

In Other Communities

Durham People in Accident
While Rev. and Mrs. Lowen of Durham, Mrs. Herb, Eby, Mrs. Sam Kobe and Mrs. William Berry of town were on their way to Kitchener last Saturday afternoon, the car skidded on the icy road and upset into the ditch. The accident occurred near Kitchener. The glass in the car was smashed, and the occupants were somewhat injured, Mrs. Eby in particular having her arm rather badly bruised.—Hanover Post.

Dear On Highway
While hunters from old Ontario sought for deer in the province's northern hinterland, Mr. Hubert Green, captured a fine antler right on the King's highway, near Cummock. Mr. Green did not use guns or ammunition and game restrictions were in no way violated. He was driving to Arthur when the deer attempted to cross the road in front of his car. A collision followed. The car was dented and the deer was killed.—Mount Forest Confederate.

Trapped Six Mink One Day
Wilfred Black, well-known farmer of Con. 14, Proton, had a lucky day on his trap-line on November 15. He caught six mink and one weasel. He left the house about 2 o'clock and was back about 4 with over \$25 worth of furs. Wilfred has trapped 15 mink altogether this fall. He sells them to Sam Goldman, local fur dealer. Sam says in all his experiences as a fur buyer, he never heard of so many mink being caught by a single trapper in one day. It's a clever trapper who can trap mink at any time. Wilfred, apparently, has mastered the art.—Dundalk Herald.

Box Lacrosse A Flop
The Walkerton Box Lacrosse Club though it won the Bruce league, faced a deficit of about \$48 until several friends of the management came across, recently, with subscriptions. As it is, the promoters will have to foot the balance of the deficit.

Box lacrosse, financially, has been a flop in Walkerton, due to very scanty patronage.
The Palmerston team, winners of the Central League, were unable to keep their appointment in Walkerton last week, so the local management, to provide a game, brought over the Hanover team, and Walkerton, for the first time, succeeded in beating them, the score being 9 to 6.—Walkerton Telescope.

Two Turnips Make More Than Bushel
The Post recently carried a story of two old boys, one from Paisley, and one from Hanover, who would like to make the acquaintance of anyone who can beat their record of three turnips to a bushel.
A Carrick farmer, Stephen Weber, R. R. 4, Mildmay, accepted the challenge and laid two turnips from his patch aside, each of which weighed 25½ pounds. A bushel weighing 50 pounds, there is still one pound to spare.
These turnips were also of the "Wm. Rennie's Jumbo" variety and were weighed at Weber's hardware store, Neustadt, where they are now on display.—Hanover Post.

Stops Barn Fire by Smothering Blaze
While endeavouring to corral some chickens in a straw shed annexed to a barn on the farm of Mr. P. Hoggard, near Ravensa, last week, about six o'clock, in some way a lantern was overturned and ignited the cut straw, of which there was a quantity in the mow. Mrs. Hoggard and young son were the only ones in the building at the time, but fortunately, Mr. Osborn of Feversham happened on the scene and had the presence of mind to throw his overcoat on the blaze, smothering it, and with the aid of water kept it in subjection till more help arrived with fire extinguishers which saved a serious conflagration. Mr. Hoggard and his assistant were absent at the time.—Messford Mirror.

Receives Appointment
Dr. E. K. Richardson, of Toronto, a former Fiesheron boy, has been appointed Medical Superintendent of the Carls-Rite hotel in Toronto, at the corner of Front and Simcoe Streets in that city. This institution combines many of the uses of a first class hospital, with those of a modern, quiet hotel, omitting the undesirable features and is intended to supply for Toronto and the neighboring states something resembling what Lord Dawson of Penn, the King's physician, referred to in an address of a few months ago. He seems to recognize the need in every large centre of population, where people of impaired health not needing restrictive regulations of a hospital, may receive attention by their own doctors facing physio-therapy, massage, diet, and other aids to restore health under medical supervision.—Fiesheron Advance.

