Canada from Coast to Coast

Halifax, N.S.—Nova Scotia now possesses one motor car for every twenty-nine inhabitants, according to official figures for 1923. Total registrations for the past year totalled 18,030, of which number, 16,060 were passenger cars and 1,970 commercial vehicles. In addition 130 dealers' licenses were issued, covering 520 cars. It is estimated, from present indications, that fully 20,000 motor cars will be registered for operations on the highways during 1924; about twice the number registered five years ago. During the past season 3,380 tourist motor cars entered the province.

Quebec, Que.—It is estimated by the provincial tourist bureau that 125,000 American automobiles visited Quebec province in 1923. Of this number, forty thousand travelled over the King Edward Highway, the principal route of automobilists from across the border motoring to Montreal, and a record in the annals of that thoroughfare, as regards American cars.

Cochrane, Ont.—Rapid progress is being made by the contractors in the work of harnessing Island Falls for the Hollinger Consolidated Gold Mines. The operation of trains twice a week has been of big assistance, and the installation will probably be completed in time to supply the increased requirements of the Hollinger by the time the milling plant is enlarged to 8,000 tons daily.

Winnipeg, Man.—There has been a very rapid increase in the sales of British-made machinery in the western provinces as a result of the exhibits made at the big summer fairs, according to A. L. Beale, British trade commissioner for Western Canada. He says intensive efforts on the part of British manufacturers is greatly increasing sales in the West, amounting to at least $3,000,000 a month.

Regina, Sask.—A carload of briquettes made by a special process at Hebron, North Dakota, from carbonized char manufactured at the lignite utilization plant at Bienfait from Souris lignite, has been received here. A thorough test of the fuel for domestic purposes will be made. Another carload has been shipped to the Bureau of Mines, Ottawa, where exhaustive tests will be carried out.

Edmonton, Alta.—As a direct result of the world's records won recently at Chicago by Alberta-grown seed grain, the Provincial Department of Agriculture has been flooded with orders from many countries for seed grain from its cleaning and marketing plants. Enquiries for more than 150 carloads have been received from points in the United States, Great Britain and Europe.

Prince Rupert, B.C.—Twenty-nine million pounds of halibut were landed at this port during the past year, with the figures for the month of December incomplete. This total is considerably in excess of the previous year. Several large shipments were made to Chicago and other middle western states points.

HOW THE DIXMUDE MET ITS FATE

The great dirigible airship, the Dixmude, which with a French crew of half a hundred, has disappeared mysteriously, is now believed to have been struck by lightning, far above the clouds, during a terrific storm over Africa. Romance and tragedy mingle in the story of the airship, which was surrendered by Germany, and applied by France for her own use. Defying the elements of the air, it started off on a long cruise, and except for the finding of the body of its commander there is no trace of the missing ship. The sketch shows what apparently happened to the Dixmude far up in the air.

ASQUITH ADVISES LIBERALS TO SUPPORT "NO CONFIDENCE" MOTION

A despatch from London says:—Former Premier Asquith, leader of the Liberals, in a speech in the House of Commons advised Liberals to vote in favor of Labor and voted Conservative and a few abstained from voting.

While this debate is going on, the real storm centre of the political situation lies in the threatened railway strike.

The still more serious menace of a coal strike grew more ominous on Thursday. The miners' vote in favor of denouncing the wage agreement that ended the 1921 strike was announced. The men by a vote of 510,000 to 305,000 demand higher wages. The agreement does not expire until April 17, so the crisis is not immediate, but if Labor negotiates its first hurdle of a railway strike, a second and more difficult obstacle awaits it in the form of the miners' attitude.

A dockers' strike is also pronounced inevitable by Labor experts and the sky has suddenly become clouded with many important wage disputes, apparently produced by the approaching advent of a Labor Government and the belief of the workers that their own Cabinet must support their demands.

Labor's "no confidence" motion in the form of an amendment to the address in reply to the King's speech, was presented by John R. Clynes, who scored the Baldwin Government both for what it had done and what it did not do during the last twelve months.

ATLANTIC STORM TAKES TOLL OF SIX LIVES

Damage to Liners and Delay in Reaching Port as Result of Gale.

