Americans Get 54,000 Ontario Liquor Permits

Sales to Tourists in Five Months of '27 Operation Estimated at $432,000 in Hard Drinks and Wine

Beer Substantial Item

Toronto. — American tourists consumed a lot of government liquor in Ontario during the fiscal year 1927. Just how much has not been revealed by the Hanna Control Board. But when it is considered that during the five months of the year the stores were in operation 54,000 permits were bought by visitors from over the line, there is every reason to believe that at least 108,000 bottles of one content or another were emptied by the same transients.

Two sales for each permit may be a ridiculously low estimate, but even on that basis the tourists did not do at all badly by Mr. Hanna and his control coffers. Most Americans like their Scotch or Bourbon. One averages $4 in price and the other $3.50. So if $4 were chalked up against each of the 108,000 bottles it means that tourists from the United States spent $432,000 in liquor purchases in the province. The $108,000 which they spent for their permits brings the total estimated expenditure to $540,000.

The actual figures may be far in excess of this estimate for not all American tourists last summer limited themselves to two purchases.

Government Railway Prosperous

Toronto.—An indication of the development that is being made in Northern Ontario, the principal sources of gold and other valuable minerals in Canada, also an increasingly important agricultural area, is reflected in the last annual statement of the Temiskaming and Northern Ontario, owned and operated by the Provincial Government of Ontario. Earnings for the past year show an increase of 23 per cent. over the previous year.

Transportation revenue increased from $4,590,859 in 1926 to $4,857,760 in 1927. Net earnings advanced from $982,963 to $1,211,580, an increase of $228,616.

During the past year the railway paid over $1,300,000 to the provincial treasurer. In addition to the surplus which it earned last year, it took care of all its own financing charges. The T. & N. O. railway is operated by a Commission, the three members of which are appointed by the Ontario Government.

New Welland Canal

St. Catharine.—The new Welland ship canal is now nearing completion. Work, which commenced in 1913, was suspended during the war years, but it is expected that the new waterway will be in operation in 1930. For the greater part of the way the new canal follows an entirely different route to the present one, is much straighter, and 1¾ miles shorter. The difference in lake levels will be overcome by seven lift locks, most of which are now completed, each having a lift of 46½ feet. The locks are 829 feet long and each will accommodate three of the present day canal grain boats at one time. They are 80 feet wide in the clear and will provide a depth of 30 feet of water. This latter fact will permit of the largest upper lake grain carrier going through the canal.

The Welland Canal is the link between Lakes Erie and Ontario, and is about 26 miles long.

The Papal Encyclical

London Daily Telegraph (Cons.): It is unfortunate that the goal of reunion to which all Christian people must look is beset with difficulties. Many of them may seem, in the light of the Pope's Encyclical, insuperable. Others arise from prejudice and misunderstanding. No one acquainted with the mind and policy of the responsible leaders of the Church of England can honestly suspect them of a "Romeward tendency" in the usual and controversial meaning of the term. They are, however, pledged to seek that all Christian people shall be of one fold.

Peasants Play Practical Joke

Wolf Scent Scares Horse of Tax Collector

Moscow—Applying a simple peasant device to speed the departure of an unwelcome guest, tax dodgers of Otoberskoi, a village in the Urals, rubbed frozen wolf grease on the collar of the horse of the district prosecutor while the latter was in court sending a villager to prison for non-payment of taxes.

As the animal trotted over the snow and became warm it scented wolf and ran in a wild panic in a vain attempt to outdistance the dreaded beasts. The sleigh overturned, but the prosecutor was not injured—proving, according to an inspired correspondent, that righteousness is protected.

However, two women who accompanied the prosecutor suffered broken legs and ribs.

How Much Longer Will the Canadian People Stand for This Wasteful Procedure?

HOW MUCH LONGER?

This diagram illustrates the inefficient method Canada uses to get her western grain to market. The grain is loaded at Fort William-Port Arthur on to steamers 600 feet long and carried in 500,000 bushel cargoes to Port Colborne. It can go no farther in big ships on its way to Montreal because the canals from there on are only 270 feet long and too shallow to carry large steamers. So each of the big ships has to transfer its cargo to six small steam barges which charge about five times as much as the big ship for carrying each bushel per mile. The big ship could have gone on to Montreal from Port Colborne if the waterway permitted, at an additional cost of one cent per bushel. The transshipment and carriage to Montreal by six small steamers impose an additional cost of six cents. If all the grain carried to Montreal last season could have been taken the entire distance in big vessels the saving affected would have been five cents per bushel or about $10,000,000. Twice the present quantity of grain will go to Montreal via the St. Lawrence, and the saving be correspondingly greater, when the big ships do not have to break cargo. As it is, a tremendous quantity of Canadian grain is forced by existing conditions to go by rail from Buffalo to New York or to be milled at Buffalo where it may be mixed with inferior United States grain. The completion of the New Welland canal will allow the big ships to get into Lake Ontario but they will still be blocked by the inadequate St. Lawrence canals. The proposed St. Lawrence improvement would bring the centre of the milling trade to Canada where it belongs, Halifax being the most likely location. It would also cheapen the cost of importing coal, oil and other necessaries and the cost of carrying Canadian manufactured goods to the markets of the world. The navigation improvement would facilitate the development of Hydro-Electric energy that would sell for 100 millions per year, three-fourths of which would belong to Canada.