Tackling a Big Job
A court case with the municipality of Tara versus the Government of the Dominion of Canada, at least an arm of the Government, the Soldiers' Settlement Board, is not an improbability in the near future. The trouble dates back to 1927, when Mr. Peter McGill vacated the "Rosecot" property now occupied by Mr. Earl Carson, and did not pay the taxes on same. The Soldiers' Settlement Board were the owners of the property, consequently the municipality naturally holds that Board for taxes, which they have up to the present flatly refused to consider. Last year Tara council instructed the County Treasurer to advertise the property for sale for arrears of taxes, which was done, and now this year's Council at their last meeting advised the County Treasurer to proceed to get a deed for the property. No doubt the Soldiers' Settlement Board will dispute the claim and a test case of the affair may be heard before the courts. Tara Council is bucking against big odds in fighting the Government of Canada, but it might result like the David and Goliath fight. Governments may be powerful and obstinate but the Council which considers it has right on its side may yet make the Government sit up and take notice, and show that they cannot even tread underfoot a small municipality.—Tara Leader.

Transferred to Walkerton
Mr. Horace Elvidge, who has been operator at the C.N.R. station in Hanover for the past five years has been transferred to Walkerton, as successor to Mr. Roy Welton, who is off duty on a seniority rating that has grievously affected his class and all others below him in the present curtailment policy of the company.
The new official has leased Mr. E. J. Skelton's brick dwelling on Archie street, formerly occupied by Professor Baxter, and is arranging to move his wife and young son shortly to town.
A despatch to the press says they will be much missed in Hanover, Mr. Elvidge being prominent in Lodge work and Mrs. Elvidge a talented member of the Anglican church choir and various societies in that town.—Walkerton Times.

A Near Fatality
Overcome by carbon monoxide gas, Mr. Wes. Kain came nearly losing his life last week, and is still suffering from effects of the fumes.
Allowing the engine of his car to run idle with a view to thawing out the radiator, which had become frozen, Kain was underneath the car opening the valve to let the water out, when a stiff breeze that was blowing about ten o'clock that night slammed shut the only door he had open in the big double garage of his brother, Orville, in the east ward.
Feeling himself weakening and unable to get to his feet, he was slowly succumbing to the fumes, when he heard his nephew, Robert Kain, aged about 14 years, whistling while proceeding along the sidewalk to his home nearby, and with all the remaining strength he possessed he shouted to the lad. Hearing someone calling his name from the direction of the garage the boy hurried thither and on opening the door and discovering the prostrate form of his uncle on the floor, hurried into the house for help.
With the aid of the lad's father and others, the unconscious man was dragged into the open, where he shortly revived. Medical aid was summoned and he was taken to his home, where for awhile his condition was quite serious.—Walkerton Times.

Glenmont
(Our Own Correspondent)
Mrs. George Hargrave arrived home from Toronto last week and is convalescing after her operation.
Mr. and Mrs. W. J. Ritchie of Edge Hill spent a day last week with the Weir family.
Mr. and Mrs. Henry Eckhardt visited early in the week at Mr. Jake Hiltz.
Mrs. Stanley Harrison is nursing a sore arm caused by blood poisoning.
Messrs. Roy Tucker and John Hooper are cutting wood for Mr. Jas. Snell.
Mr. and Mrs. Ed. Heard and family and Mrs. Heard Sr. were recent visitors with Mr. and Mrs. Thos. Weir.
Mr. and Mrs. Neil McLeod of Swinton Park visited with Mr. and Mrs. Stanley Harrison recently.
Mr. Joe Hooper and Miss Eva and Mr. and Mrs. Elmer Hooper, spent last Saturday with their sister, Mr. and Mrs. Gordon Geddes, near Durham.
Mr. R. Renwick, who has been with Joe Dixon all summer, has gone home to Durham for a few weeks.
The Tartan Beef Ring held their annual meeting on Monday night and wound up their business after a satisfactory summer.

He Guessed Wrong
Watchman (after train has passed leaving demolished car in its wake)—"Heavens man didn't you see my stop signal?"
Motorist—"Sure, but I thought it was meant for the engineer."

