for a company with 20,000 employees, operating 7,500 cars on 137 railroads and selling 25,000,000 reservations annually, to advertise. The Pullman company did not inaugurate its advertising to secure new business, but, in the words of Vice-President Runnells in Printer's Ink, "to correct some outstanding misconceptions of Pullman service." This it has accomplished, and by taking the public into its confidence the company has removed the attitude of suspicion which many entertain toward great corporations. The public is reached by this sort of publicity. When the Pullman advertised that unused Pullman tickets would be redeemed, hundreds of offices were literally swamped with applications from people who wanted their money back and didn't know that they could get it. At last the great corporations are learning that the heart of the people may be reached through publications the people read, publications which go into every home and which mold public opinion.

THINGS YOU NEVER HEAR ABOUT.

(Life.)

A way of living as cheaply as in the good old days, Bulgarian artillery hitting anything, Any good being accomplished by suffragettes picketing the White House.

Theodore Roosevelt becoming depressed.

A defaulting bank cashier buying stocks at the bottom and selling at the top.

Anybody offering a position of trust and responsibility to a member of the I. W. W.

The Kaiser's plans for dining in Paris.

"BEWARE OF VIDDERS."

(The Nation.)

"Beware of vidders," the Pension Bureau echoes the elder Weller. That it has reason to do so is shown by the fact that though not a soldier of the War of 1812 survives, there are 19 pensioned widows of such soldiers. There are only 384 survivors of the Mexican War, but there are 3,442 widows of the veterans. The explanation is less for experts in longevity than the sociologists, who may tell us just why old veterans (with pensions valid after death) are so often attractive to comparatively young women. The pensioned widows of Civil War veterans practically equal the number of survivors.

PRACTICAL EDUCATION.

(Omaha World-Herald.)

The demand for vocational schools is appearing in the great financial and trade papers in the cities of the East. Before the war there was in every part of the United States, a demand made for more practical schools, but lately not much has been heard on that subject, as the main interest of fathers, mothers and teachers has been concentrated on the war, yet lately some of the teachers are saying that when the reconstruction period arrives there will be greater need than ever for a practical education. The calling of so many away from their usual occupations to army service, and the difficulty of filling their places, has brought this question to the fore in all the great trade centres. There is one thing to which all agree. Whatever sacrifices must be made to carry the war to successful conclusion, education of the youth must not be interfered with in the slightest degree.

NO PARTY DISSENSION THERE.

(London Telegraph.)

On the great issue of the war the country is still perfectly sound. The Unionist, the Liberal, and the Labor parties present an unbroken front. Mr. Asquith's recent speeches at Leeds and Liverpool would not have required the alteration of a single word if he had been a member of the government instead of leader of a patriotic opposition, and it is a national blessing that the late prime minister and the present prime minister are found speaking on the supreme subject of peace and war in the same voice and the same key. That is the feature of the political situation which really matters, and who will compute what it means to the country that, while Germany is trying to get the allies to enter the conference chamber, and resorting to every intrigue to sow discord between them, the leader of the opposition rejects them all with the same emphasis as the head of the British government? A divided public opinion here would be worth to Germany at this moment many of Hindenburg's much trumpeted victories.

PEERS.

(Wall Street Journal.)

A raw and inquisitive humorist, who is a firm believer in the dollar, once asked Sir George Bury how much he paid for his knighthood. Like a shot the answer came back, "One-half billion dollars." British shipments to Russia of at least that value were held up under Bury's advice on his return from that country after outbreak of the revolution. The answer was suited to the mental visibility of the questioner, with the dollar mark well above the horizon.

In this instance personal service could not be measured in money or in title. Titles themselves no longer distinguish service. An Italian general after an heroic stand of his command in retreat was asked for an honor list. He said he would have to ask for decorations for the whole army. Were personal sacrifice rewarded by titles of nobility, America's peerage from civilian ranks alone would muster a half-dozen army divisions, regrettably and sorrowfully beyond military age for the most part.

SHOULDER TO SHOULDER.

(Brooklyn Eagle.)

Stating the terms upon which the British government would be willing to consider peace, Mr. Lloyd George makes it clear that England demands no material compensation for her great sacrifices. In taking this stand he ranges his country shoulder to shoulder with the United States, which seeks in the prosecution of the war and the negotiation of peace no profit of peculiar benefit to itself.

AN AMUSING MISTAKE.

(Christian Science Monitor.)

There was a rather amusing mistake in a recent Paris telegram which purported to describe the fighting in Passchendaele. It was, in fact, a translation from the Petit Parisien's Western Front news, and it said: "The Canadians were forced to shell the Presbyterian school and the Town Hall." It was hard to believe one's eyes. A Presbyterian school in Belgium? Then the meaning dawned; it was "le presbytere" that was meant, and "le presbytere" is, of course, the Roman Catholic priest's house.

OTHER TIMES, OTHER MEASURES.

(Wall Street Journal.)

A visitor to a minor officer of a leading railroad noticed that his friend was using a scratch pad composed of old envelopes salvaged after removal of the mail; also using quite an ordinary lead pencil. His curiosity became aroused.

"Has the Save-Everything Administration taken charge here, too?" he inquired. "When I was here last you had a pad of fine linen paper, and a Koh-i-noor pencil."

"We have learned," explained the official, "that our men give efficient work on such scrap and with such pencils, just as they formerly did with gold printed pencils and bond paper. We are keeping step with the times."

THE BRIGHT SIDE.

(New York Sun.)

A splendid tonic is in the words of Major Donald Guthrie of the Canadian overseas forces: "There's lots of fun over there. There are no more cheerful and contented men on the face of the earth." He was talking, of course, about the soldiers in the trenches, who some would have us believe are pitiful, weeping, gray haired wrecks after a tour of duty.

There are societies and committees for nearly everything nowadays. Not the least useful among them would be a committee for printing the Canadian major's words, bracketed with Brig. Gen. Hoyle's hearty classic, "A soldier's life is a bully one," to be given to every man of draft age.

It would serve as an antidote for much depressing drivel.

INTERNATIONAL PROHIBITION.

(Christian Science Monitor.)

The Eastern wiseman declared of old, "Whatsoever thy hand findeth to do, do it with thy might." There never, surely, was a time in the history of the world when it was more necessary to act upon the advice of the wiseman than to-day. The world is engaged in a tremendous struggle. And as the earthshaker makes the ground quiver with the shock of the conflict, the looker-on, who is capable of understanding the movement, sees the weak things falling from the tree of Principle. Everywhere those who are endeavoring to guide the struggle are calling for self-sacrifice. And nearly everywhere this self-sacrifice is being given without stint. One tremendous blot, however, defaces the scutcheon of Principle, and that is the blot of drink. The drinker is as naked as Noah, if he only knew it, in the esteem of all those who know what self-sacrifice for Principle means. When he wakes up to the consequences of his selfishness, as sooner or later he must, he will understand what it has meant, but that will be too late to prevent the consequences to himself.

It is, however, always the difficult thing that is worth doing. It is, unquestionably, what the world calls the impossible which is worth attempting. That is to say, of course, when the attempt is a worthy attempt. Therefore, if any statesman in the world to-day should rise to the height of attempting the solution of a really international problem which will do more almost than anything to destroy the material causes of human suffering, he will lead a crusade for the destruction of drink. And this for the reason that the mere animal appetite for drink is itself only an expression of those tendencies to human license which find expression in every form of sorrow, and sickness, and sin from which humanity is suffering.

AMONG THE COMPANIES

BRITAIN'S WAR AIMS.

Lloyd George States Aims of Great Britain in the War.

London, January 6.

The British Prime Minister, David Lloyd George, yesterday set forth Great Britain's war aims more specifically and at greater length, before the delegates of the trades unionists, than he had ever done before.

Having first declared that it was not a war of aggression against Germany or the German people, and that the breaking up of the German peoples or the disintegration of their state was not one of the objects for which the Allies were fighting, he proceeded to mention the fundamental issues for which Britain and her Allies were contending.

First among these was the restoration of Belgium and reparation for the injuries inflicted. Next came the restoration of Serbia, Montenegro and the occupied parts of France, Italy and Rumania. France must have Alsace-Lorraine, and to this end, said the Premier, the British nation would stand by the French democracy to the death.

The question of Russia was touched upon, and Mr. Lloyd George said that Britain, as well as America, France, and Italy, would have been proud to fight by the side of the new Russian democracy, but now Russia could only be saved by her own people. He declared an independent Poland an urgent necessity for the stability of western Europe.

Rumania is to be protected, and the British and other allies are with Italy in her desire for complete union of the people of Italian race and tongue.

Of Austria-Hungary he felt that, while the breaking up of the Dual Kingdom was no part of the Allied war aims, it was impossible to hope for the removal of causes of unrest in that part of Europe unless genuine self-government was granted the Austro-Hungarian nationalities. The Turkish Empire, within the homelands of the Turkish race, with Constantinople as its capital, may be maintained, but the passage between the Mediterranean and Black Sea must be internationalized and neutralized, and in the British view Arabia, Armenia, Mesopotamia, Syria and Palestine are entitled to recognition of their separate national conditions. The matter of the German colonies, all of which now are in the hands of the Allies, will be placed before a conference, whose decision, however, must consider the wishes and interests of the inhabitants, and the future administration must be acceptable to the various tribes.

The Premier made brief reference to the violations of international law committed by Germany, with special emphasis on the sea, and the peace conference, he declared, must not lose sight of the outrages suffered by British and other seamen and the services they had rendered.

The three cardinal points of the British terms, as enunciated by the British Prime Minister, are: Re-establishment of the sanctity of treaties; territorial settlement based on the right of self-determination or the consent of the governed; the creation of an international organization to limit armaments and diminish the probability of war.

FLOUR BONUS.

St. Lawrence Flour Mills Co., Ltd., which started dividends on the common stock with a declaration of 1 1/4 per cent three months ago, has declared the same quarterly payment, with a bonus of 1 per cent. The 2 1/4 per cent will be paid on February 1st to shareholders of record January 20th.

STOCKS ABOVE THE MINIMUM.

Stocks selling above the minimum at the end of the week follow:

	Min.	Fri.	Gain.
Dominion Steel...	52	55 1/2	3 1/2
Cement	57	58	1
Brazilian	32	33	1
Civic	68 1/2	69	1/2
Steel of Canada	49 1/2	53	3 1/2
Smelters	25	25 1/4	1/4
Tram Power	23	32 1/2	9 1/2
Brampton	39	42 1/2	3 1/2
Textile	80 3/4	81	1/4



MR. JOHN GALT,
President Union Bank of Canada.

FAILURES LAST WEEK.

Commercial failures last week, as reported by R. G. Dun and Co., in Canada numbered 16, against 26 the previous week, 21 the preceding week, and 27 last year. Of failures last week in the United States, 77 were in the East, 48 South, 64 West, and 29 in the Pacific States, and 66 reported liabilities of \$5,000 or more, against 74 last week.

COMMERCIAL FAILURES IN U. S.

Taking it all round 1916 was the best business year the United States ever experienced; yet there were seventeen thousand business failures. Compared with twenty-two thousand the year before, this is encouraging; but practically one out of a hundred of all concerns in business failed, and, year in and year out, through good times and bad times, the proportion of failures never varies very far from one per cent.

In only two hundred and sixteen of the seventeen thousand failures did the liabilities exceed one hundred thousand dollars. Nearly all the failures, in other words, were of small concerns.

Credit men assign many reasons for these failures, such as lack of experience, insufficient capital, injudicious extending of credit, over-buying — which merely means unwise buying — and so on. But we venture to guess that one cause was present in nearly all of them, to wit, poor bookkeeping. They did not keep books so as to know exactly what it cost them to do business and precisely how they stood all the time.

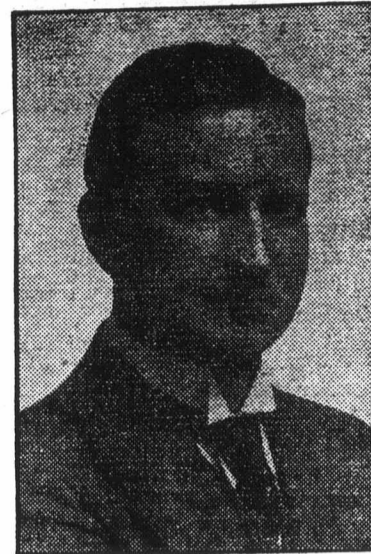
We recommend again to every business concern an accounting system that will show costs accurately. — Saturday Evening Post.

U. S. BANK CLEARINGS.

Bank clearings continue remarkably heavy at most of the principal cities in the United States, the total last week, according to Dun's Review, amounting to \$5,092,823,231, an increase of 0.1 per cent. Well maintained business activity in practically all sections of the country continues to be reflected in a gain in the aggregate of all centres outside New York City over this week a year ago of 7.2 per cent, but at the metropolis there is a loss of 3.4 per cent. Compared with all previous corresponding periods, however, a decided favorable exhibit is made in nearly every instance, the gain in the grand total over the same week in 1916, which was the record for the period up to that time, being no less than 12.9 per cent, to which New York contributes an increase of 5.1 per cent and the cities outside the leading centre 31.5 per cent. Boston, Philadelphia, Cleveland, Minneapolis, Kansas City, New Orleans and San Francisco are among the cities showing especially noticeable expansion over both years.

Average daily bank exchanges for December and the two previous months are given below for three years:

	1917.	1916.	1915.
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



MR. J. P. BELL,
General Manager Bank of Hamilton.

RAILWAY EARNINGS.

The traffic earnings of the Canadian Pacific Railway for the final week in December aggregated \$3,679,000, against \$3,065,000 for the corresponding week a year ago, an increase of \$614,000, or 20 per cent, the highest percentage since the second week in June. Total earnings for December were \$12,927,000, against \$12,289,000 a year ago.

The traffic earnings of the Grand Trunk Railway for the last week in December aggregated \$2,040,966, against \$1,760,109 for the corresponding week a year ago, an increase of \$280,857, or 15.9 per cent. The month's total was \$5,654,558, against \$5,280,245 in December, 1916.

DECEMBER R. R. EARNINGS.

C. P. R. gross earnings for December amounted to \$12,927,000 compared with \$15,191,000 in November, and \$12,289,000 for December, 1916, an increase of \$638,000 over the same month a year ago.

Grand Trunk's earnings for December amounted to \$5,654,558 compared with \$5,280,245 a year ago, an increase this year of \$374,313.

Apart from the general slackening of business in the first of the severest winter months the railways had to contend with exceptionally severe weather in December, both frost and snow, which produced one sharp weekly decrease in that month and no doubt affected others.

The final returns of gross traffic earnings of the C. P. R. for December indicate that the gross for the year will reach approximately \$152,245,452 for the year in railway operations alone. This compares with \$139,591,819 in 1916 and shows a gain of \$12,653,633.

These returns are compiled from the weekly and monthly returns sent out by the company and are revised for the annual statement which goes to the shareholders. The figures as given above, however, are sufficiently close to show the growth of the company's business in the past year and it will at least create a record in gross.

The returns for 1917 will be the first full fiscal year under the new arrangement whereby the company makes its fiscal year correspond with the calendar year. The last statement presented to the shareholders was for the half year ended June 30, when gross earnings of \$76,717,965 were reported.

