

OUTLAY ON ONTARIO HIGHWAYS IN 1922 TOTALS TEN MILLION DOLLARS

A despatch from Toronto says:—With the construction period for this year now over the Provincial Highways Department made available on Thursday at the Parliament Buildings a statistical abstract of its year's accomplishments. It revealed the construction of some 300 miles of variously composed highways, the accomplishment of much preliminary grading and other work, and the expenditure of approximately \$10,000,000. As the Department's books for the year are not yet closed, this latter figure cannot be specified more definitely.

Of this \$10,000,000, of course, the province's share, by virtue of the Dominion and Provincial legislation under which it operates is only \$4,000,000, or 40 per cent; the Dominion Government also being obligated to pay 40 per cent, and the municipalities benefiting from the construction being obligated to pay the remaining 20 per cent.

The Highways Department summarizes its year's work as follows: Bituminous concrete pavement constructed, 44.9 miles; concrete pavement constructed, 43.25 miles; bituminous macadam constructed, 11.25 miles; water-bound macadam constructed, 107.4 miles; macadam base course constructed, 138 miles; grading finished, 487 miles; concrete culverts

erected, 1,300; bridges built, 23; railway crossing subways constructed, 2. This work, the Highways Department states, has been accomplished as the result of a season which has been most propitious for furthering the province's good roads scheme. The weather, it is pointed out, has been most favorable, supplies of materials have been more regular, and labor has been most efficient.

The locations of the Department's principal work has been in the Niagara peninsula and up through Western Ontario. As a consequence of its activities in these regions, the Hamilton to Brantford and Hamilton to Queenston roads have been completed, with the result that a paved surface now exists from Hamilton to Niagara Falls. London and St. Thomas and Welland and Niagara Falls have also been linked up, while work has also radiated from the cities of Chatham, Windsor, Ottawa, Peterboro and Toronto.

The Department in its report expresses its recognition of the advisability of abolishing level crossings and states that it is pursuing this policy as rapidly as practical considerations will permit. The cost, it is pointed out, is so great that reasonable regard must be had for the railway companies in the matter of the extent to which they are forced into this expenditure.

ALLOW GERMANY TWO YEAR MORATORIUM

Experts Advise Granting Reprieve from Reparations Payments of Cash or in Kind.

A despatch from Berlin says:—The report of the experts who have been investigating economic conditions in Germany. Professors Keynes, Brand, Jenks and Cassel, advocates a two-year moratorium from reparations payments of cash or in kind and stabilization of the mark on the basis of 3,000 to 3,500 marks to the dollar by utilizing the Reichsbank's gold reserve. The report contends that the financial problem cannot be solved unless the mark is stabilized, and that stabilization would be impossible without a moratorium. The experts suggest that half the Reichsbank's gold would suffice, and should be devoted to repurchase of paper marks, the repurchases to be restricted to German bank notes, especially those in foreign possession, but excluding exchange bills.

The moratorium might need to be extended, and payments should not be resumed until Germany is able to discharge them from a real budget surplus, which the experts think may be attainable in two years. Thus stabilization would depend for success not on a foreign loan, but on development of the conditions of production and final settlement of the reparations problem.

They consider that their plans would be facilitated if in the meantime negotiations were started with a consortium of bankers to support stabilization by modest credits, and also that a foreign loan cannot be expected until the reparations problem is finally settled.

National Debt of Britain Over \$34,000,000,000

A despatch from London says:—The British Treasury returns made public on Thursday give Great Britain's total debt on April 1 of this year at \$7,742,526,147 (roughly \$34,067,115,058). The lowest figure since 1875, when the debt was \$767,268,569 (\$3,365,081,648), was in 1899, when it was \$635,393,734 (\$2,795,732,429). The debt in 1914 was \$3,113,078,184.

The highest figure was in 1920, when it was \$7,739,697,166 (\$34,555,871,519).

Two hundred and sixty-three silver-black foxes, this year's pups have been shipped from the Colpitts ranch, Little River, New Brunswick, to Calgary, where they are to form the nucleus of an extensive fox ranching enterprise operated by the Calgary Fox Ranch Company.

A pair of buffalo recently donated by the Canadian Government to the Zoological Gardens at London, England, recently left the park at Wainwright, Alta. They were shipped in crates to Montreal and will be berthed on board ship in specially constructed pens, 10 feet by 12 feet.



THE COMING STORM.

—From London Opinion.

DEMANDS OF KEMAL POINT TO CONTROL OF DARDANELLES BY TURKEY

A despatch from London says:—With the Allies agreed to hold on in Constantinople and to refuse to recognize the abolition of the capitulations by the Turks, the British Government has now proposed to France and Italy the postposition of the Near Eastern committee at Lausanne, to ensure complete unity among the Allied powers in the face of the demands which Turkey is expected to make at the conference.