Allan Park
(Our Own Correspondent)
Mr. and Mrs. Milton Bartman have moved into Mr. Allan Wise's house, formerly occupied by the late Frank Wise.
Dr. Crowell, Indian herbalist, and family moved into Mr. Thos. Brigham's vacant house, where they will spend a portion of the winter. These renowned and beloved people have been dwellers in the Allan Park vicinity at intervals for many years during which time they have won many intimate friends. Their home is in Owen Sound.

Mrs. Henry Payne is recovering from her recent sickness and has Mrs. Thos. Brownlee of Hanover as her attendant.
Mr. McCall spent a few days in bed as the result of an attack of lumbago, and although not fully recovered at time of writing, is much improved.
Eating fresh pork and sauerkraut, and playing euchre and crokinole are the social parts of the time among some of our people.

Mrs. A. Wilson of Durham spent the week-end with her sister, Mrs. William Adlan.
Miss Sadie Eva returned home last week after spending the past few weeks with her sister, Mrs. Roeder at Aytan.
Dr. and Mrs. Arthur Backus and daughter, Beryl, of Saskatoon, Sask., spent a day last week at the home of Mr. and Mrs. John Sharp.

Mr. Harrison Lewis returned to his home in Dundas after spending several weeks with Mr. and Mrs. William Wolis Sr.
Mrs. M. Donnelly spent a few days with her mother and sister in Hanover.
Mrs. William Brown of Hanover is confined to her bed at the home of her daughter, Mrs. Jos. Reay, but is making splendid recovery.

Mr. and Mrs. Irwin Brown spent an afternoon recently with Mr. and Mrs. Jos. Reay.
Messrs. Jack Mighton, Roydon Reay and Melville Johnston spent the week-end in Toronto.

A.Y.P.A. Meeting
In the absence of the president, Mr. McCall, the meeting was ably presided over by Miss Blanche Sumpton, who opened the meeting with a hymn and repeating the Lord's Prayer. Miss Lotie Bailey read the Scripture lesson, after which an interesting paper on "Reading" was given by Harrison Lewis.

Another hymn was sung and a lengthy time was spent in a very enthusiastic discussion and planning of a play to be given in the near future. The singing of the National Anthem brought the meeting to a close. The next meeting will be held on Friday, Dec. 9.

Large Turnips
Although the turnip crop is long harvested, still we hear and read of giant roots whose weights are supposed to be records for their districts. So far as we know the greatest record in this vicinity was made from the patch of Stephen Weber of Carrick, he having two turnips whose combined weight was 51 pounds, being one pound over a bushel. Although not acquainted we congratulate him.

We do not claim to break the record in our district, but we do wish to make mention of the fact that from the fine patch of turnips grown by Mrs. Robt. Herd, there was taken at random one root whose weight was nearly 22½ pounds, with the top and roots off, and we do believe that were an effort made one could be found in this fine bunch of turnips whose weight would compare with any of which we have heard.

Farewell Party
A farewell party was given to Harvey Smith on Tuesday evening, Nov. 22, in the Orange Hall, before his departure for Toronto. About seventy friends and neighbors gathered and enjoyed music and dancing. At an appropriate time he was presented with a purse of money by Arthur Adlam, while Oscar Moon read the following address.

Dear Harvey,—We, your friends and neighbors, have gathered here this evening to show our appreciation of your friendship and to express our regret over your departure from our midst.

At a time like this we look back over the time we have worked and played together, and we realize the value of a friendship such as we have enjoyed with you. You have always given freely of your splendid abilities in leadership and music, and we assure you this has been greatly appreciated by each one of us.

As a small token of our friendship we ask you to accept this sum of money, not merely for its financial value, but for the memories we intend it to convey.
Signed on behalf of the friends and

neighbors.—Elton Adlam, Fritz Bailey.
At the close of this memorable evening, a very delicious lunch was served by the ladies.
S. S. No. 9, Glenelg
Sr. IV.—Sarah Dyer, Cecil Brown, Victor Arnett, Violet Collinson, Clifford Lindsay, Jr. IV.—Charlie Brown, Olive Newell. Sr. III.—Doris Pratt, Jean Jacques, Catharine Dyer, Jimmie Arnett, Murray Greenwood, Jr. III.—Archie Lawrence, II.—Glenna McFadden, Grant Greenwood, John Weir. I.—Allister Aljoe, Clarence Atkinson, Bert Chapman, Irene Newell. Fr.—Murray McFadden, Newman Pratt, —Jessie M. Nichol, Teacher.