It is inevitable that the net revenue will fall considerably behind 1916 as the figures reported for eleven months of the year amounted to \$42,634,739, a decrease of \$2,820,330. It would not be surprising judging by the record of the past few months, if this decrease is increased to upwards of \$3,000,000 when the complete figures for December are forthcoming in the latter part of the month.

The company's income, in common with all companies engaged in railway operations, has been seriously affected by the heavy increase in the cost of operations which has grown to such an extent that the Dominion Railway Commission recently granted an increase in freight rates.

AMONG THE COMPANIES

CONSOLIDATED MINING AND SMELTING COMPANY.



SIR CECIL SPRING-RICE,
Who is retiring as British Ambassador at Washington.

The annual meeting of the Consolidated Mining & Smelting Company of Canada, Limited, has been called at Toronto for the 16th January.

It is generally understood that though the Company's business was the largest in the history, yet the profits have been cut down owing to the fact that scarcely a month passed during the Company's fiscal year that there was not an interruption of some kind; the most serious being the strike in the coke regions, which extended over a period of three or four months, and also the strike in the Company's own smelters, which suspended operations for over a month.

The different new plants, for the production of various new products, are now installed and past the experimental stage and are in satisfactory working order, and should during the current year produce much more satisfactory results.



MR. W. A. BLACK,
Managing Director, Kaministiqui Power Company.

CONIAGAS MINE.

During the year just ended, the Coniagas Company has realized a profit of nearly sixty cents per ounce on the output of its mine. The production amounted to upwards of thirteen hundred thousand ounces. The outlook at its Ankerite properly in Porcupine is exceedingly good.

BRAZILIAN TRACTION CO.

During the last five months there have been four decreases reported in the net earnings of the Brazilian Traction Company, as compared with the same month of 1916. The net for November is given as 3,492,000 milreis, which is the smallest of the year, with the exception of July, when the net figures were at a new low mark of 2,849,000 milreis.

Gross earnings fell sharply from the high mark of October standing at 7,695,000 milreis for the current month and the decrease in net was 270,000 smaller than for November, 1916. For the eleven months of 1917, the net increase amounted to 721,000 milreis.

THE YEAR ON THE EXCHANGE.

Prices on the Montreal Stock Exchange during 1917 show improvement in but very few cases, the majority of stocks being quoted at the low of the year.

Stocks which show the biggest shrinkage from the high of the year were Bell Telephone, Brompton, Canadian Car, Forgings, Detroit, Dominion Bridge, Lyall, Scotia, Laurentide, Toronto Railway, Wayagamack and Winnipeg Electric.

The following table gives the high and the low of the year with the closing quotations:

	High.	Low.	Close.
Bell Tel.	150	130	130
Brazilian	47½	32	32
Brompton	58	38	40
Cement	69	57	57
Can. Car	46½	17	18½
Can. Cottons	54½	46½	49½
Forgings	205	148	150
Can. Loco.	64	52½	58
Can. S.S.	45%	29%	39½
Civic Power	82%	68½	68½
Smelters	35½	25	25
Detroit	128	104½	104½
Dom. Bridge	170	127	128
Textile	89	76½	80½
Lyall	80	53	62
Scotia	126	77½	66
Ont. Steel	33	18	22½
Shawinigan	130½	107	107
Laurentide	195	152	152
Steel of Can.	71½	49½	50½
Toronto Ry.	90½	60	60
Wayagamack	97	50	50
Winnipeg Electric	81	42	48

NORTHERN CROWN BANK.

The annual report of the Northern Crown Bank for the year ending November 30th shows profits of \$208,608 equivalent to 14 per cent on the capital stock. After paying dividends and write-off for war tax, etc., a balance of \$72,660 remained to be carried forward to the credit of profit and loss. This, added to the previous balance, brought the total P.L. up to \$205,614. Comparisons of P.L. account are as follows:

	1917.	1916.
P.L. Balance.		
30th November 1916	\$ 132,954	\$ 21,630
Profits	208,608	(x)128,761
	\$ 341,562	\$ 150,391
Deduction	\$ 133,948	
Bal. P.L. Nov. 30, 1917	205,614	\$ 132,954

(x) A year ago the profits indicated in above statement were after deducting expenses of management and making full provision for all bad and doubtful debts, the only item of expenditure shown being war tax.

Deposits totalled \$25,303,271 and circulation \$3,854,322. Canadian Provincial Government securities totalled \$8,841,215 and municipal and public securities \$3,014,499.

Last year no dividends were disbursed. George Fisher of Winnipeg was elected to the board to fill the vacancy caused by the resignation of James H. Ashdown.

NEW COMPANIES.

The following new companies are announced in the various gazettes:

FEDERAL CHARTERS.

- Chipman, Canada, Limited, Montreal, \$50,000.
- Canadian Kodak Company, Limited, Toronto, \$5,000,000.
- Union Collieries, Limited, Montreal, \$1,000,000.
- Toronto Hardware Manufacturing Company, Limited, Toronto, \$400,000.
- Canadian Co-operative Marine Corporation, Limited, Montreal, \$1,000,000.
- Great West Coal Company, Limited, Brandon, Manitoba, \$2,000,000.
- Producers' Dairy, Limited, Ottawa, \$200,000.
- The Atlas Supply Company, Limited, Montreal, \$49,000.
- Utility Securities and Realities, Limited, Montreal, \$1,000,000.
- Beaver Truck and Tractors, Limited, Walkerville, Ont., \$500,000.
- H. Gray and Company, Limited, Montreal, \$50,000.

QUEBEC CHARTERS.

- Longue-Pointe Land Company, Limited, Dunham, \$48,000.
- The Portage-du-Fort Milling Company, Limited, Portage-du-Fort, \$20,000.
- Realities, Limited, Montreal, \$2,000,000.

KAMINISTQUI POWER CO.

The distinction of announcing the first dividend increase for the year in Canadian listed stocks falls to the lot of Kaministiqui Power which announces a 2 per cent quarterly rate for the quarter ending January 31 instead of 1½ per cent for the previous quarter, or an advance from 7 to 8 per cent basis. It is payable February 15 to stock record of January 31.

In July, 1916, the company raised its rate from 6 to 7 per cent. In 1910 the company started with 2½ per cent, which was raised to 3 per cent in 1911, in 1912 to 4 per cent; in 1913 to 5 per cent, and in 1914 to 6 per cent.

The capital stock of \$2,500,000 is all closely held and although listed there has not been a transaction for years, the last record being 121 in 1914 and in London from 116½ to 123 in 1915. The high here was 128 in 1912 and 153 in 1913 in London.

The company serves Port Arthur and Fort William with electric power, the President being Sir Herbert Holt, and the directors, including Charles R. Hosmer, vice-president; W. A. Black, managing director; J. E. Aldred, J. S. Norris, and F. H. Phippen, K.C.

FAILURES IN CANADA.

Bradstreet's Returns.

1917.	No.	Assets.	Liabilities.
January	159	\$ 960,017	\$ 2,016,136
February	99	356,130	820,084
March	115	468,993	1,126,414
April	85	398,441	773,417
May	72	566,806	1,085,916
June	87	1,244,618	2,126,765
July	72	397,209	985,525
August	77	267,258	617,035
September	97	368,882	907,101
October	93	482,099	1,330,268
November	81	228,361	582,569
*December	94	228,361	582,569
Total	1,131	5,967,175	12,953,799
1916.			
January	205	\$ 588,099	\$ 1,736,748
February	206	1,050,197	2,483,720
March	204	798,275	1,889,297
April	138	643,234	1,740,816
May	156	484,234	1,180,547
June	130	433,220	1,057,885
July	139	331,389	871,433
August	132	488,756	1,081,425
September	116	345,850	1,048,880
October	124	461,975	1,074,691
November	114	291,811	652,113
December	108	432,038	1,135,129
Total	1,772	\$6,349,078	\$15,952,684

* Estimated

ESTABLISHED 1832

Paid-Up Capital
\$6,500,000Reserve Fund
\$12,000,000

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

Review of Silver Market for 1917

(By HANDY & HARMAN, in the New York Journal of Commerce.)

Never since the days of the bi-metallic controversies has silver attracted so much attention as in the year 1917, which may with fairness be said to be an epoch in the history of the white metal. Prices have advanced to a level not reached since 1878; silver mining has had a very large measure of prosperity; the trade has been unusually active; above all, increasing attention has been paid to the white metal from the point of view of the world's currency.

As stated in our review of the market of 1916, "coinage throughout the world is the keynote of the advance in the price of silver during the current year." The withdrawal of gold into the vaults of the treasuries and banks in Europe has, with the continuance of the war, been accentuated; so much so that gold is completely out of circulation in Europe—as well as in the rest of the world. The war has been responsible for the unprecedented increase in the paper circulation of the world; the increase from August, 1914, to November, 1917, being computed at or near \$17,000,000,000. Human nature being what it is, it is not difficult to explain the preference of people of all countries for metallic money.

The services of silver, the only other money metal from time immemorial, is now being requisitioned by all countries; France, Italy, Russia, but chiefly England and India, have been in the market for silver for the past two years. Great Britain has been the greatest purchaser, partly for herself, but mainly for India, Egypt and her allies; her purchases for the calendar year have been about 100,000,000 ounces. The notable feature of the year is the increase in silver coinage in the Latin-American republics. Our own Government may have used, roughly speaking, 29,000,000 ounces for coinage for the year.

The heaviest part of the consumption has been in India and England. The Indian demand has been at a high level ever since the beginning of 1916, and does not show signs of slackening. The currency reserve has once again begun to decline, although the note circulation is steadily increasing. It is reported 240,000,000 rupees were coined during 1916 and 1917—absorbing nearly 90,000,000 standard ounces of silver. England has used probably 45,000,000 to 50,000,000 ounces for coinage during the year 1917, besides 35,000,000 ounces in 1916. It must be noted that England is coining for East Africa and Asia—besides, of course, Italy and France.

By a series of measures the British Government is now able to control the silver market in India effectively. The Indian coinage demand, however, is still unsatisfied. There has been a decline of 25,000,000 rupees in the Indian currency reserve during the fortnight ended November 30. The Government of India was obliged to take effective steps to stop competition, the most notable of them being an embargo on the import of silver bullion into India for the use of bazaars. The monsoon in India has once again been favorable; the record crops and the absence of facilities for export, as in normal times, have increased the demand for silver. Paper is not much in favor for two reasons: Increase in the issues and reduction of the reserve. On November 22 the total paper was 1,144,000,000 rupees, while the cover was 264,300,000 in silver coin and bullion, and 264,900,-

000 in gold.

China parted with a large amount of her surplus stock in 1916 for prices which were then considered to be very high; and India bought it. In the current year, however, China has been unable to part with any appreciable amounts. The stock in Shanghai and the ports has, however, been maintained at the usual level of about 24,000,000 ounces in sycee. In the early part of the year China was obliged to replenish its stock by purchases in the United States. Of the total amount, 86,000,000 ounces, exported from our country to foreign ports for the current year up to November 30, 34,000,000 ounces were sent to England and 50,000,000 from San Francisco to the Orient, including orders to China, India and Russian Asia. Chinese demand would have been much heavier but for the restrictions on exports from that country, partly owing to the unsettlement and the embargoes of the Allies, but mainly owing to the difficulty of obtaining tonnage. A heavy demand from China in the near future is not, however, an unlikely contingency.

Production for the year is estimated at about 170,000,000 ounces, as against the actual production of 156,626,521 in 1916, and 178,850,000 in 1915. The United States total is expected to be slightly larger than the total of 74,414,802 ounces of 1916; it would have been much larger but for the strikes in the Western mining districts. Canada is expected to show a slight reduction, while Mexico is believed to have yielded 30,000,000 ounces, as against 22,838,385 in the past year. Little is known about the other producing centres, nor are they of much consequence. It is evident, therefore, that the supply will be had put to meet the demand.

The following quotations are indicative of the course of the market:

1917.	London.	New York.
January 2	36½d	75½c
March 27	35 11-16d	71¾c
August 1	40¾d	79c
September 21	55d	108½c
October 23	41¾d	82¾c
December 19	43d	85¾c

In the early part of the year the fluctuations were very narrow. There was a gradual rise in prices, with intervening fluctuations up to August 1, when 40¾d, the high water mark up to that date, was reached. From thence there was a rapid and daily rise, which culminated on September 21 at 55d. We have already referred in brief to the causes that led to the rise; incidentally one other fact, relating to the heavy speculative purchases, may be mentioned. The market became top-heavy.

On September 25 there commenced a severe reaction, not, however, altogether unexpected. There was a steady and daily decline in the market, and the lowest point was reached on October 23, at 41¾d per ounce. As various conditions were favorable to high silver, the reasons for the fall may be summarized as follows: 1. The rumor that the United States might dispose of its large stock of silver dollars. 2. The almost complete cessation of the Chinese demand at that time owing to the restriction of exports from that country. 3. The British Government's embargo on the import of silver bullion into India and the efforts of the same government to keep the bullion value of the rupee below the legal tender value, which will be the case only when silver is 43d per ounce or under. 4. The profit-taking sales of the speculators.

The range of price fluctuation is the largest known in the history of silver, both in its rise and fall, in 1917. The advance from Mar. 27 to Sept. 21 is 19 5-16d, and the fall from September 25 to October 23 is 13¾d. The next largest variation during the past fifty years occurred in 1876, when the highest price was 58¾d and the lowest 46¾d. During recent years the range was 10 7-16d in 1916 and 8 3-16d in 1907. This shows the mercurial character of the value of one of the precious metals which would have to be reckoned with and controlled in any form of bi-metalism.

Although the developments during the past two years furnish sufficient data to make a forecast of the future of silver, it is only the part of wisdom to exercise a certain amount of caution. There is no doubt that silver will play a large part in the future regulation of world currency for at least a decade after the war—principally for the rehabilitation of the currencies of the countries that have lost their gold or issued too much paper. Much depends, however, on production; unless the output is increased to the level of 1913, viz., 225,000,000 ounces, many new problems will have to be confronted. In the opinion of competent authorities, coinage demand will be in the neighborhood of about 200,000,000 ounces a year or more for several years after the declaration of peace. In normal periods there used to be a floating supply of about 60,000,000 ounces; now there is none. The trade is doing a hand to mouth business. Any possible increase in the output will be immediately absorbed, so that there is encouragement for miner, smelter and Government mintage in the silver prospect of the nearby future; while the reasonable requirements of the domestic manufacturers and workers in the allied arts, it is confidently expected, will be cared for in the distribution of silver bullion.

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President.

SIR JOHN AIRD, General Manager.
H. V. F. JONES, Assistant General Manager.

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Reserve Fund, - \$13,500,000

SAVINGS BANK BUSINESS

This Bank pays interest at 3% per annum on all deposits of \$1 and upwards in this department. Small accounts are welcomed.

BANK OF FRANCE STATEMENT.

Paris, January 3.
The weekly statement of the Bank of France shows the following changes:
Francs.
Gold in hand... Inc. 3,992,000
Silver in hand... Dec. 829,000
Notes circulation... Inc. 452,324,000
Treasury deposits... Inc. 84,745,000
General deposits... Dec. 136,020,000
Bills discounted... Inc. 136,282,000
Advances... Inc. 8,704,000

WEEKLY CLEARINGS.

