

OTTAWA AND PROVINCES WILL WORK TOGETHER

Hard Times Ahead For Fake Promotion and Get Rich Quick Schemes

LAWS TO BE UNIFORM

Ontario Attorney-General Pleased With Result

In a wire sent from Ottawa to his office in the Parliament Buildings, recently, Attorney-General W. H. Price told of arrangements which have been made by the Dominion Government to aid the provinces in fighting fraudulent stock companies.

Mr. Price stated that the Government had pledged itself to three definite actions designed to make more difficult the flotation and operation of fraudulent companies. It is understood that these promises will be implemented by legislation in the House of Commons at next session.

In the first place the Dominion will refuse incorporation to companies which are designed to do business solely within a certain province. This action is expected to remove the problem of dual control under which many "fake" companies have hidden in the past.

Another regulation will give to the province greater powers in regulating

sales of stock by companies under Dominion incorporation, which will strengthen the hands of the provinces considerably in dealing with fraudulent promoters.

An effort will also be made to obtain uniformity in the forms to be filed with the Dominion and Provincial Governments by companies seeking incorporation, and also to compel the submission of the same data for filing papers both with the province and the Dominion.

This action is believed to be a direct outcome of the deliberations of the committee on "blue sky" laws in connection with the inter-provincial conference of which Hon. Mr. Price was a member. The Ontario Attorney-General was most active in the committee in urging reforms to the Companies Act, due to the "clean-up" which he is now attempting among Ontario companies which have come under suspicion.

Coaster Founders in Season's First Gale

Crew Luckily Escape in Life Boat as "Wacouta" Sank

GALES GENERAL

Sault Ste. Marie, Ont., Nov. 13.—The local passenger and freight steamer Wacouta, which plied between the Soo and Bruce Mines, was sunk in from 30 to 35 feet of water in the line of traffic in Wilson channel, 200 or 300 yards out from the Richards Landing dock, during the blizzard on St. Mary's River early yesterday afternoon. The Wacouta had just unloaded its six passengers at the landing and was trying to make a turn in the rough sea, en route to Hilton, when her cargo of 35 or 40 barrels of gasoline and oil and other freight suddenly shifted, a squall came up and the boat commenced to sink. A lifeboat was quickly lowered and the crew, consisting of Captain Percy Kent, of Richards Landing, owner of the boat; Engineer Charles Harrison, of the Soo; and the cook, Miss Dorothy Mahman, of the Soo, got away in safety. The boat sank in five minutes.

LINER ALBERTA DAMAGED.

The C.P.R. passenger liner Alberta arrived at the Government dock last night in a damaged condition from Fort William, after experiencing one of the roughest trips in its history. The waves in Lake Superior were running 30 feet high, according to mate Fred Logan, of Collingwood, who said it was the most hazardous trip he had ever undertaken. The boat was blown on to rocks in St. Mary's River, near the Government dock, and was released after three hours' strenuous work by a tug of the Great Lakes Towing Co. Seven or eight doors were stove in, and old curved stairway in the stern of the boat was blown to matchwood. The steamer Manitoba also reports a strenuous trip on her

way to the Soo, and she too, suffered slight damage, but proceeded on her way.

BREAKS TOWLINE.

Rochester, N.Y., Nov. 13.—A barge which broke loose from its tug yesterday in the storm which swept down on Lake Ontario from the west, and a coastguard lifeboat, which put out to aid the barge, were safe in port tonight.

Answer Honor With Honor

"Our Enemies Broke It; Our Dead Kept It," States Rev. W. A. Cameron at Christie Street Service

"Our enemies broke their contract with human society; our dead kept that contract," said Rev. (Capt.) W. A. Cameron in his address at the Armistice memorial service in Christie Street Hospital. "The only way that we can keep that contract between the dead, the living and the unborn is to remember that we must answer honor with honor, unselfishness with unselfishness, sacrifice with sacrifice. Unless we intend to do something like that a service like this is nothing more or less than a farce; let us stop building war memorials, and let us stop putting the names of those men on war memorial tablets. If we don't intend to keep faith, the best thing we can do is to bury our dead so deeply that they can't come back to disturb and haunt us." The legacy of the dead was both a memorial and a mandate, said Capt. Cameron.