Predict Big Year For Motor Sale

Ford Activity Restores Detroit Employment to High Volume —Keen Competition in Salesmanship

Detroit.—Industrial conditions in the Detroit territory have assumed a more cheerful aspect following the return to work of several thousand operatives. For the first time since the Summer of 1926 employment here shows gains over the corresponding periods of a year previous.

This is, of course, the direct reflection of the resumption of activity at the Ford Motor Company at Fordson and at Highland Park. While the men now working there are not employed in Detroit proper and do not appear on the payrolls here, the additional work given to Ford sources of supply has meant increased personnel in many of the factories in Detroit's city limits.

Production at the Ford plants on the Model A line is gathering way, but slowly. The last reports from the production department are that the company is producing in the neighborhood of 400 completed cars daily. About half of this output is at Fordson and the other half comes from the assembly lines at other Ford factories throughout the country.

New Ford Braking System

One source of delay has been the fact that the braking system originally specified failed to secure the approval of the authorities in the District of Columbia and in several States. To meet this objection the Ford engineering staff has designed a new type of "parking" brake. It operates directly on the transmission and is of the two-shoe, contracting, self-energizing type. It is operated by a hand lever located in the centre of the car, slightly forward of the gear-shift lever.

Reports of every motor company on results from the New York, Detroit and Chicago shows indicate business possibilities for the new year far exceeding expectations. The general improvement in cars offered, plus the substantial gain in the dollar's purchasing power throughout the industry, has brought a flood of orders from all parts of the country. Every manufacturer has benefited by the public interest.

Dealers generally complain because of non-delivery of cars from the factory, but no individual maker has a special advantage over his competitor in this regard. Executives are unanimous in saying that the outlook for a mammoth first quarter is very gratifying.

Four and Six Cylinder Competition

Competition in the low-priced four-cylinder field has assumed some of the characteristics of a whirlwind, Ford, Chevrolet, Whippet and Star organizations are being speeded up beyond any previous year. The programs of dealers' meetings now in progress are the most elaborate that have ever been worked out.

In the light-six field the competition is almost as keen. It is a great year for the buyer, who is being made to feel his importance to an unusual extent. The trained salesman is in demand, and the shifting of the dealer picture is almost bewildering.

Evacuation of Rhine Favored By Britain

But Government Insists Troops' Withdrawal Must Be General

London—Evacuation of the Rhineland came up in the House of Commons recently, and the attitude of the British Government was defined by Godfrey Locker-Lampson, Under-Secretary of the Foreign Office.

Noel Buxton put the question directly to the Government in the House "whether the Government will consider the question of evacuating the British troops from the Rhineland at an early date."

Mr. Locker-Lampson, in behalf of the Government, replied that the effect of isolated British withdrawal would lead to no advantage in the present circumstances, and that general evacuation could only be brought about by an arrangement between the allied powers on the one side and the German Government on the other, but that such an arrangement would be welcome to the Government.

This statement was generally interpreted as meaning that the British Government is still against isolated action, because this would bear the aspect of bringing pressure on France.

Empire Settlement

London Morning Post (Cons.): In every Dominion exists a minority of racial fanatics hostile to the British race and the British connnection. We have seen it in the recent activities against the British Flag in South Africa. These minorities are not always born in the Dominions from which they wish to exclude our people. . . . We cannot force our people on the Dominion; but we believe that the majority of people there, as here, favor this migration movement, seeing in it the best hope for the future and the development of their countries.

A bailiff took the chair at a Leeds public meeting last week. I understand that from sheer force of habit he took the table as well.

Josephine — "Are they engaged?" Georgianna—"Not yet. He still buys orchestra seats when they go to a show."

James Lane Allen, the author, was asked by a lady if he was a bachelor from choice. "Yes," he replied, promptly. "But, isn't it rather ungallant of you to say that?" asked the lady. "You must ask the ladies that," said Allen. "It was their choice."

Britain Won't Get Income Tax Cut

Churchill, in Speech, Asserts New Budget Will Show No Change

Farms Need Relief First

London—The last hope that the income tax would be reduced soon was regarded as dispelled following the recent speech by Winston Churchill, Chancellor of the Exchequer.

Speaking at Birmingham, Mr. Churchill said that the forthcoming budget would show no change. The tax now is 20 per cent. and there were rumors the Chancellor would find a way to reduce this by 2½ per cent. as election bait.

Not only can the Treasury not afford to reduce taxes, but if a cut were possible, it should come first in a revision of local land taxation, British observers said. Agriculture and industry are regarded as in need of relief.