Canadian bank clearings for the first week of the new year show a decrease from the corresponding week in 1917. To this decrease Montreal contributed over \$5,000,000, and Toronto over \$1,000,000. Halifax, London and St. John showed an aggregate decrease of over 10 per cent. Peterborough showed the largest increase for the eastern cities. Following are the clearings in the East, with changes from the previous year:

	1918.	1917.
Montreal	\$74,896,375	\$80,175,680
Toronto	58,880,596	60,019,892
Winnipeg	43,675,204	38,634,043
Vancouver	8,142,373	6,986,810
Ottawa	5,334,334	5,307,818
Hamilton	4,708,430	4,693,055
Quebec	4,117,636	4,033,436
Regina	3,697,521	3,465,759
Edmonton	3,182,840	2,542,414
Halifax	3,016,839	3,345,543
London	2,357,053	2,643,301
St. John	1,988,250	2,272,708
Victoria	1,698,372	1,334,330
Saskatoon	1,698,009	1,629,396
Peterboro	988,716	590,992
Brantford	972,168	811,142
Port William	774,259	589,192
Sherbrooke	687,090	539,398
Lethbridge	630,785	550,823
New Westminster	358,329	294,901

BANK CLEARINGS FOR THREE YEARS.

	1917.	1916.	1915.
Montreal	\$ 4,188,255,210	\$ 3,722,609,663	\$ 2,628,122,428
Toronto	3,004,785,365	2,571,535,613	1,885,956,257
Winnipeg	2,622,924,702	2,061,795,257	1,530,683,124
Vancouver	419,610,898	321,688,718	281,575,949
Ottawa	291,197,714	261,049,599	211,636,520
Calgary	348,663,426	233,097,671	169,758,599
Hamilton	244,401,339	200,811,087	151,420,271
Quebec	213,504,960	192,163,703	158,325,906
Edmonton	142,606,766	114,345,955	105,834,951
Regina	169,800,107	124,349,588	87,122,604
Halifax	151,812,750	125,997,877	104,414,585
London	112,664,207	100,090,560	89,774,787
St. John	104,127,587	90,946,795	77,058,264
Victoria	80,044,586	80,331,121	76,677,926
Saskatoon	93,730,650	68,316,148	50,146,841
Moose Jaw	65,273,161	52,971,442	42,634,319
Lethbridge	45,021,069	31,638,543	19,740,218
Brantford	42,061,218	34,257,455	26,640,280
Port William	34,224,049	27,472,166	24,840,905
Sherbrooke	33,949,436	24,478,894	.....
Peterboro	32,917,018	26,675,636	20,970,677
Kitchener	30,268,616	26,066,436	.....
Medicine Hat	29,716,162	21,670,502	13,503,194
Brandon	30,429,612	28,922,518	27,132,123
New Westminster	17,435,827	18,878,003	13,460,081
Total	\$12,469,426,435	\$10,557,060,950	\$7,797,430,809

UNION BANK OF CANADA.

Net profits of the Union Bank of Canada for the year ending November 30th have just been announced and are found to be the largest in the history of the bank. They amount to \$767,463. This compares with \$651,183 a year ago, being an increase of \$112,000, or about 17.2 per cent. Earnings this year are 15.2 per cent on the capital of the bank as compared with 13.02 per cent a year ago.

One year ago the bank took out of net profits \$400,000 for dividends; \$50,000 for bonus; \$150,000 contingent account; \$10,000 for officers pension; \$5,000 for British Sailors' Relief, and \$50,000 for war tax, a total of \$665,000.

The total assets of the bank now amount to \$143,000,000 or about \$40,000,000 higher than a year ago. In every respect the year was the most successful in the history of the bank.

BANK OF ENGLAND STATEMENT.

London, January 3.
The weekly statement of the Bank of England shows the following changes:

Total reserve	Inc. £214,000
Circulation	Inc. 647,000
Bullion	Inc. 861,371
Other securities	Inc. 11,592,000
Public deposits	Dec. 9,934,000
Other deposits	Inc. 34,250,000
Notes reserve	Inc. 265,000
Government securities	Inc. 12,531,000

The proportion of the bank's reserve to liability last week is 16.30 per cent; the previous week it was 18.56 per cent.

London, January 3.—The rate of discount of the Bank of England remained unchanged at five per cent to-day.

"Why do you have an apple as your trade mark?" asked a client of the cash tailor. "Well, well," replied the man, rubbing his hands, "if it hadn't been for an apple where would the clothing business be to-day?"—Tit-Bits.

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

BANK OF HAMILTON

Head Office: HAMILTON

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

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.

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.

REMARKABLE RISE IN SILVER.

A remarkable rise took place in silver during 1917. After displaying considerable irregularity in the early months, the market became buoyant and as the year progressed the New York quotation went up by rapid stages to \$108½ per ounce. This represented the highest quotation established in over twenty-five years and reflected the world wide demand for the white metal. The following table shows the weekly high and low prices at London and New York for 1917.

SILVER MARKET FOR 1917.

	London		New York	
	High.	Low.	High.	Low.
Jan. 6	36½	36½	75%	75%
Jan. 13	36%	36	75%	74%
Jan. 20	37	36	76%	74%
Jan. 27	37 7-16	37 3-16	77	76½
Feb. 3	37%	37½	76%	76%
Feb. 10	37%	37%	77%	76%
Feb. 17	38 7-16	38½	79	78%
Feb. 24	38½	37%	78%	77%
Mar. 3	37½	37½	77%	76½
Mar. 10	37 5-16	37½	76%	75%
Mar. 17	36%	36%	75	73
Mar. 24	36 3-16	35%	72½	71%
Mar. 31	36½	35 11-16	73%	71%
Apr. 7	36 13-16	36%	74%	73%
Apr. 14	36%	36 9-16	73%	73%
Apr. 21	37 3-16	36 9-16	74%	73%
Apr. 28	37%	37	74%	72%
May 5	38%	37%	75%	74%
May 12	38	37%	74%	74%
May 19	38	37%	74%	74%
May 26	38	37%	74%	74%
June 2	38½	37%	75%	74%
June 9	38 7-16	38%	75%	75%
June 16	39 1-16	38%	77	76%
June 23	39%	39½	78%	77%
June 30	39%	39½	78½	77%
July 7	39%	39½	78½	77%
July 14	41	39 15-16	80%	78%
July 21	41%	39 13-16	81%	78%
July 28	39%	39%	78%	78½
Aug. 4	40%	39%	80%	78%
Aug. 11	42 1-16	41%	82%	80%
Aug. 18	44	42 1-16	86%	82%
Aug. 25	44%	41%	88%	87%
Sept. 1	46	45	90%	88%
Sept. 8	49	47½	96%	93%
Sept. 15	51	49½	1 00%	97%
Sept. 22	55	52	1 08½	1 02½
Sept. 29	55	49	1 08½	96%
Oct. 6	48%	46	95%	90%
Oct. 13	45%	44	90%	86%
Oct. 20	43%	42%	86%	83½
Oct. 27	42	41%	83½	82½
Nov. 3	46	43	90%	84%
Nov. 10	44½	43%	87%	86%
Nov. 17	43%	43%	86%	85½
Nov. 24	43%	42 15-16	85½	84%
Dec. 1	*42%	*42%	*84½	*84½
Dec. 8	43	42%	85%	85%
Dec. 15	43%	42%	86%	85%
Dec. 22	43%	43	86%	85%
Dec. 29	43½	43½	86%	86½

*No range.

BANK OF MONTREAL.

The new office of the Bank of Montreal, Trafalgar Square, London, Eng., was opened for business first of the year, with Mr. J. H. Pangman in charge, with the title of Acting Sub-Agent.

The opening of a new branch in London particularly in the West end has been rendered necessary owing to the large amount of work the Bank of Montreal has been carrying out in connection with overseas troops.

BANK OF HAMILTON.

The Bank of Hamilton announces that under the authority of a by-law passed at the last annual general meeting of the shareholders, the date of the annual meeting was changed to the third Monday in April, and the next annual general meeting will be held on the 15th of April, 1918, and not in the month of January as usual. The financial year of the bank will close at the end of February, and the next statement of the affairs of the bank, which will be forwarded you after that date, will cover a period of fifteen months.

VALUES OF BRITISH SECURITIES DECREASE £157,696,000 IN YEAR.

The compilation of the London "Bankers' Magazine," covering the aggregate value of 387 representative securities, shows a lower total for December than for any month of the war, the decline for the month amounting to £33,980,000, or 13 per cent, and following a loss during November of £53,762,000, or 2 per cent.

The value of British and Indian funds decreased £4,862,000, or 0.9 per cent, following a November loss of £5,513,000, or 1 per cent. American railroad shares again declined, their value decreasing £8,410,000, or 3.2 per cent, following a loss of £30,270,000, or 10.5 per cent, in November. The value of British railway ordinary shares fell £3,453,000, or 1.7 per cent, in November.

The decrease for the year is £157,696,000 and the total decrease since the commencement of the war £771,000,000.

Comparisons with the previous month follows:
Aggregate value of 387 representative securities on December 20, 1917 . . . £2,600,053,000
Aggregate value of 387 representative securities on November 20, 1917 . . . 2,634,633,000

Decrease £33,980,000
The above figures permit of the following comparisons (000 omitted):

	No. of issues.	Value Dec. 20.	Decrease Dec.	Per cent.
British and Indian funds	9	£520,281	£4,862	0.9
Foreign Gov'ts.	31	529,723	8,409	1.5
Amer. railroads	17	248,345	8,410	3.2
South African	15	43,796	762	1.7
Brit. Rys. ord'y	26	195,263	3,453	1.7

COST OF WORLD WAR TO DATE ESTIMATED AT \$121,750,000,000.

Total for 1917 figures at a billion dollars a week — Present daily gross cost to United States \$40,360,000 — Burden greatest on the Individual in Great Britain.

By the Mechanics and Metals National Bank of New York.
DIRECT WAR EXPENSES—AUGUST 1, 1914, TO DECEMBER 31, 1917.

	1914.		1915.		1916.		1917.		Total direct cost to date.
	Direct cost to	*Five Mos.	Twelve Mos.	Twelve Mos.	Twelve Mos.	Twelve Mos.	Twelve Mos.		
United States								\$6,700,000,000	\$6,700,000,000
Great Britain	\$900,000,000		\$5,250,000,000		\$7,600,000,000		12,500,000,000	26,250,000,000	26,250,000,000
France			1,600,000,000		6,600,000,000		6,300,000,000	19,600,000,000	19,600,000,000
Russia			1,300,000,000		4,400,000,000		6,400,000,000	17,700,000,000	17,700,000,000
Italy				650,000,000	2,300,000,000		2,900,000,000	5,850,000,000	5,850,000,000
Belgium, Serbia, Rumania and Portugal		600,000,000		1,500,000,000	1,650,000,000		1,750,000,000	5,500,000,000	5,500,000,000
Entente Allies	\$4,400,000,000		\$16,400,000,000		\$23,750,000,000		\$37,050,000,000	\$81,600,000,000	\$81,600,000,000
Germany	\$2,200,000,000		\$5,400,000,000		\$6,800,000,000		\$9,350,000,000	\$23,750,000,000	\$23,750,000,000
Austria-Hungary, Turkey and Bulgaria		1,300,000,000		4,400,000,000	5,100,000,000		5,000,000,000	16,400,000,000	16,400,000,000
Central Allies	\$3,500,000,000		\$9,800,000,000		\$11,900,000,000		\$14,350,000,000	\$40,150,000,000	\$40,150,000,000
Total, all	\$7,900,000,000		\$26,200,000,000		\$35,650,000,000		\$52,000,000,000	\$121,750,000,000	\$121,750,000,000

*August 1 to December 31.

THE Molsons Bank

Incorporated by Act of Parliament 1855.
Paid-up Capital - \$4,000,000
Reserve Fund - \$4,800,000

Head Office - Montreal

Branches in 98 of the leading cities and towns in Canada. Agents and correspondents in leading cities of the United States and in Foreign Countries throughout 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
SIR HERBERT S. HOLT, President
E. L. PEASE, 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
Princes Street, E. 2. 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.

Head Office and Eight Branches in Toronto.



Original Charter 1854.

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 Policy-holders.

**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

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 Company'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 confidential.
CANADA LIFE ASSURANCE COMPANY
Head Office, Toronto.



"A Little Nonsense Now and Then"

Staff Colonel (in Christian Register)—Your reports should be written in such manner that even the most ignorant may understand them. Sergeant—Well, sir, what part is it that you don't understand?

"Well, Rastus, I hear you are working again. What business are you engaged in?"

"Ise done be engaged in de mining business, sah."

"What kind of mining are you doing, gold, silver or diamond?"

"Ise doing kalsomining, sah."

Casey—It's the iligant time Oi had lasht Saturday. Divil a thing can I remember after 4 o'clock.

O'Brien—Thin how d'ye know ye had a good tolme?

Casey—Shure, didn't Oi hear th' cop tellin' the joodge about it on Monday mornin'—Boston Transcript.

Gen. Pershing told in Paris a story about a young American soldier. "He talked a lot on the voyage over," said the general, "of the delight he would take in sightseeing when on leave. 'Don't miss Notre Dame Cathedral in Paris,' said a French volunteer. 'You bet I won't!' said he. 'Don't miss Westminster Abbey in London,' said a Scot. 'No, siree! But, say fellows,' the young soldier declared, 'the thing I'm craziest of all to see is the Church of England.'"

A well-known music hall artist was chatting to a London journalist whose paper is not always to be relied upon for accuracy of statements.

"My dear fellow," the comedian said, "I think that what you want is a bishop on your staff."

"A bishop! Why?" asked the journalist in amazement.

"Because," answered the other with a smile, "some of the statements in your paper are in some need of confirmation."—Exchange.

An old darky who had been in the metropolis of his southern state but once since the war stood watching an electric car skim out toward a suburb. A northern engineer, wishing to draw him out, said: "Great thing, that trolley, eh, uncle?" Only a grunt and a chuckle responded. He tried again: "When we come down from the north we do things, don't we, uncle?" "Yaas, yaas, master," drawled the darkey; "great men in the north, sah. Come down heah wid a gun fifty years ago and sot the nigger free. Now you-all is bringin' a fish pole to free the mule—great men, ya, ya!"

The widow of a German officer presented herself at the office in Berlin for the purpose of drawing the pension due to her. She handed in the necessary certificate from the mayor of the village in which she lived, to the effect that she was still alive.

"This certificate is not correct," said the official in charge.

"What is the matter with it?" asked the lady.

"It bears the date of September 21," was the stern reply, "and your pension was due on September 15."

"What kind of a certificate do you wish?" asked the disappointed applicant.

"We must have a certificate stating that you were alive on September 15," said the official with great firmness.

An Irishman paid a visit to China. He was quick tempered and it was not long before he had high words with a native who spoke very broken English. Seizing a dish from a stall close at hand, Pat let fly with it and the Chinaman's head was cut. Being brought before the British consul he was asked why he had insulted the native.

"Sure," replied Pat, "he spoke broken English, and I just gave him broken China in return."—Exchange.

Mr. Glnnet, who has done splendid work breaking in wild horses for the army, tells a story of his early days with his father's circus. He was in London on business when he had a telegram from his foreman, sent off from the place where the show was visiting that day, and which read as follows:

"The leopard has escaped. Prowling about the town. What shall I do? Bob?"