A despatch from New York says:—Stories of the havoc wrought by the storm and the 70-mile gale that tore the Shenandoah from her moorings as it swept over the North Atlantic coast were told by arriving vessels and by coast guardsmen. Five persons are known to have lost their lives when the barge Plymouth went down two miles off Long Branch. More fortunate, the crew of the Danish freighter Normania were rescued by the steamship Henry R. Mallory, just before their vessel foundered off Norfolk on Friday.

The Cunard liner Ansonia reached New York from Liverpool by way of Boston with two starboard lifeboats stove in and with her bulkhead beneath the rail of the promenade deck crumpled.

At least six ocean liners will be late in their arrival here as a result of the storm.

French Army Strength Less Than Pre-War Standard

A despatch from Paris says:—As a crowning piece of news in connection with the economies being made to restore the value of the franc, the French Government announced that the standing army of France has been reduced to 350,000, which is 200,000 less than the pre-war standards.

The French officials claim that the reduced army gives France the distinction of being the only world power, except Germany, which has a smaller army to-day than before the war, declaring that the figures disprove the charge that France is militaristically increasing its armed forces.

During 1923 the Occidental Fruit Co., British Columbia, shipped three hundred and ten cars of fruit and vegetables from Kelowna made up of one hundred and thirty cars of canned goods, and one hundred and eight cars of fresh fruits and vegetables.

How to Treat Your Town

Praise it.
Improve it.
Talk about it.
Be public-spirited.
Tell about its business men.
Remember it is your home.
Take a real home pride in it.
Tell of its natural advantages.
Help the public officers do the most good.
When strangers come to town, use them well.
Support local institutions that benefit your town.
Don't call your best citizens frauds and impostors.
Look ahead of self when all the town is to be considered.

Vancouved to Ship 26,000,00 Bus. Wheat Next 3 Months

A despatch from Winnipeg says:—Cable announcement that ocean charters had been secured for twenty-six million bushels of wheat from Vancouver between January 20 and April 30 was a strong selling factor on the exchange. It had been figured that there would be difficulty in getting deliveries of so large a quantity before spring, though there are known to be twenty million at Buffalo and fifty at bay ports, which might reach seaboard all rail. If the cargo charters at present from Vancouver show such a high record it is anicipated here there movement through the Pacific route may export some forty-five million before lake navigation opens.

New York Gradually Moving Away from Europe

A despatch from London says:—New York is moving away from Europe at the rate of seven inches a year, according to the calculations of Dr. J. W. Evans who in a lecture on "Shifting Continents" at King's College, said this had been going on for millions of years.

Observations made at Greenwich show that the town is moving thirteen inches southward every year.

WORLD FIGHT AGAINST OPIUM LAUNCHED

First International Opium Conference Arranged by League of Nations.

A despatch from Paris says:—A world fight against opium and the narcotic drug evil took definite form on Thursday when the League of Nations issued invitations to the first International Opium Conference, to be held at Geneva the first Monday in November, and a second conference on the third Monday of the same month.

The first conference will include delegates from countries having Far Eastern possessions, where opium-smoking exists. The second conference, which will include representatives of practically all countries of the world, will push The Hague Convention decision to secure a broad agreement concerning opium and its derivatives, and definitely limit the production of opium.

A report that Prof. Manley O. Hudson of the Harvard Law School may have won the Bok Peace Plan prize has created interest in League of Nation circles. Prof. Hudson was attached to the legal section of the League during the summer months of last year.

Only Woman Licensed as Ocean Sailing Skipper

A despatch from New York says:—"Aye, Aye, Madam!"

Thus does the crew of the good schooner Ruth Martin answer their skipper. What is more, they take a certain pride in the unusual salutation, because Mrs. Jennie E. Crocker, of Cliftondale, Mass., is said to be the only woman in the world holding a captain's license for an ocean-going sailing vessel and another certificate entitling her to act as first mate of any steamship afloat. Nelson A. Crocker, lord and master of Captain Crocker ashore, is her first mate afloat.

Mrs. Crocker has sailed all the seas of the world with her husband since they were married, 19 years ago.

Two Merchant Ships Believed Sunk by Old Mines

A despatch from Hamburg says:—Instruments of the war, harmless for years, are believed to have found victims at last in two merchant ships in the North Sea. These vessels, with all hands, are thought to have been sunk by the floating English mines which once constituted part of the blockade of the North Sea against the German fleet.

