

LABOR PARTY TO ASSUME GOVERNMENT FOR FIRST TIME IN HISTORY OF BRITAIN

London, Jan. 21.—To-night for the third time in a hundred years a British Government was overthrown on the floor of the House of Commons by a vote in reply to the King's address that the present Ministers did not have the confidence of Parliament.

The climax after a week's debate came in a crowded, excited House when a division was taken on Ramsay MacDonald's no confidence amendment. Howls and shouts of joy from Labor benches when Labor tellers were seen standing on the right before the Speaker—a sign Labor had won—prevented announcement of the figures for several minutes.

The vote was 328 for Labor, 256 for the Government, a majority of 72. The Labor vote was polled solidly, while only nine Liberals voted to keep Baldwin in power and seven others were paired with Conservatives.

Mr. Baldwin will go to the King tomorrow and resign. Then he will presumably announce his resignation in the Commons. It depends on MacDonald when the House is convened again.

In view of the railway strike, it is reported he will summon Parliament to vote confidence in the Labor Cabinet not later than February 5th.



J. Ramsay MacDonald Who will head the new Labor Government of Great Britain.

Meanwhile, although Mr. Baldwin will have resigned, he will have to deal with the strike, the MacDonald Administration not beginning until the new Premier gets a vote of confidence.

TWO MINING ENGINEERS BURNED

Staying in Shack at Kirkland Lake Overnight on Way to Rouyn Camp.

Kirkland Lake, Ont., Jan. 20.—Trapped when the shack in which they were spending the night caught fire, two American mining engineers and promoters, well-known in the Northern Ontario camps, lost their lives early this morning. The victims were William F. Greene, Buffalo, N.Y., aged about 50 years, and George Snowdon Andrews, of Washington, D.C., aged about 55 years.

The two men arrived here on Saturday on their way to the new camp at Rouyn, and stayed for the night in the office of the Kirkland Combine Mining Company, of which Mr. Greene was general manager. About 2.30 a.m. an employee of the company named Larouque saw smoke pouring out of the building, and roused Andy W. Grierson, superintendent of the company, whose house was adjacent to the office, but was untouched by the fire. Grierson and Larouque made a heroic effort to rescue the two mining engineers, and succeeded in getting Greene out, but he was unconscious from the smoke and soon died. The flames spread so rapidly that it was impossible to save Andrews, whose body was entirely burned, only charred bones remaining.

F. F. Greene, in addition to being general manager of the Kirkland Combine, was financially interested in the Greene, Kirkland and Label Oro mines in the district, and also in the Stabell Mine at Rouyn. G. S. Andrews, formerly a resident of New Liskeard, had been identified with mining in the North since the early Cobalt days, and formerly lived in New Liskeard.

The fire is supposed to have been started by an overheated stove.

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.

MEXICAN REBELS HOLD UP EXPRESS TRAIN

Freight Train Laden With Ammunition Captured by Revolutionists.

A despatch from Mexico City says:—Rebels held up a passenger train at Aragon Station early Thursday morning. The express car was robbed of 40,000 pesos.

After forcing passengers to leave the train the rebels placed signals for a clear track in order to attack a freight train carrying ammunition which was following the passenger train from Laredo. The engineer of the freight train, when attacked by the rebels, unable to see the passenger train, opened the throttle in an effort to escape, and the engine of the freight plowed half way through the Pullman coach attached to the passenger train.

The freight train carried a number of pieces of artillery, machine guns and ammunition shipped from the States. The rebels, after searching the freight train, dismantled the cannon and carried off the machine guns and ammunition in large quantities. What they were unable to remove was burned, together with two freight cars.

Treasury Department officials confirmed a report that the Mexican Government has purchased four destroyers from the United States Government, and that they are expected to arrive at Tampico early next week, where they will be manned by Mexican crews. It was asserted that a part of the American crews will remain for some time to instruct the Mexican crews. The arrival of the destroyers is expected to end quickly the rebel blockade of Tampico.

The War Department stated that the rebels have three old Mexican gunboats outside of that port.

Another Titled Woman Joins British Labor

A despatch from London says:—The British Labor party now has another titled woman adherent to share that honor with the Countess of Warwick, Lady Mary Murray, wife of the Liberal, Prof. Gilbert Murray, and a daughter of the Earl of Carlisle, has written the Oxford Liberal Association here that she has joined the Labor party, it is announced. Her brother, the Hon. Geoffrey Howard, M.P., has long been one of the Liberal whips of the House of Commons. But the family of Carlisle and Howard has always been noted for its ability to differ amicably in politics.

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 Cattagat and off the Danish coast. The aircraft drop sacks of food and other stores near the imprisoned vessels.

ASQUITH ADVISES LIBERALS TO SUPPORT "NO CONFIDENCE" MOTION

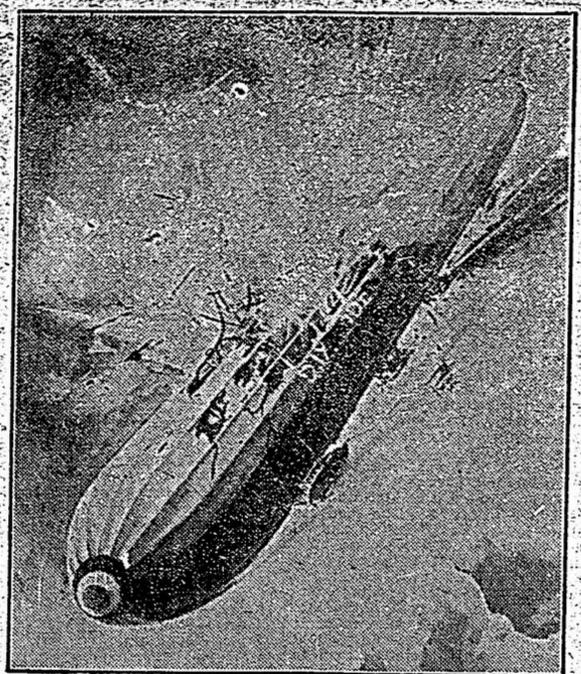
A despatch from London says:—Former Premier Asquith, leader of the Liberals, in a speech in the House of Commons, advised Liberals to vote in favor of Labor and voted Conservative and a few abstained from voting.