SOME FACTS ABOUT HONEY
At the price at which it is available today honey is cheaper than almost any of the more common articles of diet. It is at once nature's choicest sweet and her most complete food; it contains carbohydrates in the form of sugar of lime, iron, magnesium and potash, and a certain amount of protein; all of which are necessary for the nourishment of the body. Because the sugars of honey are already inverted and directly available for assimilation it is a quick source of energy. It can be used as a sweetening agent in practically every instance where cane sugar and cheaper syrups are used.

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Canadian Pacific Welcomes Co-operation But Opposes Compulsory Arbitration

E. W. Beatty K. C., Chairman and President Makes Vigorous Protest Against Proposed Arbitral Board in Presenting Company's Case Before Senate Committee Considering Legislation to Implement Duff Report.

WELCOMING the suggestion of co-operation and voluntary agreement, but vigorously protesting against the proposed Arbitral Board and compulsory arbitration, E. W. Beatty, K.C., Chairman and President, Canadian Pacific Railway, recently stated the case for his Company before the Senate Railway Committee considering legislation to implement recommendations made by the Royal Commission on Railways and transportation in Canada.



"Against the principle of compulsory arbitration embodied in Part III of the Bill the Company must enter its most vigorous protest," Mr. Beatty declared. "An examination of the subjects enumerated in Section 19," he continued, "will show that the jurisdiction of the Arbitral Tribunal embraces matters of so great importance as to amount to virtual control in all major branches of its undertaking. Take alone the subjects of joint terminals and the pooling of traffic. The former are the nerve centres of railway operations, and the latter involve the whole benefits received from such operations. It is to be open to either party to propose measures involving these vital matters, and if agreement is not reached, both the principle of the proposal and the terms on which it is to be carried out are to be left to arbitration. It will be noted that every one of the subjects involve questions of policy, questions of administration, and underlying both of those, questions of finance, and for that reason, they are in my submission, not fit and proper to be determined by arbitration. The Company welcomes the suggestion of voluntary agreement as to such matters. They are quite properly the subject of voluntary co-operation, but the Company is startled by the suggestion that they may be forced upon it by an authority not responsible to its shareholders. Control by a tribunal constituted as proposed should not be imposed upon a privately owned railway company operating in competition with the Government Railways.

"The sweeping character of the arbitration feature of the Bill is shown by the provisions of Section 17, which declares that it is

to extend to all disputes between the two companies. Probably this expression was intended as incidental to the measures of co-operation enumerated in Section 19, but, in any case, it opens up a very wide field of jurisdiction.

"As to the Arbitral Tribunals, it will be observed that whether they consist of three or five members, the Canadian Pacific is in every case to have a voice in the appointment of only one member of the Board. In the last analysis, therefore, the Company will be completely divested of control of its property in favour of an outside authority. I cannot too strongly urge upon you the serious nature of this feature of the Bill, as well from the standpoint of public policy as of the rights and interests of the shareholders of the Canadian Pacific.

"To control of its undertaking as provided by the existing statutory law, the Company takes no exception. Regulations through the Board of Railway Commissioners and the control of rates, facilities and services in the interest of the public is a proper subject of legislation, but Part III of the proposed Bill is a very different matter.

"If it be the view of Parliament that co-operation shall be controlled and directed by another and independent tribunal, whose decisions shall be final and binding on the Canadian Pacific, then I would suggest, for your consideration, that the Government of Canada and the Canadian Pacific should enter into an agreement for a period of years by which the Company would agree to this form of administration upon receiving protection to the holders of its securities and shares; that consideration being given because of the relinquishment of the control of their own property during the term of such agreement."