The hospital auditorium was thronged to capacity for the service, which opened promptly at ten o'clock. Along side and back walls were lined the wheel chairs of severely disabled men, and for those unable to leave their beds to share in the service with and for their comrades, it was broadcast through the wards.

An Alberta Oil Refinery



NEW SOURCE OF WEALTH

Western Canada is fast assuming importance as an oil producing section.

Discoveries at Vimy Ridge Only Intact Portion of Line

Canadian Engineers Have Discovered the Only Portion left Intact of all the Battle Fields Along the Western Front

To Be Preserved as a Permanent Memorial

MOVING SIGHT

By "A Canadian in France"

Vimy Ridge, Monday, Oct. 17. Thousands of former soldiers are visiting the battlefields of France and Belgium in the hope of finding trenches, dug-outs, or the exact spot where they received their "baptism."

In the Ypres Salient they see nothing but flourishing fields of corn; fax, oats, and barley. There is not a trench left in Belgium except a few doubtful examples on Hill 60.

In France the scars of war are more visible, but a strenuous passivity has filled the shell holes and has rebuilt its farms on the front line. It is amazing how swiftly the plough and the building contractor have wiped out all traces of war.

Sniper's Post

I found today the only spot in France where a man can feel that he is back again in 1914-1918; where he can stand at a sniper's post and fit the rotted butt of a rusted rifle to his shoulder as he peeps out between the bushes towards the German trenches. The wire is still up in "Joeman's Land," duck boards lie in the trenches, officers' beds, tattered and collapsed, still lie in the chalk dug-outs.

Hundreds of names and many messages are written on the chalk in indelible pencil, as fresh as when they were written ten years ago. Mile bombs with the pins in them repose on ledges, cans of bully beef, tin hats—all the familiar debris of those sad days—are to be seen as they were left.

This amazing spot is the famous Grange Tunnel, on Vimy Ridge, which has just been opened up by the Canadian Battlefield Memorial Commission. It is to be preserved for the benefit of posterity as a kind of textbook on trench warfare, and is destined to become the most remarkable relic of the war.

Living Memorial

The project began a year ago as a side-line to the Canadian memorial on Vimy Ridge, which will not be completed until 1931. The stone for this stupendous shrine comes from the ancient Roman quarries round the Bay of Spalato in Dalmatia. While waiting for supplies of this stone to arrive, it occurred to the Canadian engineers that it might be interesting to try to locate the famous Grange Labyrinth—the miles of underground passages which the Canadians pushed out to within a few yards of the enemy's lines.

Map references were taken, and the entrance to the tunnel was discovered choked up with brushwood. The work of clearing the tunnel has taken a year, and it is not yet completed.

So interesting were the discoveries that the commission decided to rebuild the trenches, preserve the dug-outs, and make the Grange Tunnel a permanent sight. The trenches have been lined with concrete sandbags. The concrete is poured in wet, so that when the sandbags rot the marks of the mesh will remain; the duckboards have been cast in concrete, all wood has been taken out of the dug-outs, and the passages have been reinforced with concrete and metal. The Grange Tunnel has at least a century of life before it.

I was shown around the tunnel by Captain Urwin Simpson, Royal Canadian Engineers, who is in charge of the work. On the way down is a notice: "These walls are sacred to the names of soldiers who inscribed them during their occupation in the war of 1914-1918. Please omit yours."

A Labyrinth.

We entered a dark tunnel and found ourselves in a labyrinth of passages, dug-outs and battalion headquarters cut far below the ground level in the white chalk of Vimy Ridge. It was as though we had been switched back to April 1917—that time when the Canadian divisions advanced to the conquest of Vimy Ridge. Nothing had changed. The smoke from the candles once set in niches to light the passages was still black on the chalk. The dug-outs and the walls of the com-

Former Canadian Army Officer Burned to Death in London Fire

Agonized Spectators Watched Him Fall Back into the Flames After Making Brave Fight for Life

London.—Fire which gutted a row of twelve houses at Windsor early Wednesday morning claimed as a victim George Leonard Bull, aged 42, a former life-guardian who served during the war as a captain in the Canadian army. A woman also lost her life in the fire.