The French, however, insist that it is dangerous to delay the conference, and they are backed up by the Allied High Commissioners and Allied generals in Constantinople.

With the moral support of the Moscow Government, Mustafa Kemal's Government is not only asking for the return of Mosul, the rich oil region in Mesopotamia, but also a portion of Syria and an indemnity of \$1,200,000,000 from Greece, the autonomy of the Greek Islands off the coast of Asia Minor, the abolition of capitulations and the complete independence of Turkey. The latter demand is doubtless a direct application to control of the Straits, which the United States and the Allies insist should not be subject to Turkish control.

VAST AREAS TO BE SURVEYED BY PLANE

Further Extension of Traffic Boundaries Planned by T. and N. O.

A despatch from Cochrane, Ont., says:—The almost limitless expanse of the territory stretching as far as the Province of Manitoba on the northwest and Hudson Bay on the east and the Albany River on the south, will be made the subject of extensive investigations by airplane next summer, according to the present intentions of the T. and N. O. Commission. In an interview here on Thursday, in which he touched on the future policy of the T. and N. O. in its plans for further extension of its traffic boundaries, Chairman George Lee stated that completion of the extension of the railway to James Bay will only mark the opening of further exploitation of unknown lands for the Ontario Government. During the past summer several airplane parties had flown over considerable territory in the vicinity of the Albany River and arrangements have already been made with the Laurentide Air Company for employment of a small fleet of airplanes in that region next summer. At present 70 miles of railway is under actual construction north of Cochrane, the steel stretching north from here for 25 miles in the direction of James Bay while the route of the extension has been located for 100 miles. Trail lines have been run to Moose Factory and the location of the actual line for the remainder of the way will be located this winter. "We hope to get construction far enough advanced to allow the contract for the remainder of the road

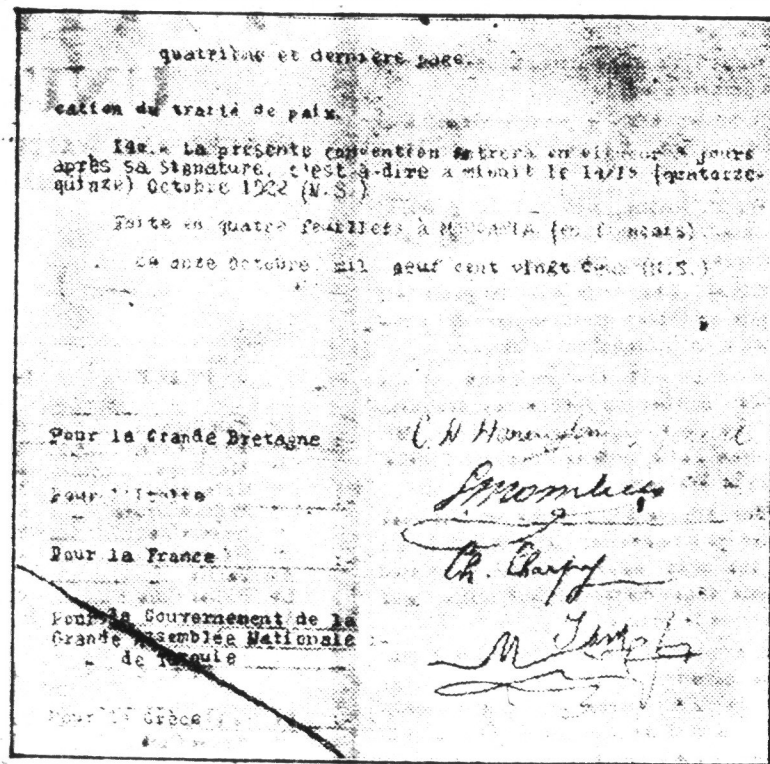
to Moose Factory being let next year," is Mr. Lee's statement. "The present construction is aimed to develop all Ontario east to the Quebec boundary and certain portions of Northern Quebec, which will naturally drain its traffic into James Bay. The Western portion of Ontario, of course, will be exploited to the utmost and the possibilities of further traffic from this territory will be continually investigated."

Troops Raid De Valera Headquarters in Dublin

A despatch from Dublin, says:—Troops raided the De Valera party's headquarters in Suffolk Street on Thursday evening and made a prolonged search of the premises. No men were found in the building, but five women were arrested and a large quantity of documents were seized, including Republican election literature.

Nearly three hundred million dollars is paid out annually in wages to those employed manufacturing auto cars and trucks.

From Nov. 22 to 29 will be held Canada's first Royal Agricultural Winter Fair, which has been established in Toronto as the result of demands made by stockmen and other agriculturists for a winter exhibition which should be both national and international in character, bringing together the best in the country's agricultural products. The city of Toronto, with the Fair Association, has erected an arena which is declared to be unequaled on the continent for the purpose of staging such an event.