Now Bob was one of those conscientious chaps who had to have clear directions.

I rushed off to the telegraph office and sent a reply: "Shoot him on the spot," I wired.

Half an hour later another telegram came to hand. It also was from Bob, and asked: "Which spot?"

OPENS MONTREAL OFFICE

The Union Insurance Society of Canton, Ltd., one of the well known British companies, has just opened offices in Montreal with Mr. Joseph Rowat as general agent. The head office of the company for Canada is in Toronto, but Mr. Rowat will have charge of the company's operations in this province with offices in the Lewis Building. The Union Insurance Society of Canton was established in 1835 and does business in all parts of the world. It has combined assets of over \$17,000,000, while losses paid amount to over \$75,000,000.

DRIVING HOME THE MEANING OF FIRE LOSS.

Canada's fire loss in 1916 was \$25,400,000, and it will be greater this year. So vast is the amount that it is hard to realize its significance when stated in mere figures. Here are some other ways of stating it, which drives home its baleful significance:

The Canadian Government pays \$2,000,000 a month in separation allowances to soldiers' wives and dependents. The Canadian people burn property valued at \$2,250,000 a month.

Canada's annual fire waste is sufficient to pay 5 per cent interest on all the war loans floated in Canada and provide a sinking fund large enough to cancel the total indebtedness in thirty years.

One year's fire loss in Canada would purchase 12,000,000 bushels of wheat for our Allies.

The value of grain and other agricultural produce burned in Canada in 1916 was equal to the average annual production of 1,500 hundred-acre farms.

Canada's fire loss in 1916 would have provided 3500 aeroplanes or 25,000 machine guns or maintained over 20,000 men in the trenches for a year.

We have talked about the immensity of our fire losses for years. Isn't it time that laws were passed to reduce the waste? It can be done.—Conservation.

THE DOOMED DOUGHNUT.

The doughnut is doomed. Recent intimations of disapproval by the food administration of this matutinal confection might have been regarded as a spur to conservation and a threat that would not be carried out unless as a last resort. Bakers are prohibited in making bread or rolls from adding sugar or fats to the dough during the baking or afterward. Some difference of opinion as to what are rolls has given the doughnut a respite, but it is to be short-lived, according to the State food administrator, who brings this significant news from Washington: This ruling gives sweet dough goods a temporary lease of life only. Mr. Hoover has a special grudge against doughnuts. They soak up fat which we do not need, and our Allies are suffering for. So doughnuts and frying-pan foods will shortly be taboo and we must not eat or make them until the war is over. Thus is the fate of the doughnut sealed.—Indianapolis News.

"I suppose," said the facetious stranger watching a workman spread a carpet from the church door to the curb, "that's the road to heaven you are fixing there?"

"No," replied the man, "this is merely a bridal path."—Boston Transcript.

LIVING UNDER THE SHADOW OF WAR

In these dark and uncertain days, only the very best judgment should be employed in selecting investments. Sobered by the lessons of the war, sensible men and women have relinquished schemes to get rich quick by means of speculative securities and they now prefer safe investments yielding moderate interest to questionable ones with high rates. Beneficiaries under insurance policies are often perplexed as to how to invest their monies safely and profitably, but the continuous monthly income policy, payable in monthly instalments throughout life, and for twenty years certain, solves the problem completely. It constitutes an automatic safe investment and is issued by

THE MUTUAL LIFE ASSURANCE Company of Canada

WATERLOO **ONTARIO**
E. P. CLEMENT K.C. **GEORGE WEGENAST**
President. Managing Director.

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

YOU LOOK FOR SECURITY

Whether with the intention of taking out insurance or associating yourself with some Company, you look for security.
The latest figures emphasize the unexcelled financial position of this Company.

Business in Force over - - - \$59,600,000
Assets over - - - - - 16,400,000
Net Surplus over - - - - - 2,600,000
These are reasons why the Company is known as "SOLID AS THE CONTINENT"

NORTH AMERICAN LIFE ASSURANCE COMPANY

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.
FIRE & ACCIDENT RISKS ACCEPTED.

Canadian Head Office:

57 Beaver Hall Hill, MONTREAL
Agents wanted in unrepresented towns in Canada
J. E. E. DICKSON, Canadian Manager.
W. D. AIKEN, Superintendent Accident Dept.

The London & Lancashire Life and General Assurance Association, Limited

Offers Liberal Contracts to Capable Field Men
GOOD OPPORTUNITY FOR MEN TO BUILD UP A PERMANENT CONNECTION
WE PARTICULARLY DESIRE REPRESENTATIVES FOR CITY OF MONTREAL
Chief Office for Canada:
164 ST. JAMES STREET, MONTREAL.
ALEX. BISSETT - - - - - Manager for Canada

WESTERN ASSURANCE COMPANY

INCORPORATED 1851

Fire, Explosion, Ocean Marine and Inland Marine Insurance.

Assets Over - - - - - \$4,000,000.00
Losses paid since organization, over - - - - - 63,000,000.00
HEAD OFFICE - - - - - TORONTO, ONT.
W. R. BROCK, W. B. MEIKLE,
President. 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.

POLICIES FOR CHRISTMAS.

Sixteen hundred employees of the Champion Coated Paper Company of Hamilton, Ohio, received insurance policies as Christmas presents.

DOUBLING CAPITAL.

Announcement is made by the Queen Insurance Company of America, New York, that the board of directors had voted unanimously to increase the company's capital stock from \$1,000,000 to \$2,000,000. The business of this strong, progressive company has grown to such proportions of late years, together with its popularity, that the board of directors at a recent meeting decided on taking this step. The assets of the "Queen" have increased during the past ten years from \$6,800,000 to \$12,500,000.

FOREST FIRE SAFEGUARDS.

Ontario has the largest forest fire protection organization on the continent. Last year, at the height of the fire season, its staff consisted of about 1,000 men. With the appointment of E. J. Zavitz as head of the forest service, a new era has begun in the protection of the forests of the province against fire. The Forest Fires Act has been remodelled along modern lines, a forestry branch in charge of technically-trained men has been organized, generous appropriations have been made by the legislature, whilst the co-operation of timber owners has been further stimulated by the imposition of a fire tax to help cover the cost of protecting their limits.

As for mechanical equipment, five automobile trucks with fire-fighting equipment have been provided for districts where roads exist. Some 625 miles of old trails and portages have been cleared out, 60 miles of new trails and portages built, 85 look-out towers have been erected, 45 miles of telephone line constructed, and the permit system of regulating settlers' clearing fires, which has long proved so effective in Quebec, has been put into effect with splendid results. Altogether, such a reformation has been made as a year ago could scarcely have been dreamt possible.

CATCHING COLD.

This is the season when the average citizen rather expects that before long he is going to catch cold. If indeed he has not already done so, and we found it refreshing the other day to read a statement of a leading physician that there is really no reason why anybody should take cold. He states that the cause of catching cold is a lowering of the temperature of the blood either locally or generally. If a person has been perspiring from exercise and sits down and lets the wind blow on him he soon begins to feel chilly. The effect is similar to that of putting out a fire or blowing out a light. The generation of heat caused by the exercise has ceased and as an evaporation of moisture goes on without any extra heat being produced the evaporation causes a chilling of the body.

Sneezing is an effort of the system to start the generation of heat again, and thus to throw off the chill caused by the evaporation of moisture from the skin.

In sneezing every muscle contracts. There is a jump in the whole body. It would be quite impossible to hold anything steady in your hand when you sneeze; but the motion is particularly of the expiratory muscles. There is a sudden contraction of these muscles, with an explosive effort to warm the body up.

When one sits in church and a draft blows on the back of his neck he says, "I am going to catch cold. I shall have a stiff neck to-morrow." Our cheerful physician says that we do not need to have a cold, all that we need to do is to make the muscles contract as hard as possible, and keep them working and they will keep the skin warm, and we shall not take cold.

The idea is to make every muscle of the body tense. The hands can be kept straight at the sides with the muscles perfectly rigid. Every muscle of the body should be rigid and in that condition you will soon find that you are breathing hard. When deep breaths are taken the whole circulation is stimulated. It is possible to sit still and at the same time have the muscles working as hard as though one were running to catch a train.

If we would remember these points when we feel a chill or a draft we have the word of our physician that we need not fear a cold.—Money and Risks.

SUPT. OF INSURANCE.

Mr. E. E. Duckworth, of the Sun Life of Canada's actuarial staff, has been appointed superintendent of insurance for the Province of Quebec, in succession to the late Mr. William Chubb. Mr. Duckworth, who is a science graduate of Liverpool University, has spent the whole of his insurance career in the service of the Sun Life.

FIRE INSURANCE IN CANADA.

In the following list will be found the principal Canadian losses from fire for the year 1917, which involved property loss of \$75,000 or over:

JANUARY.	
Preston, Ont., car plant	\$ 100,000
Vancouver, B.C., wholesale hardware	300,000
Quebec, Que., wholesale crockery warehouse	125,000
Quebec, Que., stock, stables and garage	100,000
Tyndall, Man., stone quarries	190,000
Winnipeg, Man., wholesale grocery	100,000
Niagara Falls, Ont., cyanamid plant	100,000
St. Louis de Coureville, Que., church	75,000
FEBRUARY.	
Quebec, Que., piano salesrooms	100,000
Fort William, Ont., store	90,000
Simcoe, Ont., lithographing plant	175,000
Hamilton, Ont., stores	120,000
Winnipeg, Man., commercial block	100,000
Toronto, Ont., foundry	80,000
Quebec, Que., dry goods stores	95,000
MARCH.	
Oshawa, Ont., interior fitting works	75,000
Kenora, Ont., mercantile block	120,000
Halleybury, Ont., car barns	80,000
Bathurst, N.B., seminary	150,000
Collingwood, Ont., planing mill	75,000
Winnipeg, Man., grain elevator	140,000
Montreal, Que., warehouse	200,000
Ford, Ont., motor car plant	200,000
APRIL.	
Gladstone, Man., flour mill	145,000
Bellefleur, Ont., evaporator	185,000
Simcoe, Ont., cannery	225,000
Montreal, Que., white wear factory	125,000
Vulcan, Alta., elevator	100,000
MAY.	
Montreal, Que., shoe factory	75,000
Toronto, Ont., munition plant	250,000
Fort William, Ont., munition plant	210,000
Pembroke, Ont., lumber mills	120,000
JUNE.	
Sorel, Que., conflagration	250,000
Bruce Mines, Ont., conflagration	100,000
Lanark, Ont., woolen mills	95,000
St. Johns, Que., mercantile block	75,000
Regina, Sask., storage warehouse	125,000
JULY.	
Seven Persons, Alta., conflagration	75,000
Strathroy, Ont., canning plant	165,000
Amherst, N.S., engineering plant	75,000
Regina, Sask., exhibition building	100,000
Macklin, Sask., conflagration	75,000
AUGUST.	
Winnipeg, Man., wholesale grocery warehouse	110,000
Alton, Ont., knitting mills	100,000
Estuary, Sask., business section	125,000
Consort, Alta., conflagration	80,000
Bellefleur, Alta., business section	150,000
SEPTEMBER.	
Trenton, N.S., machine shop	100,000
Levis, Que., munition plant	80,000
Toronto, Ont., hydro office	125,000
OCTOBER.	
Hastings, Ont., tannery	100,000
Montreal, Que., shell loading plant	150,000
Ottawa, Ont., junk warehouse	85,000
NOVEMBER.	
Toronto, Ont., munition plant	125,000
South Bay, N.B., lumber mill	75,000
Ingersoll, Ont., stores	75,000
Montreal, Que., lumber	80,000
St. Hyacinthe, Que., hospital	125,000
DECEMBER.	
Toronto, Ont., iron works	75,000
Wallaceburg, Ont., sugar plant	75,000
Halifax, N.S., explosion; fire insurance involved	1,250,000
Ottawa, Ont., arcade	175,000
Valleyfield, Que., cotton mills	75,000
Montreal, Que., church	150,000
St. Boniface, Man., elevator	200,000

A PROPERLY CARED-FOR PIG.

Educational Department,
Food Controller's Office,

January 3, 1916.

In view of the world shortage of foodstuffs and the importance of bacon in the list of exports to the men at the front and the people of Allied Europe it is interesting to contrast two striking facts. In Germany 4,000,000 hogs are maintained as auxiliary to the national food supply by the citizens of urban municipalities. In Canada on the other hand, where the total number of hogs in the country at most is only 3,500,000, the keeping of pigs is practically prohibited within urban municipalities. "Swine," reads a typical ordinance, "shall not be kept within the limits of this municipality except in pens with floors kept free of standing water and regularly cleaned and disinfected and distant at least one hundred feet from any dwelling house, schoolhouse or church."

Public Health Acts are provincial enactments, and though they may cover regulations as to keeping pigs, they generally place this matter largely under the discretion of municipal authorities. But the trend of municipal regulations has been to discourage the keeping of pigs within the limits not only of cities and their suburbs, but also those of even small towns and villages. However, well justified such regulations may have been in peace times, the question of their entire wisdom in the circumstances of the present day, and the conditions of acute food shortage occasioned by the war, might well be a matter of municipal consideration.

"A properly cared-for pig is no more unsanitary than a properly cared-for dog," says Mr. Herbert Hoover in urging the "keep a pig" movement in the United States.

In view of an estimated waste of food in the garbage formerly was destroyed.—Portland Oregonian.

thing over \$50,000,000 per year, it would seem that there was room for the "keep a pig" movement in Canada. There are obviously many places in small towns and on the outskirts of cities where pigs might be kept without menace or annoyance to the community. No one would suggest that pigs be kept where they might become a nuisance. But where there is plenty of space, as in many a suburban garden of the typical Canadian town and city, there should be no difficulty, and there would be a decided practical advantage in keeping pigs and increasing the bacon supply. Food scraps, kitchen refuse and garden gleanings of all sorts usually buried or burned, would thus become of actual value instead of a charge. Where the regulations should be relaxed, and where they should be enforced would be determined citizens in each place to take the matter up with of an enlightened public would approve official action along these lines.

Farmers, according to reports from the different provinces, are energetically taking up the campaign for an increased production of hogs in 1918. There is a general response in rural sections to the patriotic call. Greater production is the duty of the whole Canadian people for 1918. People in the cities, towns and villages responded in 1917 to the appeal to cultivate vacant lots. In 1918, this work might be supplemented by the addition of an effort to increase the production of bacon.

What applies to pigs could also apply to poultry-keeping. There are many restrictions which might be reasonably relaxed with all round benefit. A dozen hens can be kept laying on the waste bread and vegetables of the ordinary family, supplemented by a little corn. Poultry-keeping could be as well carried out in the large cities as elsewhere. Indeed, while it was found that the "back garden" plan worked surprisingly well in the large cities, only the fringe of the possibilities in food production in urban areas

has yet been touched.

The Food Controller does not suggest that either pigs or fowl be kept in places where the remotest chance of injury to health could result or even where the inconveniences might outweigh the advantages. It only requires a small body of level-headed, determined citizens in each place to take the matter up with the local authorities, to urge them to get the necessary authority to relax present hard and fast regulations. The rest is a matter of patriotism, public spirit, care and good sense.