Mines have been brought to the surface during recent violent storms in the North and Baltic seas. A number have been picked up and exploded to assist in the breaking up of huge ice fields in landlocked coastal waters.

Ice Imprisoned Vessels Supplied by Aeroplane

A despatch from Christiania says:—Aeroplanes are carrying supplies to 50 ships that are now wedged in the ice in the Cattegat and off the Danish coast. The aircraft drop sacks of food and other stores near the imprisoned vessels.

$4.58 to Pound Paid by Britain for U.S. Liberty Bonds

A despatch from London says:—The approximate rate at which the $92,000,000 paid by Great ritain to the United States last December were purchased was $4.58 to the pound, Neville Chamberlain, Chancellor of the Exchequer, explained on Thursday. Payment was actually made in Liberty bonds purchased at a discount.

New Earl of Warwick

Lord Brooke, who has succeeded to the ancient estates of the Earl of Warwick. His mother is the famous socialist Countess of Warwick, who has thrown in her lot with the British Labor party. The new Earl was in Canada in 1913 as commander of the Second Mounted Brigade at Petewawa Camp, and during the war commonded the fourth and twelfth Canadian Infantry Brigades at different periods.

1,800 Year Old Garden of Pompeii Now Restored

A despatch from Rome says:—In the last days of Pompeii a picturesque garden with marble fountains and frescoed niches was one of the adornments of the city. One entered through a carriage pavillion, the high entrance surmounted by a bell. Across the threshold a court in white and gold between two rows of pillars led to the spacious sloping terraces, watered by a drowsy brook. The twitter of a thousand birds completed the pastoral landscape.

Excavators have resurrected this garden. The lawns are green again, as they were when Vesuvius erupted A.D. 79. A silvery bell again peals for visitors; the murmuring brook wanders in through new conduits, and songsters, descendants of the birds who were singing about Pompeii more than 1,800 years ago, carol as their forbears did in the days made famous by Bulwer-Lytton.

Nine Months' Trade of Canada Shows Big Increase

A despatch from Ottawa says:—A summary of Canadian trade prepared by the Department of Customs and Excise shows that for the nine months ending December, 1923, Canada imported $678,211,000 worth of merchandise for consumption, as against $577,260,000 worth imported in the same period of 1922.

During the same period of 1923 Canada's domestic exports were valued at $815,861,000, as against $732,576,000 in 1922. Foreign merchandise exported during the nine months amounted to $10,389,000, as compared with $10,649,000 in the corresponding period of 1922. Imports and exports for the nine months of 1923 amounted to $1,494,072,000, as against $1,309,836,000 in 1922.

There was a considerable increase in the number of automobiles registered in the western provinces in 1923 as compared with 1922. In British Columbia 5,000 more automobiles were licensed in 1923 than in 1922, and in 1922 the increase was only 910 over 1921. Alberta registrations increased 1,250, against an increase of 112 for 1922 over 1921. Saskatchewan comes forward with an increase of 2,500 motor cars, against a small decrease in 1922. Manitoba will show a small increase in 1923, against an increase of 1,775 in 1922 over 1921.

The Light That Sometimes Fails.

BY ELIZABETH MacCALLUM.

"It is a case of fairly high myopia with changes in the back of the eye. Will require for some years the care provided by Sight Saving Class. Improvement not looked for." These words stared up at the reader from one of the school doctor's case history cards. And down in the second row was the eight-year-old girl who was myopic and would not grow better. "What are we going to do with her? Why, we shall send her to the Sight Saving Class, of course, and if she can't improve, at least we can prevent her case from growing worse. An ordinary classroom is no place for her." And the teacher made as if to dismiss the subject.

"But what is a Sight Saving Class?" the visitor persisted. "I never heard of one before!"

"Better see for yourself," came the reply. "It's up on the next floor, Room 10. They'll be glad to have you."

And so we went.

The teacher, a charming slip of a girl who knew her business thoroughly, but had not professionalized a bubbling spirit out of existence, explained her work to us. The purpose of the special class was to give academic training to children of impaired vision at the minimum cost of eye-strain. "That is why the colors in the room are soft, and the lighting carefully planned," she added. "And that is why we use movable desks which may be set close to any part of the blackboard as desired. Our desk-tops are adjustable, too, you see, so that by regulating the slope we may ease the strain on the pupils' eyes.