The Chancellor assured the nation that no election would take place this year since the equal franchise bill must be passed and the new women voters must be registered.

British Engine "Wears" Bell As Gift for U.S. Exhibition

London—An enormous, inscribed brass bell hung in front of the Great Western locomotive King George V, which has just returned from an exhibition run in the United States, when it left Paddington station for a try-out journey to Cheltenham before tackling the Cornish Riviera Express.

The bell was presented to the giant locomotive in commemoraton of the Baltimore & Ohio Railroad's centenary in which the King George V took part. Two bronze medals, which had likewise been presented to the locomotive, were displayed on each side of the cab.

Horses are not the only animals which may be ridden along Rotten Row, in Hyde Park, London. New regulations provide for the use of both asses and mules there.

Thrift Stamps to Foster Saving Among Poor Introduced in Mexico

Mexico City—Thrift stamps, as an aid to savings among the poorer classes, will make their appearance in Mexico it has been announced through the Postoffice Department.

The saving movement, known as the Postal Savings Box, is to appeal to the working class, whose salaries are low and who have difficulty laying aside their money for bank accounts, which require high capital at the start. Under the provisions, stamps which already have been printed for the express purpose may be purchased for as little as five cents or as much as the investor feels like placing, according to Cosmo Hinojosa, Postmaster General.

An interest rate at least equitable to current interest of savings banks will be paid each investor, it is said, so wth a small amount of invested capital the worker will be earning a just return. The stamps also may be redeemed at any desired time, say, postal authorities.

The thrift movement is regarded very significantly, especially in view of the present economic situation, and the government is extremely anxious to inculcate a savings spirit in the lower classes, who are not accustomed to retain money.

Suggests Jellicoe For Haig's Post

Opposition, However, Develops in London Over Legion Chief

London—It is suggested that Lord Jellicoe should be chosen head of the British Legion in place of the late Earl Haig, but a good deal of opposition has developed. The Daily Express urges that the choice will be unfortunate owing to the controversy which has arisen about Jellicoe's part in the war and also to be fact that he is a naval man and not a soldier, while the great majority of the members of the Legion come from the land forces.

It is being generally suggested that the Prince of Wales should become head of the Legion, or failing him that some general should be chosen who has not been involved in any of the current controversies since the war.

"Gerald," pleaded the girl, "please stop drinking for my sake." "What on earth," was the reply, "gave you the idea that I drank for your sake?"

Wife—"You're the meanest man alive." Husband—"That's hard on yourself. According to your mother, you have been the making of me."

No Dogs Carried

De Luxe Flyers, Sometimes Carrying 50 Animals, Hang Out "No Room" Sign After Near Tragedy

Paris—Dogs hereafter are not to be given right of way in French railways. As stated recently in the Evening Post, the various trains de luxe known as the Blue Train, the Golden Arrow, et tutti-quanti, invariably carried as passengers fifty or more dogs, from Pekingese to Saint Bernards.

More often than not they were given in charge of the train's personnel who were royally tipped for their attendance. Now, all dogs must be held in leash by their master or mistress. The somewhat stern decision was brought about following the discovery of a mad dog in a train de luxe speeding from Calais to Nice. The dog showing evidence of rabies was found in the lavatory. It was dislodged from the train at Lyons, but not before it had bitten fourteen persons.

It escaped into the streets of Lyons, where it bit more persons before it was captured and died with evident indications that it was suffering from rabies. By the time it died no fewer than thrty-three persons were under treatment at the Lyons Anti-Hydrophobia Institute. All will recover, assert the doctors.

Get Haircut at New Moon, Briton Advises

London.—Do you have your hair cut when the moon is full? If you do, you shouldn't, according to a London business man who dabbles in astronomy.

"Mushrooms and similar vegetation grow best when the moon is approaching full," this man says. "It is the same with human hair. At full moon the hair has most sap and should not be cut then, but just before a new moon."

1927 Trade

Canada bought goods from the United States in 1927 to the value of $707,270,444, or $466,884,511 more than the total purchases by Canada in the whole of the British Empire.

The United States was Canada's best customer in 1927 as an individual country, with $474,588,125 spent on Canadian goods.

All the countries in the British Empire spent $500,019,346 in the year under review, Great Britain heading the list with a total of $409,551,767.

Love is that which a girl has who goes with a man who doesn't own a motor car. But maybe her idea is compassionate marriage.

Visitor—"Do you love your teacher, my little man?" Bobby—"Please, I would rather not talk about my love affairs."

You ask me why I'm single; why
I've made no manly heart stand still.
Alas! however hard I try,
No Jack will claim this lonely Jill!
But Leap Year's come, and I will use
Fresh efforts to become a wife,
And thus, in nick of time, excuse
The follies of a "miss" spent life.

"ADAMSON'S ADVENTURES"—By O. Jacobson.

He's A Fox.