The pact signed at Mudania on behalf of Britain, France, Italy and Greece, which has already been violated by Mustafa Kemal. Note that no one signed for Greece.

Canada from Coast to Coast

The poet Joyce Kilmer said in his poem called "The Poet's Prayer": Upon his will he binds a radiant chain. For freedom's sake he is no longer free.

It is his task, the slave of liberty, With his own blood to wipe away a stain.

The freest title than can be given man or woman is that of servant, and the title is honorable in proportion to the number of men and women served, or else the depth and devotion of the service given a few, or even a single one.

It may be the ruler of a country who is great because he is a friend even to the weakest and the least of all his people. It may be a simple, humble woman who is great because she stays at home and takes care of her mother.

Kilmer had the right idea. It was the idea that sent young manhood into the war. He was one of those who went, and his name lives in honor because of it and the way he felt about it.

Try to escape service and the duty and privilege of a servant, and you earn contempt now and oblivion after you come to lie in the dust. Every useful person must prove it by serving somehow, somewhere. There are some trifles and others who never have known what it is to do a day's honest work for a day's wage. They do not matter. Their money bags may win them popularity among others as worthless as themselves, but their prestige extends no further.

We have come to attach a mean notion to that word servant. We talk of being "servile" and of "servility," and we signify a cringing, obsequious, lick-spittle attitude, wanting in self-respect, not venturing to raise the head or stiffen the backbone to claim its just due. But that is not the true notion of service. The service of one who has no mind and no will of his own were better done by a machine. In a useful servant worth his name, intelligence and judgment—assuming a ready obedience to orders—are qualifications of front-rank importance.

Any good citizen of his country or of the planet at large accepts service. He abides by the law under which we must agree to live if we are to have peace and industrial stability and a wholesome social condition. The valued, honored, trusted members of the community are never those who are studying ways to circumvent the general agreements as to decency and honor and fair play. They are not those who are forever ready to sneer at the average man as a poor, spiritless wretch because he lives with his wife, supports his family, loves his children, pays his taxes, goes to church, minds his business and sweats existence with plenty of clean fun on the side as he goes along.

That is what the Bohemians, or the emancipated, or the radicals may consider being shackled to effects conventions and a strait-jacketing civilization; but it is not the votaries of lawless self-indulgence who get the world's work done and receive the world's affection or its confidence because they are good servants. If you are not a servant, what excuse have you for taking up the room you occupy on the face of this busy, interdependent earth? If you are not one of the ancient and honorable company of servants, you had best refrain from boasting of the melancholy fact of uselessness.

The Value of Reforestation.

The great value of the systematic planting of young trees was fully demonstrated in Scotland during the late war, when thousands of acres of magnificent Scotch pines were available for the construction of railways and other military works in France and Belgium. Most of these trees were cut down and sawn up by Canadians. Whole acres of standing timber were of necessity commandeered by the government, and the proprietors were paid good sums for the product. In one instance an area in the Highlands had been benighted of its trees to furnish material during the Napoleonic wars, only a tree being left here and there for self-seeding purposes. The result was that this forest, the forest of Glenmore, sprang up again more vigorous than ever, and was again cut down for the Great War, almost exactly a hundred years after its demolition, the proprietor receiving for the timber about \$180,000.

Successful roller bearings for trains, for a long time a dream of engineers, seem to have been produced in England. One man pushed with ease a twenty-seven-ton coach equipped with the new bearings, whereas it had taken seven men to push it without the bearings. It is expected that the saving in fuel will be about thirty per cent.

Several thousand bushmen will be required by the lumber camps of Ontario west of the Great Lakes this winter, according to estimates of the Government employment officials. Several hundred are being sent to these camps each week and the demand is becoming more and more urgent.

Charlottetown, P.E.I.—A despatch from London, Eng., states that the rearing of silver and black foxes is a new industry in Ross-shire, Scotland. Foundation stock was secured from Prince Edward Island two years ago as an experiment, and results have been so good that operations in connection therewith have been greatly extended. It has been found that the climate is favorable to the fox raising industry in sections of Scotland.

Halifax, N.S.—A total of 71,492 pounds of wool were marketed during the past season by the Canadian Co-operative Wool Growers' Association for the Nova Scotia farmers. While this is but a small fraction of the total clip for the province, it is a considerable advance on last year's co-operative sales. Nearly eight-ninths of the wool was graded as medium combing.

Fredericton, N.B.—A total of 22,066 pounds of wool was handled for grading and shipping by the Canadian Co-operative Wool Growers' Association for the New Brunswick sheep breeders. Returns from the sale of wool amounted to \$4,771, the average price being over 22 cents per pound as against 12½ cents last year. About 200 farmers of the province disposed of their wool output this year through this co-operative grading and marketing plan.