"You have noticed," she went on, "how tremendously large my letters on the blackboard are? And we use large letters on our buff writing pads, and we use no books unless they have the special clear-text type. But we don't use books very much. You see," she laughed, "I do a great deal of talking myself, and often my pupils go for purely oral lessons to the classrooms where children of their own grades are taking regular work."

We stayed for over an hour to watch the children and their teacher at work and at play together, and during the recess which followed learned still more about the purpose and achievements of the Sight Saving Class.

"Children having less than one-tenth vision," we are told, "are educated in our provincial schools for the blind. But many children who have considerably more than one-tenth vision cannot, on account of eye-defect or disease, cope with the work as set for children of normal vision. Some children also can read small print, see the blackboard and carry on with regular class work, but only at the expense of their vision, nervous system, and general health. Children from these two groups need special consideration, and it is their difficulties which Sight Saving Classes try to meet. The curriculum is adapted to individual needs. Classes are small both for this reason and because the pupils are of all grades and varying eye conditions. The teacher of the Sight Saving Class has two responsibilities—to care for the eyes of the pupils and to train the pupils to take proper care of their own eyes. An eye specialist visits the class every fortnight and advises the teachers and nurses concerning each case."

We learned also that there are only four Sight Saving Classes in existence in Canada to-day, three in Toronto and one in Halifax. The service rendered by these classes is so valuable, however, that an extension of their work is inevitable. Parents of children whose vision is impaired will second eagerly the efforts of educationists to add to the number of Sight Saving Classes in our public schools. What one such class has accomplished in the short space of one year has been reported in these words by the teacher in charge:

"Seven pupils have returned to regular grades with improved vision; the defects were only temporary but had severe strain continued during the time these defects were present, they would, in all probability, have become permanent. We cannot hope to see the same results each year, for many of the cases will never improve—but we can save what sight remains by minimizing strain and yet give such pupils the academic work which is possible only with special equipment."

Ocean Floor Subsided as Result of Earthquake

A despatch from Tokio says:—The repairing of deep sea cables, severed by the earthquake of September 1, has disclosed that at one point off Oshima Island the bed of the ocean has subsided 200 feet for a distance of eight miles. To the east of Oshima the damaged cable had to be fished up from a newly created abyss more than 4,000 feet deep.

A LONG JOB.

—From John Bull.

Weekly Market Report

TORONTO.

Manitoba wheat—No. 1 Northern, $1.11¼.

Manitoba oats—No. 3 CW, 46c; No. 1 extra feed, 45c.

Manitoba barley—Nominal.

All the above track, bay ports.

Ontario barley—63 to 65c.

American corn—No 2 yellow, 98c.

Buckwheat—No. 2, 69 to 72c.

Ontario rye—No. 2, 70 to 72c.

Peas—Sample, $1.45 to $1.50.

Millfeed—Del., Montreal freights, bags included: Bran, per ton, $28; shorts, per ton, $31; middlings, $37; good feed flour, 2.10.

Ontario wheat—No. 2 white, 93 to 95c, outside.

Ontario No. 2 white oats—38 to 40c.

Ontario corn—Nominal.

Ontario flour—Ninety per cent pat., in jute bags, Montreal, prompt shipment, $4.60; Toronto basis, $4.60; bulk seaboard, $4.25.

Man. flour—1st pats, in jute sacks, $6.20 per barrlel; 2nd pats., $5.70.

Hay—Extra No. 2 timothy, per ton, track, Toronto, $14.50 to $15; No. 2, $14.50; No. 3, $12.50; mixed, $12.

Straw—Car lots, per ton, $9.

Cheese—New, large, 21½ to 22c; twins, 22 to 22½c; triplets, 22½ to 23c; Stiltons, 24 to 25c. Old, large, 25 to 30c; twins, 29 to 31c; triplets, 30 to 32c.

Butter—Finest creamery prints, 46 to 47c; No. 1 creamery, 43 to 45c; No. 2, 42 to 43c.

Eggs—Extras, fresh, in cartons, 52 to 58c; fresh, extras, loose, 50 to 51c; extras, storage, in cartons, 43c; extras, 40 to 41c; firsts, 35 to 36c; seconds, 29 to 30c.