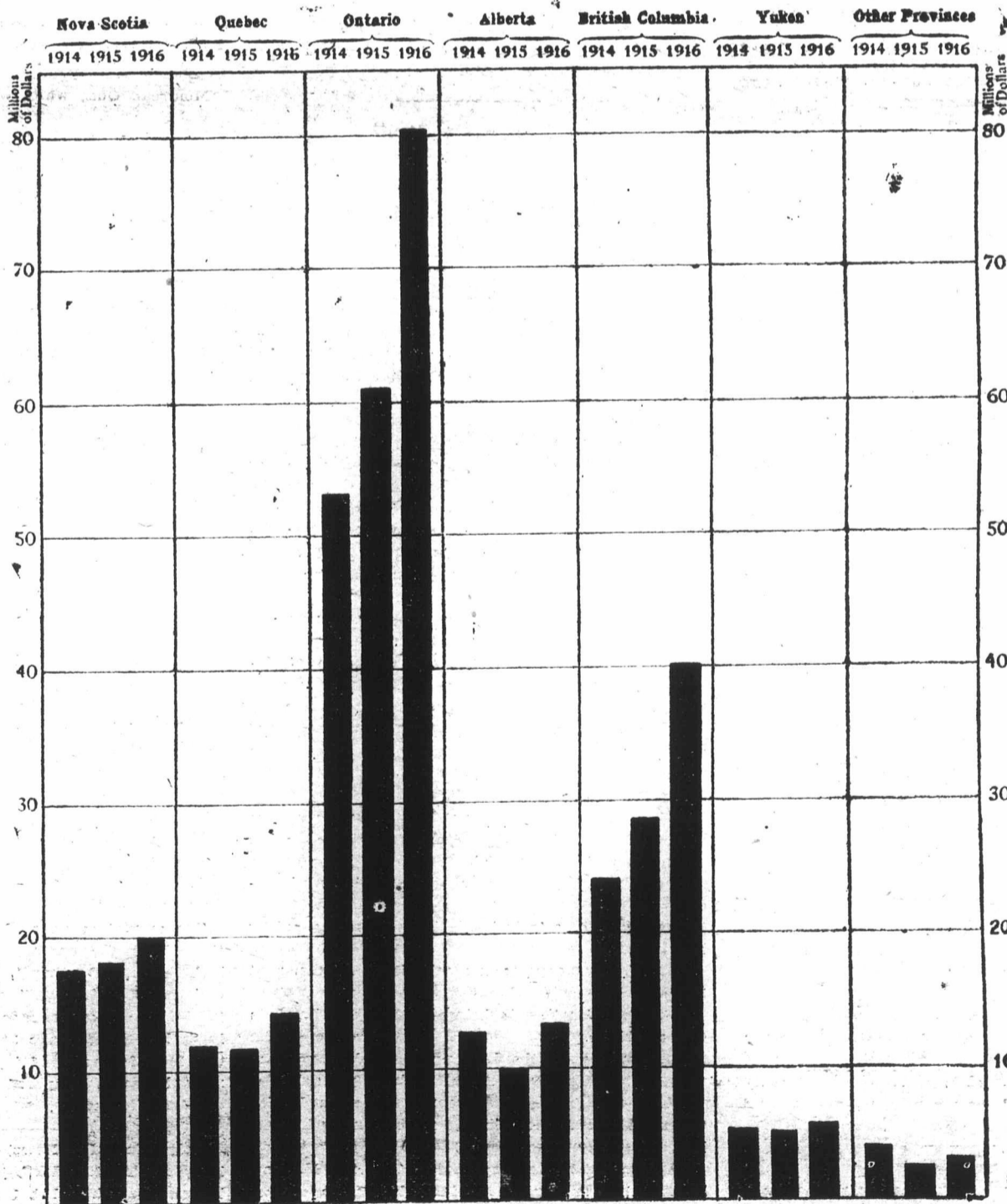
NO JOKE.

A small town in Mississippi has abolished all amusements except dancing. The "pastimes" that are taboo include corn doctors, fortune tellers, lung testers, menageries and patent medicine peddlers; also muscle testers, flying horses, shooting galleries, roller coasters, theatres, billiard tables and pool rooms. Nothing is said of book agents, although they are a favorite source of amusement for jokesmiths. Presumably mothers-in-law are permitted, but suffragettes probably would not be tolerated.—Southern Lumberman.

WHAT WASTE COSTS.

The waste of 500,000 pounds of paper a week, Canadian authorities estimated, entailed the cutting of at least 2,000 trees a week. Every ton of old paper recovered means a saving of eight trees of mature growth. The saving of woolen rags for the manufacture of shoddy saves land for crops which otherwise would be required for the raising of sheep. Men, money and material—capital and labor—are conserved every time a bit of material is re-employed which formerly was destroyed.—Portland Oregonian.

MINERAL PRODUCTION OF CANADA



News of the Week

TUESDAY, JANUARY 1.

The Germans struck another blow in the Cambrai region, but were unable to gain any real success.

General Allenby continues his successful operations in Palestine.

Bessarabia in the south-west of Russia has declared itself independent.

On Friday night Teuton airmen made a raid on Padua and some towns in northern Italy, and on Saturday night the raid was repeated. Considerable damage was done in the former, including treasures of art.

The result of the vote in the conscription referendum in Australia remains unchanged.

Former Premier Goremykin of Russia, his wife, and his brother-in-law were murdered by robbers.

It was rumored in Petrograd that the King of Roumania had abdicated in favor of the Crown Prince.

The French launched a heavy and successful attack on the Italian front in the Monte Tomba sector. They stormed several positions with magnificent élan and took nearly 1,400 prisoners, sixty machine guns, and seven big guns. They held their gains in the face of counter-attacks. Violent artillery duels continue along the other sectors of this front. The opposing troops, under terrific bombardments are engaging in fierce grenade encounters.

The British Admiralty announces that the mine sweeping sloop Arbutis and the armed boarding steamer Grive have been sunk owing to bad weather, after having been torpedoed.

Ukrainian and Cossack forces in a great battle on the southwestern front are reported to have defeated Bolshevik troops, taking four hundred prisoners and capturing eight big guns and 328 machine guns.

WEDNESDAY, JANUARY, 2.

After bitter fighting, the Italian troops have cleared the Seeson bridgehead on the western bank of the Piave river, which was occupied by a considerable force of Austrians weeks ago. The whole of the bend is now in the hands of the Italians, and the foe is on the eastern bank of the river.

Snow is falling heavily along the Italian frontier heights, and Swiss soldiers are quoted as authority for

the assertion that Austro-German troops are held by snow on Tyrol frontier, that a number of régiments elsewhere have been without food supplies for some days, and that supply convoys and trains, with Red Cross units, are blockaded in the passes.

North of Jerusalem the British have made still farther progress, it is announced. From Thursday to Saturday some 750 prisoners were taken, including 39 officers.

From Petrograd come stories of hard fighting at points between Moscow and Rostov-on-don. The Bolsheviks, having control of the telegraphs, wins every battle, on paper at any rate, but for the present the truth seems to be that the Bolsheviks is incapable of restoring order in many great areas of Russia.

Japan is arranging for a loan to China. The debt of the United States is now \$5,615,000,000. The Roumanian Parliament was opened by the King.

THURSDAY, JANUARY 3.

The Bolsheviks, according to the latest reports from Petrograd, state that peace negotiations have been broken off because of the refusal of Germany to withdraw troops from Riga, Libau, Poland, and other portions of what was once Russia, and to allow the inhabitants to vote unrestrainedly as to their future form of government.

The statement that France is calling out men up to fifty years of age, and that certain classes now at work on munitions are being placed at the disposal of the military authorities comes simultaneously with an announcement from Washington that the despatch of men to the front is to be greatly hastened.

General Maurice, director of military operations at the British War Office, in his weekly review warns the people that the enemy is being steadily reinforced on the western front by troops from the Russian front. He predicts determined offensive operations by the Germans, and thinks that at some points the Allies may lose ground, but points to the advantage they have by reason of the various ridges taken in successful operations during the past year, and believes that any loss of territory will not be so great as that won from the Germans in 1917.

As the wet season has begun in Palestine, operations there are likely to be retarded owing to the difficulty of carrying them on in the Judean Hills, even under favorable circumstances.

From Italy comes the report that another attempt of the foe to cross the Piave River by means of boats and rafts has been defeated.

On the Western front the day's report deals chiefly with raids, of which the enemy just now is conducting a number, obviously in preparation for his expected attack.

The Manitoba Legislature is to assemble on the 17th instant.

The Halifax Reconstruction Committee has adopted the terrace cottage type of dwellings for temporary homes for 1,500 families.

Quebec Province is disputing the legality and binding force upon it of the Federal Government's order-in-Council regarding loans.

FRIDAY, JANUARY 4.

Teutonic delegates to the peace conference at Brest-Litovsk are reported returning to that place on the assumption that the negotiations will be renewed notwithstanding the opposition that has developed in Russia to the Germanic terms.

All arrangements have been completed for compulsory rationing which is to go into effect in Britain very soon, according to an announcement made by Lord Rhondda, the Food Controller.

Press correspondents are now permitted to publicly announce what has been an open secret for some time, namely, that the Canadian corps is back in the Lens area. General Haig reports the continuation of a number of raids by both sides, and considerable artillery activity, and similar reports come from Paris.

It is asserted that the seventh Austro-Hungarian war loan was a failure, the largest amounts subscribed being forced from the bankers.

The Royal Palace at La Tranja, in Spain, was burned.

Passengers on a train in Mexico were massacred by Indians.

V. Stefansson expects to reach Nome, Alaska, next Summer.

The coal situation is being gradually relieved in Ontario cities.

The operation of the draft under the Military Service Act began throughout the Dominion yesterday.

The commission on salmon fisheries in British Columbia recommends that no more cannery licenses be granted for five years.

The Canadian Railway Association for National Defence has arranged to reduce the passenger set-

vice, owing to need to conserve coal and labor for the most necessary purposes.

SATURDAY, JANUARY 5.

General Allenby reports a further advance by a part of his line north of Jerusalem over a distance of a mile.

The latest advices received show that the first reports of the Guatemala earthquake were exaggerated. The fatalities as a result of the disturbance aggregated fifty, while only 100 persons were injured. Earth shocks continue, but they are weak. Relief committees are being formed all over the country, and a section of the Red Cross will depart shortly for Guatemala, taking medicines, blankets and other necessities.

On the battlefronts the comparative calm of the past few days continues, although the Germans in the Cambrai sector in local attacks have pushed back four British advanced posts for short distances. The artillery duels along the western front in France and Belgium and also in Italy are still going on, but the infantry is virtually idle, except for patrol engagements.

Floods in Siam, the worst since 1831, are devastating the country. Dispatches to-day from the American legation at Bangkok say the water has risen to the roofs of houses in which peasants are living. Great crop losses have been caused, and cattle are dying by drowning and starvation.

Seven returned soldiers were killed and sixteen injured in a troop train smash at Dorval.

MONDAY, JANUARY 7.

Freezing temperatures continue to hold the British front in an ice-grip. The Germans, however, are exceedingly active, carrying out raids on various parts of the line.

Germans captured a British advanced gap east of Bullecourt after heavy losses, but the British later in the day organized a counter-thrust, and recaptured the position.

Berlin reports officially that German troops penetrated the French lines near Juvincourt, on the Aisne front and northeast of Avocourt and west of Bezonvaux, on the Verdun front, and captured numerous prisoners and machine guns. In Ailly wood, in the St. Mihiel salient, the French made two attempts to penetrate the German trenches without success. In the Champagne French attacks were repulsed after hand-to-hand fighting. Fifteen Entente aeroplanes and four captive balloons were shot down on Friday and Saturday, the Germans claim, as the result of aerial fights and anti-aircraft fire.

In the Italian theatre the big guns of both sides hammering away at opposing positions in the hills and on the lower reaches of the Piave River. Several attempts by the Austro-Germans to make headway with small detachments between the Brenta and the Piave Rivers were repulsed.

Italian aviators surround Padua and drive off enemy machines as they advance, thus sparing the city another air raid.

When thanking the Roman aristocracy for their Christmas and New Year's greetings, the Pope expressed satisfaction that "the nobility had joined with the Holy See in condemning the recent air raids, which were against the rights of man."

Further earth shocks are reported in Guatemala.

A despatch received from the Russian Wireless Service says that 25,000 German soldiers in the region east of Kovno have revolted. German deserters state that in consequence of the Government drafting all soldiers below the age of 35 for despatch to the western front, the aforementioned number of men rebelled and marched out of the battle line.

To conserve finances for the war, Hon. F. B. Carvell will practically close down all federal public works. In addition to saving the money required for these works, the labor employed will be diverted to essential industries.

UNSOLD WOOL STOCKS.

Boston, January 4.

The annual canvass of the unsold stocks of wool throughout the country made by the Commercial Bulletin as of January 1, shows total stocks in dealers' hands of \$9,510,827 pounds compared with 78,805,484 pounds on January 1, 1917. The Boston stocks in dealers' hands were 34,960,130 pounds, in addition to 1,294,596 pounds of tops and 2,544,101 pounds of noils this year, compared with total stocks last year of 44,099,484 pounds.

Judge (in Dallas News)—Where did the automobile hit you? Rastus—Well, jedge, if I'd been carrying a license numbah, it hab busted to a thousand pieces.

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.

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
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Stock Exchanges in 1917

CANADIAN STOCKS

Quotations of Listed Securities on the Montreal Stock Exchange-

Table with columns: COMPANY, Shares par Value, CAPITAL, DIVIDEND PER CENT., 1914 High/Low, 1915 High/Low, 1916 High/Low, 1917 High/Low. Lists various Canadian companies like Ames-Holden, Asbestos Cor. of Can., Bell Telephone, etc.

WHY PUBLIC UTILITY SECURITIES DECLINED.

By H. F. McCONNELL, of H. F. McConnell and Co., New York.

In common with railroads and industrial corporations public utility securities have suffered in the general decline. Many people think this is due to highest cost of material in construction work, increased expenses of fuel and higher wages all around, but, looking under the surface, these causes would seem to be simply contributory.

current year. When the 1917 figures came out showing the increased cost of material and fuel the comparison was not favorable, but had the average holder gone back one year he would have seen that the average net earnings for the year 1917 are largely in excess of those of 1915, when the high price mark was made in all utility securities.

gross is showing better, but these concerns have been harder hit by the increase in operating costs than have any other classes of utilities. With the electric light and power companies it is no longer a question of securing business but one of being able to properly handle the business that is being forced on them.

BUNKERING WAR NOT FEASIBLE.**State Interference Feared in Britain.**

Fear of State interference is the note that runs through a recent article in "Fairplay," London, on Foreign Bunkering After the War. The question of the admission of German shipping to British or Allied coaling stations is discussed and the writer is against exclusive treatment. In part the article reads:

The demand put forward by a certain section of our press that Germany's shipowners should be penalized and that an attempt should, in fact, be made to drive her mercantile marine off the seas by the seemingly simple expedient of refusing it permission to coal at British bunkering stations throughout the world may be excellent armchair strategy, but it carries a destructive germ with it in that it would necessarily imply some sort of State control.