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.



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.

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 Nations circles. Prof. Hudson was attached to the legal section of the League during the summer months of last year.

Philadelphia Surgeon Removes Tack from Child's Lung

Philadelphia, Jan. 20.—Undergoing an operation without the use of an anaesthetic, and cooling and squealing an hour later in apparent joy, an announcement was made at the University Hospital that Cletus Moore, eight-months-old baby, who was rushed from St. Louis to Philadelphia for removal of a tack in his lung, would recover, and would be able to return to his home within the course of a few days.

Dr. Jackson, in an interview following the operation, described the method, giving in detail how the tack was removed.

In brief, and stripped of the medical verbiage, the child was placed on the operating table and a hollow tube inserted through its mouth into the lung cavity, previous exposures made by Roentgen rays having defined the location of the tack. The tube, which is equipped with a small light at the end, was placed near the tack, and then through this a pair of forceps was inserted. They reached the tack, and it was pulled back through the tube, thus avoiding any further tearing of the baby's lung tissues.

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 standard.

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 militarily increasing its armed forces.

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.

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.

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 \$915,861,000, 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.

\$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 Britain 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 Petawawa Camp, and during the war commanded the fourth and twelfth Canadian Infantry Brigades at different periods.

ENGINEERS AND FIREMEN ON BRITISH RAILWAYS OUT ON STRIKE

London, Monday, Jan. 21.—A strike of the railway engineers, comprising engineers and firemen, started at midnight. The announcement of the strike was made at the headquarters of the organization.

The strike was called without the support of the national union of railwaymen and the railway clerks' organization, the members of which will continue at work unless coercion is employed to force them to take the strikers' places.

Passengers who left last night on port strike meetings at all the big railway centres, but it will be impossible to discover how far the strike has been effective for some hours.

Passengers who left last night on long distance journeys were warned by the railway officials that they might not reach their destinations, and most of the companies issued posters, announcing a curtailment of the services and that goods and merchandise could only be handled at the sender's risk.

Among the first effects of the strike in London was the stoppage of the usual midnight trains to Scotland, North Wales and other points, and consequent inability to despatch early editions of the London morning papers by rail. The newspaper managers have made the best preparations possible beforehand to meet this contingency, and the streets around London's newspaper row were lined with motors of all kinds hired to carry papers into the country districts.

J. H. Thomas, general secretary, and C. T. Cramp, president in behalf of the national union of railwaymen, have issued a statement declaring that the intervention meeting called yesterday by the Trades Union Congress

reached a basis which the railway companies regarded as acceptable, but as it failed to meet the approval of the engineers' union, there was no alternative but to adhere to their circular, issued Friday, denouncing the strike.

Preparations are in progress for motor services for the distribution of food supplies and other essentials while the strike lasts.

London, Jan. 21.—Although the strike inaugurated at midnight last night by the members of the Associated Societies of Locomotive Engineers and Firemen has halted thus far to tie up the country's rail communication, enormous inconvenience has been caused to all classes of the community throughout the country. In London the situation was aggravated this afternoon and to-night by a steady downpour of rain.

Pitiful scenes were witnessed after the close of business hours. At the railway stations, where the greatest amount of suburban traffic is handled, the restricted train services necessitated long and tedious waiting and terrible crushing when the commuters endeavored to board the few trains which departed. Likewise the bus and tube services were badly congested. It is difficult at present to ascertain to what extent the strike is affecting the general train services, but apparently only about fifty per cent. of the usual trains are being run.

The railway managers claim, however, that the situation is improving hourly. During the day almost all the railways were able to maintain fairly good service despite the fact that a great majority of the engineers belonging to the association had ceased work.

The Week's Markets

TORONTO.

Manitoba wheat—No. 1 Northern, \$1.11 1/4.

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

Manitoba barley—Nominal.

All the above track, bay ports.

Ontario barley—68 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.

Milled—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, 98 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 barrel; 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, 2 1/4 to 2 1/2c; twins, 2 1/2 to 2 3/4c; triplets, 2 1/2 to 2 3/4c; Stiltons, 2 1/2 to 2 5/8c; Old, large, 2 1/2 to 30c; twins, 2 1/2 to 31c; triplets, 80 to 82c.

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; Canadian, handpicked, lb., 7c; primes, 6 1/2c.

Maple products—Syrup, per imperial, \$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; 2 1/2-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 39c; 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 17 1/2c; tubs, 17 1/2 to 18c; pails, 18 to 18 1/2c; prints, 19 to 20c; shortening tierces, 14 to 15 1/2c; tubs, 15 to 15 1/2c; pails, 15 1/2 to 16c; prints, 17 1/2 to 18c.

Heavy steers, choice, \$7 to \$7.75; butcher steers, 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, \$7 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.

Only Woman in the World Holding Sea Captain's License

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.

Alberta Farmers to Form New Co-operative Plan

A despatch from Edmonton says:—Steps are being taken by the United Farmers of Alberta for co-operative marketing of general farm products under one board which would be distinct from the board in charge of the wheat pool. The annual convention adopted unanimously a resolution asking the executive to appoint a committee of seven to survey a field of co-operative marketing, with power to organize the different commodities under the co-operative marketing system.

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 eighty cars of fresh fruits and vegetables.