Live poultry—Spring chickens, 4 lbs. and over, 28c; chickens, 3 to 4 lbs., 22c; hens, over 5 lbs., 22c; do, 4 to 5 lbs., 15c; do, 3 to 4 lbs., 15c; roosters, 15c; ducklings, over 5 lbs., 19c; do, 4 to 5 lbs., 18c; turkeys, young, 10 lbs. and up, 22c.

Dressed poultry—Spring chickens, 4 lbs. and over 30c; chickens, 3 to 4 lbs., 25c; hens, over 5 lbs., 28c; do, 4 to 5 lbs., 24c; do, 3 to 4 lbs., 18c; roosters, 18c; ducklings, over 5 lbs., 24c; do, 4 to 5 lbs., 25c: turkeys, young, 10 lbs. and up, 28 to 32c; geese, 22c.

Beans—Canadian, handpicked, lb., 7c; primes, 6½c.

Maple products—Syrup, per imp. gal., $2.50; per 5-gal. tin, $2.40 per gal.; maple sugar, lb., 25c.

Honey—60-lb. tins, 11 to 12c per lb.; 10-lb. tins, 11 to 12c; 5-lb. tins, 12 to 13c; 2½-lb. tins, 3 to 14c; comb honey, per dozen, No. 1, $3.75 to $4; No. 2, $3.25 to $3.50.

Smoked meats—Hams, med., 25 to 27c; cooked hams, 37 to 89c; smoked rolls, 19 to 21c; cottage rolls, 22 to 24c; breakfast bacon, 25 to 27c; special brand breakfast bacon, 30 to 33c; backs, boneless, 30 to 35c.

Cured meats—Long clear bacon, 50 to 70 lbs., $18.50; 70 to 90 lbs., $18; 90 lbs. and up, $17; lightweight rolls, in barrels, $37; heavyweight rolls, $32.

Lard—Pure tierces, 17 to 17½c; tubs, 17½ to 18c; pails, 18 to 18½c; prints, 19 to 20c; shortening tierces, 14¾ to 15¼c; tubs, 15 to 15½c; pails, 15½ to 16c; prints, 17½ to 18c.

Heavy steers, choice, $7 to $7.75; butcher sters, choice, $6.50 to $7; do, good, $6 to $6.25; do, med., $5 to $5.75; do, com., $4.50 to $5; butcher heifers, choice, $6.25 to $7; do, med., $5 to $6; do, com., $4.50 to $5; butcher cows, choice, $4.75 to $5.25; do, med., $3.50 to $4; canners and cutters, $1.25 to $2; butcher bulls, choice, $4.25 to $5.25; do, com., $2 to $3; feeding steers, good, $5.50 to $6.50; do, fair, $4 to $5; stockers, good, $4 to $4.75; do, fair, $3.50 to $4; milkers and springers, $70 to $100; calves, choice, $11 to $12.50; do, med., $8 to $9.50; do, com., $5 to $7; do, grassers, $3 to $4.50; lambs, choice ewes, $12 to $12.50; do, bucks, $10.50 to $11; do, culls, $7 to $8; sheep, light ewes, $5.50 to $6.50; do, fat, heavy, $4 to $4.50; do, culls, $2 to $3; hogs, fed and watered, $7.75; do, f.o.b., $7.25; do, country points, $7 do, selects, $8.50.

MONTREAL.

Oats—Can. west., No. 2, 55 to 55½c; No. 3, 52½ to 53c; extra No. 1 feed, 51c; No. 2 local white, 48½ to 49c. Flour—Man. spring wheat pats., 1sts, $6.20; 2nds, $5.70; strong bakers' $5.50; winter pats., choice, $5.65 to $5.75; rolled oats, bags, 90 lbs., $3.05; bran, $28.25; shorts, $31.25. Middlings, $37.25. Hay, per ton, car lots, $15 to $16.

Cheese—Finest westerns, 17½c. Butter—No. 1 creamery, 42 to 42½c; No. 1 pasteurized, 43 to 43½c. Eggs—Storage, extras, 40c; No. 1 stock, 35c; No. 2 stock, 28 to 30c. Potatoes—Per bag, car lots, $1.40.

Med. to com. steers, $5.25 to $5.50; com. dairy type cows, $2.75 to $3.10; canners, $1.50; com. bologna bulls, $2.50 to $3; med. to com. veal calves, $9; better ones, $10; lambs, $10; hogs, thick smooth and butcher type, $8.50.