I would mention three causes which militate against abnormal action. The first is—and there should be no need to look beyond it—that if the Allies insist upon enforcing the ton for ton policy against Germany she will have no ships of her own to deal with. Secondly, however much our world supremacy may rest on our coal mines, it would be too gross to assume that our coal merchants could be excluded from trading with Germany while everyone else was allowed a free market. Thirdly, though personal inclinations cannot be fettered, the peace terms must, as far as they can, fix the penalty which Germany has to pay for her abominations, and must leave as few raw, frictional surfaces as possible. Those who today are advocating bunker restrictions seem to me to be moved more by spite than statesmanship.

Socially and commercially, the Germans individually for years to come will be ostracised. But, apart from our power to constitute them, under the peace terms, controlled producers and consumers until the cash part of their punishment has been paid in full, we should be merely stultifying ourselves if we endeavored to make them outlaws throughout the world—we lack the police force. For our own sakes they will have to be allowed to trade, nothing can prevent neutral nations from trading with them, and, so far as coaling is concerned, it has to be remembered that, while British bunkering depots are to be found practically all over the world, foreign firms also have similar large depots, and that the direct effect of any, what I would call, sentimental action on our part would be to free German vessels—assuming that they for a time are allowed any freedom—either to make their own bunkering arrangements, by carrying sufficient German coal for the out and home voyage, or by starting their own bunkering depots under, it might be, a foreign flag, or to force them into the arms of our competitors.

Even assuming that the Allies could agree among themselves to the exclusion suggested, restriction bristles with difficulties, and with the germs of hidden trouble. For instance, supposing a Swedish vessel were suspected of being chartered by Germans how would that suspicion be verified, and would she be denied coaling facilities until she had produced a clean bill of health?

OFFICIAL PRONOUNCEMENT.

This subject of British coaling stations was considered by the committee appointed by the Chamber of Shipping of the United Kingdom and the Liverpool Steamship Owners' Association to deal with trade after the war, and in their report they express the opinion that

"54. Under war conditions, the State has exercised through the coaling stations a control over vessels under foreign flags, and it has been suggested that this control should be continued and used so as to confer advantages on vessels under the British and Allied flags. In our opinion, if this suggestion is acted on it must inevitably lead to the establishment of other coaling stations on foreign territory, and the coal stored in such stations could be used to our detriment in the event of another war far more easily than coal which was stored in British coaling stations, and therefore under British control. We may have the more convenient coaling stations, but it is a mistake to suppose that other stations could not be established in foreign territory to serve the needs of foreign vessels in all parts of the world.

"55. In our opinion, our aim should be to encourage and develop coaling and oil stations throughout the Empire, so that the supplies may so far as is possible be under British control."

On the first of the above findings the opinion of bunkering firms is to all intents unanimous—they agree with the committee. As regards the second assuming that the encouragement and development suggested implies Government interference, it is held that official intervention in the past has not had

such results as would induce any business man to go out of his way to seek it. It national interests clearly demand the interposition of the State in this vital matter, it would have to be accepted, of course. But the past history of the action of the principal British bunkering firms indicates that they, by their enterprise and honesty, established themselves in active competition with bunkering businesses all over the world and shipowners universally have been accustomed to fix all their contracts with these firms, who, where they themselves do not own a depot, acted as agents for those who did, and who are quite convinced that if left alone, they will be able to provide all concerned, on satisfactory terms, with what coaling facilities they may require, and without any Government departmental "encouragement."

ALTERNATIVE POLICIES.

The matter is one involving international as well as national issues. If the terms of peace are such that the enemy's commercial recovery rests with the Allies who are all ad idem on a mercantile policy, then there should be no valid reason why normal competitive conditions in respect of the establishment and carrying on of our coaling stations should not obtain after the war. If hostilities ended in a draw even to the extent that German trading would have unfettered markets, or if in the peace terms such matters as British coaling stations were not included, State aid might have to be invoked, and that would mean at all events a measure of State interference. The matter that has to be kept right to the front is the need for the bunkering firms to see to it that they are not penalized merely owing to their being a certain number of windy pseudo-Imperialists in this country who, because a problem is big, and because its operations extend beyond the four walls of the kingdom, seem to imagine that it can only be dealt with by the united brains of the nation.

U. S. RAILROADS HANDLING ENORMOUS TRAFFIC.

"Approximately complete statistics of freight movement during the first six months after the United States entered the war, April to September inclusive, compiled by the Bureau of Railway Economics for Railroads' War Board, disclose that in that period the railways not only handled far more traffic than in any earlier six months, but also as much as in any entire year prior to 1907," says the Railway Age Gazette. "The years 1906 and 1907 marked the climax of a long period of rapid increase of railroad business, which resulted in the longest and most acute congestion of traffic and 'shortage' of cars ever known until recent months. It is therefore not without significance that in the first six months of 1917 after the country entered the war, the railways handled as much freight as in the entire year 1906.

"In 1915 the railways handled only 30 per cent more freight than in 1906, while in 1917 they are handling approximately 100 per cent more than in 1906. These facts illustrate not only the enormous increase in freight business during past eleven years, but also how swiftly the bulk of the increase has come within the last two years."

SHIPPING NEWS ITEMS.

England is estimated to have 2,300,000 warship tonnage, against 1,000,000 at the outside for Germany. British mercantile tonnage is 18,500,000, against about 3,500,000 for Germany.

Japanese shipyards launched nine ships, aggregating 45,115 tons, in September, establishing a record. Japan's program provides for launching of 300,000 tons in the fiscal year ending next April, and 35 vessels, aggregating 154,727 tons, have so far been launched.

Agreement has been reached between Holland and America whereby 88 Dutch ships of 350,000 tons will be turned over to United States Shipping Board. Dutch ships now in North River, New York, will proceed to Holland with grain immediately.

German firm of Hugo Stinnes, of Mannheim, has acquired control of the shipyards now building at Landskrona, which will be the largest in Sweden, and Swedish papers are demanding that government take steps to stop foreign influence on Swedish industry.

The American Exporter says that shipbuilding in the United States in 1917 will be 400 per cent greater than in 1914, and one yard alone which has contracts for 120 vessels expects by spring to be launching two every week. There are 50 shipyards in the North-west alone, those in Seattle launching no less than 110,700 tons in December. Meanwhile other countries are also building ships.

SUBMARINE INEFFECTIVE.

The New York Times points out that the submarine has not prevented a considerable increase in British imports, which in November reached a new high record with £109,739,023 against £88,934,806 in 1916 and £94,260,968 in October of this year. Exports also from Great Britain have not been reduced. November's total was £48,382,335 against £42,488,252 in 1916. Our exports to the Allies in October were \$414,877,309 against \$368,111,000 last year, and the total for 10 months shows an increase of \$521,000,000. It is noticeable that exports from Great Britain rose from \$131,282,000 in September to \$182,777,000 in October, despite the growing scarcity of cargo space.

WHO AM I?

I am more talked of than anything else in America!
I am the autocrat of the commercial interests!
I control the treasuries of the world!
I command the bank clearances!
I am as powerful as Ajax!
I can stop commerce!
I am supreme!
Rulers and the common people alike
Take off their hats to me.
My aristocratic cousins, the luxurious Pullman car,
And the steel coach who in the past snubbed
Me, now crave my favors!
I am merciful!
I can help you, but
I lack energy!
You must supply that!
Left to my own efforts
I am inert and innocuous!
Energize me and you increase your bank account!
Stimulate me and the wheels of commerce revolve!

WHO AM I?

I am the freight car!
I market your crops!
Load me promptly!
Unload me quickly!
Move me swiftly, and
You will prosper!—St. Louis Furniture News.

THE WOODEN SHIP FAILURE.

Admiral Bowles of the Emergency Fleet Corporation in his testimony before U. S. Senate Committee on Commerce, gave convincing reasons for his belief that the plan for building wooden merchant vessels in any great number was a failure. These are mostly reasons that should have been foreseen and probably would have been if the Shipping Board, when it set out on this plan, had not been dominated by the lumber interests of the northern Pacific Coast. But there never was at any time ground for believing that any large number of wooden ships were desirable for the overseas part of the merchant trade in war time. The only argument of any force was that they might be more quickly built and put into active service on a large scale. This plea proved to be a delusion and a snare.

One of the chief reasons for the failure of the wooden ship programme was the failure of the Southern pine lumber men to furnish more than a fraction of the timber contracted for in the time agreed upon.

Admiral Bowles declared that the fabrication of steel ships on standardized plans was "the great, inspired thing of our whole programme," and said that 90 per cent of the effort now being expended on wooden ships could be better used on steel vessels. He thinks it may be necessary or desirable to commandeer some of the private shipping plants. The output for the next year, he believes, would be 7,100,000 tons if the Emergency Fleet Corporation got all the steel it required and if all non-essentials were cut off. One shipbuilding company has contracted for 128 ships of 7,500 to 8,000 tons each, at a total cost of \$165,000,000. This is given as an example. Of 431 requisitioned vessels 49 have been completed, and new ships are being launched at frequent intervals. On the whole the prospect seems to be hopeful now that all friction in the Shipping Board and the Emergency Fleet Corporation has been removed.—New York Journal of Commerce.

WITH HAMLET LEFT OUT.

(New York Herald.)

Not a bad idea of the Kaiser that all the sovereigns of Europe meet in peace conference, "as was done after the Napoleonic wars." But he seems to have forgotten that Napoleon was not there.

BRITISH SHIPPING CONTROLLER ASSUMED TOO WIDE A POWER.

Court Ruling That While He Had Power to Requisition Ships He Could Not Command the Services of Owners—Now Requisitioning in Ordinary Form on the Basis of Blue-Book Rates.

(The London "Economist.")

The defense of the Realm Act—commonly known as "Dora"—is the most remarkable instrument ever known in British legislation. The original act could be printed on half a sheet of notepaper—it should be turned up and read to be thoroughly appreciated—yet it has produced offspring in the form of regulations and orders which would fill a moderately-sized library. There is no better evidence of the essential patriotism of the British people than that the legitimacy of Dora's children should have been so very rarely challenged. Men have grumbled and threatened to appeal to the courts, but with the one exception of the recent shipping litigation, they have forborne. We are not sorry that R. D. Holt should have successfully challenged in one instance the proceedings of the executive, who have been too ready to assume that the mantle of Dora will cover everything which they are pleased to do. If the result of the judgment in the case of the "China Mutual Steamship Company vs. Maclay" were to embarrass the Shipping Controller in the exercise of his vital functions, then the matter would be serious. But, as we understand the issue, nothing has happened except that the Shipping Controller is compelled to put his requisition of liners in a regular form, and to ask, rather than to command, the services of their owners in working the ships for him. Those liner owners—not excepting the litigious Mr. Holt—are as patriotic as the rest of us. They will do everything that is in them for the service of the State, and perhaps do it the more readily when much which they are asked to do cannot be legally required of them.

There would have been no trouble and no litigation if the original letter to the owners of liners had been drafted in a less mandatory form. Sir Joseph Maclay—a highly skilled manager of ships, but no lawyer, and in this instance rather badly advised by lawyers—did not requisition the liners in legal form, but instructed them by letter to carry on as agents for the Government. He wrote: "You are to continue to manage and run those vessels as if they were not requisitioned in exactly the same way as if this letter had never been written. The only difference is that as you complete their voyages you will hand over to the Government the profits you make." This was unquestionably a command addressed to the owners of liners to work their ships on account of the Government, to whom the profits made should be handed over. There is no doubt that Sir Joseph Maclay had power requisition the ships, and to provide by negotiation for their working in any way which he thought fit; but Justice Bailhache has been obliged to rule in the China Mutual case that the Shipping Controller could not command the services of the owners. If he wanted their co-operation in running the ships he obtain them in the ordinary course by negotiation.

This judicial decision has the unusual merit of being in accordance with law and with common sense, and Sir Joseph Maclay himself accepts it in the spirit and in the letter. Writing to the "Times" on November 16 in explanation of his action, he says: "It has never been claimed or supposed by myself, or by anyone in my department, that the Shipping Controller had the power to requisition not only ships, but the services and profits of shipowners, and this was formally stated by the Attorney General in court." If that were so, why, we may ask, was the China Mutual case allowed to come into court at all? Could it not have been settled easily outside by withdrawing the famous letter of command and substituting for it one of request? Why not do before litigation that which the Shipping Controller has been obliged to do after litigation has gone against him? The explanation will, we expect, be found to be in the exaggerated view taken by law officers of the powers of the executive under regulations and orders. The mandatory letter had been issued, most of the shipowners had accepted it as legal, and those who declined were regarded as nuisances who must be taught a lesson in the limitless fertility of Dora's productive capacity. So the letter, which now Sir Joseph Maclay is advised to throw over, was stuck to, and the China Mutual case went on its appointed way. We do not blame the Shipping Controller, an intensely busy man, who naturally took the quickest

route toward a desired end, but some blame must fall on those legal advisers who in this instance advised him so very badly.

Sir Joseph Maclay has done now what he should have done as soon as the legality of his letter of command was challenged. He has requisitioned the liners in ordinary form on the basis of blue book rates and conditions, subject to any modifications which may be agreed upon. In a covering letter the Controller states that he "feels he can rely upon the willing co-operation of owners in managing their vessels so requisitioned," and requests a formal assurance on this point at the earliest possible moment. On receipt of this assurance the owners will be invited to sign, if they have not already done so, the heads of the arrangement which has been accepted by the chairman of the Liner Conference, "with the exception of Mr. Holt." If any owner does not fall in with this suggestion, then the Controller, as charterer of the vessels, will be obliged "to make such alternative arrangements as may be necessary." This may be presumed to mean that the requisitioned vessels of any obdurate owner will be handed over to a more complaisant owner to be run in terms of the arrangement with the Liner Conference. The Shipping Controller, as the charterer, can make the best terms possible with anyone who will run the vessels for him.

So all's well that ends well. The comedy of Sir Joseph Maclay, the Attorney General, and R. D. Holt comes to an end, and the shipping business of the country continues to be carried on under the his country with admirable skill, and, upon the whole, effective direction of the Controller, who has served with no less admirable discretion. It has been an amusing comedy, and even Mr. Holt should rest content with his exploit of proving that our pervasive Dora is something less than the omnipotent goddess we thought her to be. He is willing to run his ships for the Shipping Controller on a scheme of his own, which he claims would effect "an immense saving in accountancy and administration expenses." If Sir Joseph Maclay will not allow of exceptions to his general plan, which has been agreed to by other owners, then we may hope that R. D. Holt will no longer prove to be obdurate. He has gained a legal victory; he has shown that after all, he was right in his interpretation of the Controller's powers, he can now well afford to be generous, and fall in with his colleagues of the Liner Conference. There is sometimes a greater virtue in acceptance than in rejection, and the stage has now been reached when acceptance would be both graceful and wise.

SHIPBUILDING PLANS IN CANADA.

The Government shipbuilding plans as outlined by the Hon. C. C. Ballantyne, are shown to be on an ambitious scale. These plans are designed to utilize to the fullest capacity the Canadian yards and to establish rolling mills as essential to the industry. Speaking at Ottawa, last week, the Hon. C. C. Ballantyne said:

"The Government has reached a decision to utilize the full capacity of existing shipyards in Canada in the production of modern steel cargo steamers of the most approved types for the use of the Government and for registry in Canada.