Quebec, Que.—As a result of its special settlement efforts through the clearing of colonization lots the Province of Quebec disposed of 220,000 acres to newcomers during the year ending June 30th, 1922. In the twelve months 626 families of French-Canadian origin, consisting of 2,471 persons, returned to the home of their fathers from the New England states. Several thousand additional acres are already cleared for the same purpose and a system of inspection organized. According to a statement of the Provincial Minister of Colonization, Hon. J. S. Perrault, Quebec could easily accommodate 15,000,000 more people at brief notice.

Ottawa, Ont.—Canada has a commercial exchange with Asia (including Japan, but excluding Russia and Turkish Asia), worth \$3,000,000 a year, according to unpublished figures of the Dominion Bureau of Statistics. With Oceania, the Dominion does a business to the extent of \$65,000,000 a year, while with Mexico and the countries of South America, including the Pacific, her trade is valued at \$14,000,000 a year. In the aggregate this trade is about evenly divided between imports and exports.

Winnipeg, Man.—The year's movement continues with unabated energy at the average rate of about 1,700 cars per day through the inspection staff at Winnipeg. This represents approximately two millions bushels of grain daily passing through this city of grain.

Edmonton, Alta.—After a most successful season fishing on the northern lake has been brought to a close. As compared with previous years, exports have increased. Seventy-seven cars were shipped this year as against 69 last year. Chicago was the heaviest buyer.

Revelstoke, B.C.—Development work is now under way as asbestos claims in British Columbia located at Mount Spruce, 24 miles south of here. These claims are located at an elevation of 4,200 feet above sea level and about 2,800 feet above the nearest railway. The location of the claims, necessitating the expenditure of a considerable amount of capital to bring them to a profitable producing stage, is the only obstacle to their rapid development.

Dawson, Y.T.—The Yukon's gold output this year may total a million and three-quarter ounces. Dredging continues along the creeks beyond the usual period because of the unusually mild autumn and the gold production will be increased accordingly. Hydraulic mining operations were shut down a few days ago, but there is activity still throughout the gold creeks. The silver output from Mayo shipped to date is about 750,000 ounces.



Sir Auckland Geddes. "Stay where you are," is his advice to young Canadians, on his visit to the Dominion. He says that if Canadians stood by their country in peace as they did in war, its progress would be ten times as great.

Natural Resources Bulletin

The Fort William Paper Co. are installing two newsprint machines to make a sheet of paper over sixteen feet in width. Each machine will produce 80 tons per day. It takes eight trees eight inches in diameter to make a ton of paper. This means that 1,280 trees will be required daily, or nearly half a million trees per year. As under normal forest conditions it requires 70 years for a balsam tree to reach eight inches in diameter and 120 years for a spruce, it would be interesting to figure out the number of years' growth consumed daily by the two new machines at Fort William.

At Ingonish Falls the Spanish River Paper Co. have installed others, also machines each of which makes a sheet of paper 19 feet wide.

Weekly Market Report

Toronto. Manitoba wheat—No. 1 Northern, \$1.20. Manitoba oats—Nominal. Manitoba barley—Nominal. All the above trade, Bay ports. American corn—No. 2, 75c. No. 3 yellow, 87½c. No. 4 yellow, 87½c. No. 5 yellow, 87½c. No. 6 yellow, 87½c. No. 7 yellow, 87½c. No. 8 yellow, 87½c. No. 9 yellow, 87½c. No. 10 yellow, 87½c. No. 11 yellow, 87½c. No. 12 yellow, 87½c. No. 13 yellow, 87½c. No. 14 yellow, 87½c. No. 15 yellow, 87½c. No. 16 yellow, 87½c. No. 17 yellow, 87½c. No. 18 yellow, 87½c. No. 19 yellow, 87½c. No. 20 yellow, 87½c. No. 21 yellow, 87½c. No. 22 yellow, 87½c. No. 23 yellow, 87½c. No. 24 yellow, 87½c. No. 25 yellow, 87½c. No. 26 yellow, 87½c. No. 27 yellow, 87½c. No. 28 yellow, 87½c. No. 29 yellow, 87½c. No. 30 yellow, 87½c. No. 31 yellow, 87½c. No. 32 yellow, 87½c. No. 33 yellow, 87½c. No. 34 yellow, 87½c. No. 35 yellow, 87½c. No. 36 yellow, 87½c. No. 37 yellow, 87½c. No. 38 yellow, 87½c. No. 39 yellow, 87½c. No. 40 yellow, 87½c. No. 41 yellow, 87½c. No. 42 yellow, 87½c. 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