In leading up to his statement of the Company's position, Mr. Beatty pointed to the great part the Company has played in the up-building of Canada and argued that the proposed Arbitral Board was in fact an invasion of the Company's charter rights,—rights granted it in return for constructing the road and thus making Confederation an established fact.

"During the fifty years of its existence the Company's undertaking has expanded with the growth of the country," he said, "until its property investment now represents more than \$1,100,000,000, held by not less than 180,000 share and security holders, over 50,000 of whom are Canadians. Since 1902 the Company has is-

sued \$270,000,000 Ordinary Capital Stock at an average premium of 42%, receiving therefor \$382,616,000 all without expense to the Dominion, direct or indirect. At that average price, a dividend of 5% yields a return of only 3.53% to the shareholders on their investment. It is my submission to your Committee that the magnitude of their undertaking and its importance to the country entitle them to consideration in any legislative measure affecting their control of their property. They have provided Canada with a transportation service on land and sea that is unexcelled in the world, and there is no part of her settled territory and no phase of her commercial life and welfare that is not touched by the operations of the Company and concerned in the continued success of its enterprise. As the Royal Commission has said, the Company is Canada's largest taxpayer. Its tax bill during the last ten years averaged more than \$7,000,000 per annum, and since its incorporation it has paid upward of \$116,000,000 in taxes. During the last fifteen years it has contributed to the Federal exchequer the sum of \$25,500,000. As a citizen it has contributed its full share to institutions of a public nature for the advancement of social and commercial welfare."

The Company, he contended, has been the foremost agency in Canada in the work of colonisation, immigration and development, and as a war effort had been able to advance or guarantee to the Empire more than \$100,000,000, and to furnish means of transportation for approximately 1,000,000 soldiers and 4,000,000 tons of war supplies.

Mr. Beatty referred to the consolidation of the Government railways ten years ago. The Canadian National had at once begun an active and aggressive campaign of competition backed by the credit and resources of the Government. To alleviate the situation arising out of that competition the Bill proposed close co-operation between the Canadian National and the Canadian Pacific in order to effect necessary economies.

"So far as the Canadian Pacific is concerned," he continued, "we would accept a statutory direction that we should co-operate because we are willing to co-operate. We are satisfied that a fuller measure of co-operation will be secured from three causes, first, the necessities of the situation; secondly, the statutory direction by Parliament that this should be a matter of policy by the private com-

pany, and, thirdly, because of the creation of a board of trustees specially charged with the duty of carrying out the policy of Parliament in this respect.

"I observe in some of the addresses delivered in the Senate upon the bill that some phases of the measure were advocated or accepted in the belief apparently that there was no other alternative which would bring about the economies so sorely required. Quite obviously, there is only one way in which the maximum economies are obtainable and that is unification for the purpose of administration, whether for a limited number of years or for a long term. The Royal Commission has considered and rejected such a plan for reasons they have explained in the Report, but there can be no doubt of its very great advantages from the point of view of economy and efficiency.

"I am not an alarmist, nor am I a pessimist so far as Canada is concerned. I commend, however, to the committee the conclusions in the last paragraph of the Report of the Royal Commission as to the effect on the Dominion's finances and on the Company's position unless we take heed of the present grave situation and adopt drastic measures to correct it. I have already said that I regard the Railway problem as the most vital domestic problem confronting the Canadian people. In spite of its importance, there is a great lack of understanding of what the real facts are, and in consequence there has been until recently very widespread apathy about it."

Mr. Beatty pointed out that the Royal Commission had found that the identity of the two railways should be maintained, but that there should be a maximum of co-operation with a continuance of competition. A maximum of good will would be necessary to reconcile competition and co-operation, and he believed that better results could be obtained through friendly efforts than through an Arbitral Tribunal.

"The very fact that a higher authority exists will tend to relax these efforts by weakening responsibility," he declared. "I urge this in the interest of both companies. And it is a peculiar commentary on the logic of the Commission's findings when we read that consolidation is rejected because it would put too great a power in the hands of a few men. This menace, in their judgment, is overcome by putting it into the hands of one man."