"The productive capacity of these yards, which at present are engaged in the construction of ships for the British Government, for local interests and for foreign account—the latter almost exclusively for Norwegian registry—may be roughly estimated at from 275,000 to 300,000 tons annually. During the continuation of the war and for some time thereafter, the construction of steel ships in Canadian yards for foreign registry will not be permitted. This policy is in line with that adopted by both Great Britain and the United States.

"The naval constructor's branch of the Department of Marine and Fisheries is busily engaged in the development of the details of the contemplated programme. The work has not sufficiently advanced to enable a definite statement to be made, but the construction of three different types of ships is under consideration. One type will comprise vessels of approximately 3,000 tons. These may be built in shipyards situated on the Great Lakes. Another type will comprise ships of from 5,000 to 7,000 tons, while yet another will be a type with a dead weight capacity of from 8,000 to 10,000 tons.

"The Government, in the consideration of this question, recognize that the chief difficulties in the way of successfully carrying on a construction program arises from the fact that steel plates and shapes are not now manufactured in Canada. The overwhelming advantage to Canadian industry, as well as to the general cause, of making Canada self-contained in this regard is obvious. To overcome this difficulty,

RAILROAD EQUIPMENT ORDERED.

Orders for railroad equipment placed in the U.S. during 1917 follow:

	Loco-motives.	Freight cars.	Pass. cars.
U. S. railroads	2,325	50,000	495
U. S. in. railroads	35	6,520	...
U. S. government	2,014	22,879	...
England	275	.....	.....
France	140	23,000	.....
Russia	695	22,000	.....
Total	5,485	124,399	495

It is stated that only twice before have locomotive orders exceeded those of 1917.

SHIPPING LOSSES.

London, January 2.—Eighteen British merchantmen of 1,600 tons or over have been sunk by mine or submarine during the past week, according to the Admiralty statement to-night. Three merchantmen under 1,600 tons were also sunk. This is a material increase over the previous week, when the sinkings numbered 12, of which eleven were more than 1,600 tons.

The summary:

Arrivals, 2,111; sailings, 2,074.

British merchantmen of 1,600 tons or over sunk, 18, including two previously; under 1,600 tons, 3; fishing vessels, none.

Vessels unsuccessfully attacked, 8.

The Times naval correspondent, commenting on this week's submarine figures, says:—

"It is useful to show the relation between the figures of December and those of the earlier months of the year. From March to November, a period of 40 weeks, 677 vessels of over 1,600 tons were sunk. The average for four weeks was 64, which exceeds by nine the number of big vessels sunk in the month of December. In the first nine months covered by the returns, the total number of vessels attacked, including fishing boats, was 1,636, of which 550 escaped, or about a third." It is interesting to note that in December the number of ships escaping bears about the same proportion to the number ships attacked. That 959 British vessels of all classes were sunk in nine months by mine or submarine enables one to get a conception of the damage the enemy has inflicted on the mercantile mariner of this country. It is only, however, by having the figures of tonnage before one that an extent of the depredations of the U-boat is realized.

and to meet the situation in an efficient manner, negotiations are now under way with responsible persons with the object of establishing at some suitable place or places in Canada, mills for the rolling of ships' plates and shapes to provide the maximum requirements."

ANCHOR-DONALDSON LINE

PASSENGER SERVICE

BETWEEN

PORTLAND, ME. and GLASGOW

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CUNARD LINE

PASSENGER SERVICE

BETWEEN

HALIFAX and BRISTOL

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DOMINION COAL COMPANY

General Sales Office

112 ST. JAMES ST. MONTREAL

DOMINION and SPRINGHILL BITUMINOUS STEAM GAS COALS

COMMODITY MARKETS

Week's Wholesale Review

Bradstreet's Montreal Weekly Trade Report says: In view of the shortage in many lines of merchandise, trade for the holiday season has been very satisfactory. Travellers will now resume their regular rounds in the next few days.

Supplies of raw sugar came into the market recently, which relieved to some extent the shortage of refined sugars. Prices of refined sugars declined thirty cents per hundred pounds during the past week. Preliminary steps have been taken by the Government to curtail the use of sugar in the manufacture of candies.

The hardware trade is moving steadily along, the tendency is for firmer and higher prices in most lines. The woollen mills have accepted so many Government orders that the trade find it difficult to get deliveries of their orders.

There was a big demand for poultry for the holiday season, and supplies have been well depleted. Both live and dressed hogs under light offerings, have commanded higher prices.

The railway commission have granted the Canadian railroads an increase of ten per cent in the west, and fifteen per cent on eastern freight rates. Passenger rates will also be increased by about fifteen per cent. It is stated that the railways are not satisfied with these allowances, and will again petition the Government to further consider the matter, and grant them greater increases.

The retail trade have had a quiet week, but the employees have been busy preparing for the January sales, which are now in full blast.

Remittances and city collections have been quiet. R. G. Dun & Co's report reads:

Montreal reports quiet conditions in wholesale circles, as most houses are busy with stocktaking, and trade in retail lines is confined mainly to necessities, but prospects are considered bright and a speedy revival in activity is looked for. Quietness prevails in both wholesale and retail departments at Quebec and not much change is looked for until after the end of the holidays.

COUNTRY PRODUCE.

BUTTER.

The receipts of butter for the week ending January 5th, 1918, were 833 packages, which show a decrease of 537 packages as compared with the previous week, and a decrease of 925 packages, with the same week last year, while the total receipts since May 1st to date show a decrease of 147,698 packages as compared with the corresponding period a year ago.

There were no important developments in the butter situation during the week, the feeling in the market was very firm but trade was quiet and prices showed little change. The consumption of oleo-margarine is steadily increasing which is selling in a wholesale jobbing way at 32c per lb. for the finest quality. The stock of creamery butter, in store on spot, as well as at other producing centres in Canada is small to supply the wants of the trade for the balance of the winter.

We quote wholesale prices as follows:

Finest Sept. and Oct. creamery	0.44½	0.45
Fine Sept. and Oct. creamery	0.43½	0.44
Current receipts, creamery	0.42½	0.43
Finest dairy	0.38	0.39
Lower Grades	0.36	0.37

CHEESE.

The cheese trade has been quiet and chiefly of a small jobbing character. The commission's demands for all goods coming forward from the country, are steady.

The receipts of cheese for the week ending January 5th, 1918, were 1,451 boxes, which show a decrease of 6,052 boxes as compared with the previous week, and a decrease of 2,543 boxes with the same week last year, while the total receipts since May 1st to date show a decrease of 393,305 boxes as compared with the corresponding period a year ago.

The Commission is paying the following prices.

No. 1 cheese	21½c
No. 2 cheese	21¼c
No. 3 cheese	20¾c

EGGS.

The receipts of eggs, in Montreal, for the week ending January 5th, 1918, were 868 cases as against 2,366 for the previous week, and 1,007 for the same week last year. The total receipts since May 1st, 1917, to date, were 301,275 cases, as compared with 626,732 for the corresponding period last year. The stock of eggs in store in Montreal during the month of December decreased 23,171 cases, which shows that the consumption of storage eggs has been larger than previous years for the same period on account of the good quality and the continued limited supply of fresh gathered. The trade has been fairly good in a wholesale jobbing way, there being a steady demand for small lots to meet immediate requirements. Prices closed firm.

We quote current prices as follows:

Strictly new laid eggs	0.65	0.70
Fresh eggs	0.54	0.55
Fall fresh eggs	0.50	0.52
Selected cold storage	0.47	
No. 1 cold storage	0.42	
No. 2 cold storage	0.39	0.40

POULTRY.

The receipts of poultry for the holiday season were very much smaller than last year, and consequently everything was cleaned up at high prices. The tone of the market for dressed poultry is very firm due to the fact that supplies on spot are small for the season.

We quote prices as follows:

Turkeys, per lb.	0.34	0.35
Chickens, per lb.	0.22	0.27
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.	0.18	0.25
Live ducks, per lb.	0.24	0.25
Live geese, per lb.	0.20	0.21

POTATOES.

A stronger feeling developed in the potato market in the early part of last week, and prices advanced 10c to 15c per bag. Supplies are coming forward very slowly. The demand for the last half of the week was good and quite an active business was done in a wholesale jobbing way, with sales of Green Mountains at \$2.25, Ontario white stock at \$2.15, and reds at \$2.05 per bag of 80 lbs. ex-store. The Food Controller of Canada announced on Friday that no higher prices for potatoes than those now prevailing will be permitted and that wholesale handlers have been advised.

LOCAL FLOUR.

The demand for spring wheat flour for export to the West Indies, was the feature of interest of the week. The volume of business, however, was checked to some extent by the lack of ocean tonnage available. Trade for export account in other directions has been fair at prices ranging from \$10.90 to \$11.10 per barrel, in bags, which figures the buyers say are 20c to 40c per barrel higher than what they were paying for the same grades of flour one month ago. In the domestic and country trade the demand is active for straight cars and broken lots of spring wheat flour for prompt delivery and for shipment within thirty days. The tone of the market is very firm, although prices remain unchanged. Local trade in winter wheat flour continues quiet owing to the fact that biscuit manufacturers generally show no disposition to operate freely on account of the condition of the markets of other products connected with their trade. The offerings from Ontario millers are limited, and stocks on spot are small, but they are ample to meet immediate requirements with sales of 90 per cent patents in broken lots at \$5.20 to \$5.37½ per bag, delivered to the trade.

ROLLED OATS.

The trade in rolled oats was quieter last week, owing to the falling off in the demand for straight car lots, but the demand for broken lots continues and on the whole a fair amount of business was done. Prices rule firm.

MILLFEED.

The millfeed situation remained unchanged throughout the week, and the tone of the market was very firm, owing to a continued keen demand for supplies for domestic and country account, which keep the mills closely sold up.

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	5.80
Feed:	per ton.
Bran	35.00
Shorts	40.00
Middlings	48.00
Moullie, pure grain grades	61.00 63.00
Moullie, mixed	56.00 58.00

LOCAL GRAIN.

The Winnipeg option market for oats displayed considerable strength during the week and prices scored good advances from the recent low level. This is attributed to the better demand from speculators and the larger trade done for export, at both Canadian and American centres, as well as for domestic account. In the early part of the week 93c per bushel was realized for car lots of No. 3 Canadian western and extra No. 1 feed in the local market which was a record figure, but notwithstanding the strength in other markets later in the week prices were reduced 1½c per bushel, which was due to resellers offering car lots for sale at prices lower than they could be laid down here from Fort William. The demand for American corn has been good, but on account of the difficulty of getting supplies forward from Chicago only a moderate amount of business was done, with sales of car lots of sample grades at \$1.58 to \$1.65, and No. 4 corn at \$1.76 per bushel, ex-track, Chicago, for prompt shipment.

Fluctuations in grain on Saturday at Winnipeg were:—

Oats:	per bushel.
No. 2 C. W.	0.83%
Do., No. 3 C. W.	0.78%
Do., Extra No. 1 feed	0.78%
Do., No. 2 feed	0.75%
Barley:	
No. 3 C. W.	1.37½
No. 4 C. W.	1.32½
Rejected and Feed	1.16
Flax:	
No. 1 N.W.C.	3.16½
No. 2 C.W.	3.13
No. 3 C.W.	2.96

RECEIPTS OF GRAIN AND FLOUR.

The receipts of grain and flour in Montreal for the week ending January 5th were:

Wheat, bushels	110,966
Oats	26,165
Barley, bushels	5,255
Buckwheat	1,250
Rye	1,758
Flax	1,578
Flour, sacks	11,001
Hay, bales	11,819
Straw, bales	393

RECEIPTS OF GRAIN IN WINNIPEG.

The receipts of grain in Winnipeg for the week ending January 3rd, and the week previous were:

	W'k end. Dec. 28.	W'k end. Jan. 3.	Same d'e last year
No. 1 Hard	9	749	....
No. 1 Northern	880	396	....
No. 2 Northern	401	317	....
No. 3 Northern	257	168	....
No. 4 Wheat	100	67	....
No. 5 Wheat	56	56	....
No. 6 Wheat	34	11	....
Feed Wheat	17	55	....
Rejected	55	58	....
No. Grade	75	8	....
Winter	8	1,956	....
Totals	1,956	1,838	2,045
Oats	512	474	631
Barley	160	121	75
Flax	98	162	111

RECEIPTS OF BUTTER AND CHEESE.

The following table shows the receipts of butter and cheese in Montreal for the week ending January 5th, 1918, with comparisons:

	Butter, pkgs.	Cheese, boxes.
Week ending Jan. 5, 1918	833	1,451
Week ending Dec. 29, 1917	1,370	7,503
Week ending Jan. 6, 1917	1,768	3,994
Total receipts May 1st, 1917, to Jan. 5th, 1918	345,229	1,823,244
Total receipts May 1st, 1916, to Jan. 6th, 1917	492,927	2,216,549

LOCAL STOCKS OF GRAIN IN STORE.

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

	1918.		1917.	
	Jan. 5.	Dec. 29.	Jan. 6.	Jan. 6.
Wheat, bushels	4,287,674	4,295,216	812,309	812,309
Corn, bushels	11,373	11,141	12,740	12,740
Oats, bushels	627,853	604,213	5,210,261	5,210,261
Barley, bushels	68,654	77,771	136,060	136,060
Rye, bushels	18,958	18,958	7,287	7,287
Buckwheat, bushels	29,497	25,853	6,684	6,684
Flour, sacks	30,064	21,903	31,665	31,665

POTATO PRICES FIXED.

Ottawa, January 4.

Higher prices for potatoes than those now prevailing will not be permitted. The Food Controller sent a letter to this effect to all wholesale handlers of potatoes, stating that any attempt to secure higher prices will be dealt with promptly. If retail dealers should attempt to charge an unreasonable profit on potatoes, the Food Controller is prepared to fix the margin of profit and if necessary to fix maximum prices. In a statement issued, Mr. Hanna said:

"A recent survey of the situation by this office indicates that there is still a large supply of potatoes in the hands of the growers and dealers, to meet a continuous and heavy demand until the 1918 crop will be available. All handlers of potatoes should understand the situation clearly, and realize that a special effort to keep the public plentifully supplied at reasonable prices is necessary, in order that no part of the large crop of the past season be wasted. Nothing can be gained by withholding supplies from the market, because higher prices will not be permitted and any attempt in that direction will be dealt with at once by the Food Controller. The trend of the market is now towards lower prices, notwithstanding the recent severe weather, which has made the movement of potatoes difficult. When spring opens, it is anticipated that much of the surplus will come on the market.

"In order to prevent possible loss later in the season, the winter movement of potatoes must be stimulated by every possible means. Potatoes are the only food of which Canada has a large surplus not in great demand for export. No effort should be spared, therefore, to bring within easy reach of every family in the Dominion all the potatoes which can be eaten.

"In order to facilitate the movement of potatoes and other food commodities an order has already been issued requiring prompt unloading of cars and providing a heavy penalty for infraction of this regulation."

ANCHOR-LINE DONALDSON LINE

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EXPORTS OF GRAIN AND FLOUR.

Exports of breadstuffs from all Atlantic ports last week (including New York, Philadelphia, Newport News and Portland) and the preceding week were as follows:

	Last wk.	Prev. wk.
Flour, barrels	295,917	156,584
Wheat, bushels	1,179,434	2,016,465
Corn, bushels	174,995	258,536
Oats, bushels	370,064	1,985,026
Barley, bushels	1,223	169,998
Peas, bushels	4,618	4,524
Rye, bushels	78,017	775,331

And from July 1, 1917, to December 29, 1917, and for the corresponding period of 1916-17:

	1917-18.	1916-17.
Wheat, bushels	40,610,080	148,467,693
Flour, barrels	3,071,678	7,683,242

Total as wheat, bushels	54,432,631	183,042,282
Corn, bushels	7,719,270	21,696,465
Oats, bushels	50,931,610	60,028,285

The destinations of above exports were as follows:

To:	Wheat, bush.	Corn, bush.	Flour, bbls.
United Kingdom	455,675	.....	6,075
Continent	721,680	116,439	153,587
South America	.....	.....	37,872
West Indies	.....	.....	80,524
Other countries	2,079	58,556	17,859
Total	1,179,434	174,995	295,917

FOR HIGHER CHEESE PRICES.

At a meeting held in Cornwall on Saturday afternoon, those interested in the production of cheese approved the resolution passed by the United Farmers of Ontario, which had also been approved by the Martintown Farmers' Club, stating that the price set for cheese makes milk for cheese-making less profitable than milk disposed of in other ways, tending to discourage cheese-making, and urging the Canadian Government to make representations to the British Government to revise the price.

Both the chairman and secretary pointed out that the cost of production was now so much in excess of what it was when the Cheese Commission set the price for 1917 at 21¢, that cheese could not be manufactured the coming season at a profit unless a higher figure was allowed.

Mr. McLeod read a letter received by Mr. Wm. Brown, chairman of the Stormount District Dairy Association, from the Cheese Commission, in reply to a resolution forwarded by the association asking for an increase in the price of cheese. The commission pointed out that neither that body nor the Canadian Government has anything to do with fixing the price of cheese, and stated that the British Government had bought the entire New Zealand crop of cheese for 1917-18, which will amount to 1,500,000 boxes, at 10d. f.o.b. seaboard. That price was slightly less than 20¢ per pound.

It was decided to send a largely-signed petition to Hon. J. A. Crerar, minister of agriculture, at the meeting of the Dairymen's Association of Eastern Ontario, at Perth, on Thursday and Friday, January 10th and 11th. The petition will be supported by a large delegation of dairymen from this district. The Minister of Agriculture is urged in the petition to use his influence towards obtaining an increased price for 1918. It is pointed out that commodities used in the production of cheese have greatly advanced in price, making it impossible to produce the finished article at the present price.

A resolution was also passed asking the Cheese Commission to announce the price to be set for 1918 by March 1st. It was the opinion that at least 25¢ per pound should be paid this season, if the producer was to clear himself.

Mr. J. H. Henderson, recorder of the Cornwall Dairy Record Centre, was appointed chairman of a special committee to deal with the matter of the increased cost of production, in order that an intelligent statement might be presented to Hon. Mr. Crerar when the delegation waits on him at Perth. Associated with Mr. Henderson will be Messrs. A. J. Robertson, Alex. Scott, J. Buro, S. J. McDonell, Isaiah McBride, J. W. McLeod, W. O. Wert, P. A. Nolan and A. J. Valade.

Other cheese boards in the eastern district were asked to send delegates to Perth to make as strong a representation to Hon. Mr. Crerar as possible.

SMART WOODS LIMITED CANADA

Manufacturers of

Jute and Cotton Bags, Tents, Clothing, Etc.

FACTORIES IN

MONTREAL TORONTO, OTTAWA, WINNIPEG

GRAIN FEED SITUATION IN CANADA.

Ottawa, January 5.

As has already been announced, the Minister of Agriculture has contracted with the Terminal Elevator companies for the total output of 1917-18 re-cleaned screenings. The contract price was \$35 per ton and the material will be sold at this price f.o.b. Fort William, plus a charge to cover storage and insurance. In the neighborhood of 2,000 tons are at present available and are now on offer in carload lots in bulk to feeders in eastern and western Canada.

The Live Stock Branch is also negotiating for the importation of a quantity of corn from the United States. It is believed that, notwithstanding serious difficulties in the way, such as embargoes, duties and car shortages, the available feed supply in Canada can be considerably added to through the medium of importations. The branch, therefore, under the authority of the minister, the Hon. Mr. Crerar, has taken definite steps to secure feed through this source. The American corn crop offers at present most likely source for feed and it is probable that a contract for the purchase of considerable quantities will be completed within a few days.

The Provincial Departments of Agriculture have been asked and have consented to co-operate with the branch in the distribution of all feed which may be purchased. Under the agreement reached, the provincial departments assume full responsibility for distribution within their own territory, receive the orders, which must be for carload lots, from farmers, farmers' organizations or their accredited agents and guarantee the solvency of the purchaser. All orders for feed, therefore, should be made direct to the Provincial Departments only. The Feed Division will then arrange for the transportation of the material, having due regard to location and precedence of demand. Screenings and all other material which the branch has to offer will be distributed in accordance with this plan.

\$2,000,000 WORTH OF FURS.

Approximately two million dollars were realized by British Columbia trappers last season, according to figures tabulated by Provincial Game Warden Bryan Williams, who based his calculations on the returns made by the 947 of the 1,161 licensed trappers who have filled out and returned the forms demanded by law. These show a total fur value of \$300,000 to which must be added \$100,000 worth of coyote pelts, which come in under a separate heading in the classification.

THE EXPORT FLOUR TRADE.

The total exports of flour from the port of Montreal from May 1st to December 1st, 1917, amounted to 7,992,628 sacks, as compared with 4,575,989 sacks for 1916, showing an increase of 3,416,639 sacks; and an increase of 6,379,414 sacks with 1915. The exports of rolled oats and meal combined for the season 1917, were 249,637 sacks, which is the largest on record. There was an active demand for these lines of cereals from the Government throughout the season, and if the capacity of the mills in Canada had been larger than they were the shipments would have been in excess of the above quantity.

Minimum Price Schedule

Minimum prices as fixed by the Montreal Stock Exchange:		Spanish River 13	
	Minimum price.	Do. pref. 50	*Steel Co. of Canada 49½
Abitibi Power	48	*Do. pref. 85½	Toronto Ry. 60
Do. pref.	90	Tooke Bros. 19	Do. pref. 72½
Ames Holden	15	Tucketts Tobacco 18½	Do. pref. 80
Do. pref.	47	Wayagamack 59	West India Elec. 77
Asbestos Cor.	15	Winnipeg Ry. 48	
*Do. pref.	44½		Banks—
Bell Telephone	130	British North America. 112	Commerce 185
B.C. Fishing & P.	40	Hochelaga 140	*Merchants 167
Brazilian T. L. & P.	32	Molsons 179½	*Montreal 210
*Brompton Paper	39	*Nationale 148	Nova Scotia 248
Can. Car. & P.	18½	Ottawa 201	Royal 208
Do. pref.	49½	Union 136	
Can. Cement	57		Bonds—
*Do. pref.	92	Asbestos Corp. 72	Pell Telep. 92½
*Can. Converters	43	Can. Car & Fdy. 97½	Can. Cement 96½
Can. Con. Rubber	90	Can. Converters 82	Can. Cottons 81
Do. pref.	97	Can. Cottons 81	Can. Forgings 105
Can. Cottons	48½	Can. Locomotive 88	Can. Con. Rubber 94
Do. pref.	76	Can. SS. Deb. 78½	Carriage Fact. 90
*Can. Forgings	143	Can. SS. Deb. 78½	Cedars Rapids 84
Can. Gen. Electric	102	Carriage Fact. 90	Dom. Cannery 89½
Can. Locomotive	61	Cedars Rapids 84	Dom. Coal 81
Do. pref.	84½	Dom. Cannery 89½	Dom. Cotton 99½
Can. SS. Lines	39½	Dom. Coal 81	Dom. Iron & Steel 86½
Do. Voting Trust	39½	Dom. Cotton 99½	Dom. Textile A. 97½
Do. new Vol. Trust	39½	Dom. Iron & Steel 86½	Do. B 97½
*Do. pref.	76	Dom. Textile A. 97½	Do. C 97½
Carr. Factories	15	Do. B 97½	Do. D
Do. pref.	58	Do. C 97½	Do. War Loan 1937
*Civil Investment	68½	Do. D	Do. War Loan 1931
C. Mining & Smelt	25	Do. War Loan 1937	D. War Loan 1925
Crown Reserve	23½	Do. War Loan 1931	Lake of Woods 99½
Detroit U. Ry.	104½	D. War Loan 1925	Laurentide 101
*Dom. Bridge	128	Lake of Woods 99½	Lyall Cons. 93
Dom. Cannery	23½	Laurentide 101	Mont. Power 82
Dom. Coal, pref.	94½	Lyall Cons. 93	Mont. Street Ry. 97
Do. Iron, pref.	88	Mont. Power 82	Mont. Tramways 95½
Do. Steel Corp.	52	Mont. Street Ry. 97	Nat. Breweries 81
Do. Textile	80½	Mont. Tramways 95½	N.S. Steel & Coal 82
Do. pref.	100	Nat. Breweries 81	Ogilvie Milling 102½
Gould M'fg.	100	N.S. Steel & Coal 82	Do. Series B. 102½
Do. pref.	100	Ogilvie Milling 102½	Do. Series C. 102½
Goodwins, Ltd. . . . .	..	Do. Series B. 102½	Ont. Steel Prod. 86%
Do. pref.	45	Do. Series C. 102½	Penmans Ltd. 86
Hillcrest Collieries	15	Ont. Steel Prod. 86%	Porto Rico 80
*Howard Smith	65	Penmans Ltd. 86	Price Bros. 81½
*Illinois Traction	35	Porto Rico 80	Quebec Ry. 60
Do. pref.	80	Price Bros. 81½	Riordon Paper 95
Laurentide	152	Quebec Ry. 60	Sherwin Williams 97
Lake of the Woods	120½	Riordon Paper 95	Spanish River 81½
Lyall Con.	62	Sherwin Williams 97	Wayagamack 80
MacDonald	13½	Spanish River 81½	West Kootenay 100
Maple L. Milling	99	Wayagamack 80	Winnipeg Elec. 92
Mont. Cottons	50	West Kootenay 100	Winnipeg St. Ry. 90
Do. pref.	99½	Winnipeg Elec. 92	Windsor Hotel 80
Mont. Loan & Mortgage	152	Winnipeg St. Ry. 90	
Mont. Telegraph	120	Windsor Hotel 80	United Securities.
*Mont. Tramways	150		Dom. Glass. 26
Do. Debentures	72½		Do. pref. 81½
N. S. Steel & Coal	79½	Dom. Glass. 26	Laurentide Power 50
Ogilvie Milling	140	Do. pref. 81½	Mont. Tram. Power 23
Ont. Steel Prod.	22½	Laurentide Power 50	
Ottawa L. H. & P.	77	Mont. Tram. Power 23	*Ex-dividend.
Paton M'fg.	130		
Penmans, Ltd.	65		
*Do. pref.	81½		
Price Bros.	120		
Quebec Ry. L. H. & P.	15		
Riordon Paper	117½		
Do. pref.	92		
Shawingon	107		
Sherwin Williams	60		
Do. pref.	99		
Smart Woods	53½		
Do. pref.	86		

LIVE STOCK ON CANADIAN FARMS.

Returns of the numbers of farm live stock in Canada compiled from the reports of individual farmers throughout all the Provinces as of July 1, 1917, together with comparisons, were as follows:—

	1915.	1916.	1917.
Horses	2,996,099	3,258,342	3,412,749
Milch cows	2,666,846	2,833,433	3,202,283
Other cows	3,399,155	3,760,718	4,718,657
Total cattle	6,066,001	6,594,151	7,920,940

Sheep 2,038,662 2,022,941 2,369,358
Swine 3,111,900 3,474,840 3,619,382
The Ontario record for the corresponding period shows:—

	1915.	1916.	1917.
Horses	903,527	896,308	887,246
Milch cows	1,077,808	1,082,119	1,082,119
Other cows	935,606	901,924	865,847
Total cattle	2,013,414	1,984,043	1,947,966
Sheep	611,789	589,581	595,477
Swine	1,460,573	1,494,618	1,230,064

HOW THE PRESS VIEWS RAILWAY RATE INCREASE.

(Concluded from page 7.)

these profits does not strike the public as precisely the best means of giving needed assistance to those railways which find their earnings inadequate.

In the United States an application for a 15 per cent increase in freight and passenger rates has long been pending before the Interstate Commerce Commission. Decision has not been rendered; and in the interval the United States Government has dealt drastically with the railway problem. Beginning to-day the government takes over all the railroad systems in the United States and will operate them as a unit while the country is at war. The Government becomes responsible to the shareholders of each company for certain fixed payments in the form of dividends; and subject to these charges the combined revenues of the roads go into the public treasury. If, now, the Interstate Commerce Commission orders an increase in the freight and passenger rates the United States public regard the new import as war taxes for the state, and will pay them with cheerfulness.

There is a strong and growing opinion in Canada that what the United States has found it necessary to do with respect to the railways after eight months of war is long overdue in Canada, which is now in its fourth year of war. One does not need to be an expert to see many openings for economies—in rolling stock, in man-power, in coal—in a war-time merger of the Canadian railways. Under these conditions increases in freight and passenger rates might be desirable; in any event they would be accepted by the public with a minimum of opposition.

The old government had not the courage to face this question. The Union government has not, as yet, had to face the problem. It must now, however, consider what should be done in this matter. The decision of the Railway Commission has brought the question to the front; it must be dealt with. If the government should decide to follow the example set by Great Britain at the very outset of the war and now renewed by the United States, it can count upon the hearty and enthusiastic support of the people of Canada.

SHIPMENTS OF GRAIN.

Port Arthur, Ont., January 4.—A statement of the Dominion Board of Grain Commissioners regarding grain shipments from Port Arthur and Port William for the 1917 season of navigation, in bushels, shows the following:

	To Can. Ports.	To Amer. Ports.	Winter Stor. Etc.
Wheat	80,659,666	72,995,302	5,891,388
Oats	16,866,179	16,236,518	3,766,275
Barley	2,845,773	2,117,460	213,110
Flax	532,131	4,359,115	891,945

Including 352,955 bushels of wheat lost in wrecks the totals for the season are: Wheat, 159,899,313; oats, 36,888,972; barley, 5,176,343; flax, 5,693,191.

LIVE STOCK RECEIPTS AT PRINCIPAL POINTS.

	CATTLE.		
	1915.	1916.	1917.
Toronto	282,624	312,722	332,085
Montreal—			
St. Charles	73,913	67,900	58,425
East End	64,927	56,332	60,207
Calgary	20,757	84,050	84,265
Winnipeg	141,944	170,431	271,865
	584,165	691,435	806,847
	HOGS.		
	1915.	1916.	1917.
Toronto	428,210	547,758	536,016
Montreal—			
St. Charles	120,972	99,442	83,416
East End	75,094	64,530	49,207
Calgary	134,129	200,246	120,306
Winnipeg	548,131	353,963	350,247
	1,306,536	1,265,944	1,148,102
	SHEEP.		
	1915.	1916.	1917.
Toronto	169,224	167,453	179,682
Montreal—			
St. Charles	31,332	62,509	74,515
East End	65,894	55,432	51,288
Calgary	28,003	54,998	24,918
Winnipeg	34,332	34,000	20,936
	278,835	374,392	351,839