Captain Bull, who was known locally as "John Bull," and was steward in a local territorial club, made a brave fight for his life and finally fell back into the flames in full view of the agonized spectators. He was handicapped by a broken leg and was unable to mount the window sill in an upper room from which he had previously pushed his wife to save her from the fire after she had dropped their baby from the window into a blanket being held for it. The baby was not injured and the mother's injuries were slight.

After his wife and child were out of the burning dwelling, Bull stepped to his window to see if he could get to the rear of the house, but when they arrived there they realized that it was impossible to enter the building owing to the rapid work of the flames. Bull made a last desperate attempt to climb out of the window, but was unable to do so.

Fifty people were rendered homeless by the fire. Many of them narrowly escaped from the burning buildings, fleeing in their night apparel. All their belongings were burned. In the furniture, which was destroyed, were suits belonging to two couples who are to be married on Christmas Day.

Capt. Bull left Canada in late 1914 with the 170th Batt. of Toronto, and again served in France with the Cavalry Brigade.

Here in this dark tunnel, and here only, do we seem to meet the men who fought and died. Here only do we seem to see again in the long chalk passages those well-known faces; here only can we read their signatures—no doubt in many cases their last written words—written with the indelible pencils with which they wrote their letters home.

Canada has, with splendid and characteristic foresight, carved a shrine which is sacred not only to her army, but also to all the Allies. Here British, French, and Belgians will gather in years to come and say: "This is how our men lived during the great war." The Grange Tunnel is, and always will be, the greatest

and most touching sight on the western front.

Engineering Feat

During the early months of 1917 eleven large subways were constructed to aid the concentration of the Canadian troops for the attack on Vimy Ridge. The largest was the Grange Tunnel, built mainly by the 7th Canadian Infantry Brigade.

Grange Tunnel had three exits for the troops, and constant streams of men, wounded and unwounded, passed through it during the battle. Its minimum depth was twenty-five feet; it had electric light and a water supply, and there were numerous dug-outs, dressing stations, and ammunition dumps.

The Final Session

Oriental Question Before Closing Session, But Was Subjected to Censorship

Ottawa, Ont., Nov. 11.—One feature of the concluding session of the Dominion-interprovincial conference last evening was subjected to censorship and cut out of the Federal announcement. It was the discussion initiated by Hon. A. M. Manson, Attorney-General of British Columbia, regarding the Oriental question.

Mr. Manson, who was instrumental in having the subject placed on the agenda, took very strong ground in favor of Oriental exclusion. He gave statistics to show how the Oriental population is increasing in British Columbia owing to the fertility of the race and how the number of these children attending the schools is only a comparatively small distance behind white pupils. Mr. Manson stressed, particularly, the danger of inter-racial marriages, stating that, if something were not done, that would soon become a great problem. Already it has made its appearance with white and Oriental children going to school together and the latter speaking perfect English and acquiring English customs, it was readily conceivable how relations might develop that would later lead to marriage. From such alliances would be an issue of a kind that would seriously affect the social structure of the province.

The general effect of Mr. Manson's argument was for the banning of Orientals and the maintenance of a white British Columbia. Some view was expressed that for

imperial and other reasons the discussion so far as it went, should not be broadcast. Little else was said about it, and of course, no resolution was adopted, but the case was presented forcibly and seemed to create considerable impression.

Of the nine premiers who attended the conference, only Messrs. Bracken and Baxter remained here to-day; though other ministers are staying. Premiers McLean and Brownlee, who are making side trips, will return to the city before going home. They are scheduled in the next few days to have an interview with the Minister of Railways respecting the development of the Peace River district.

Heifetz Rejects \$3,750 for a Broadcast

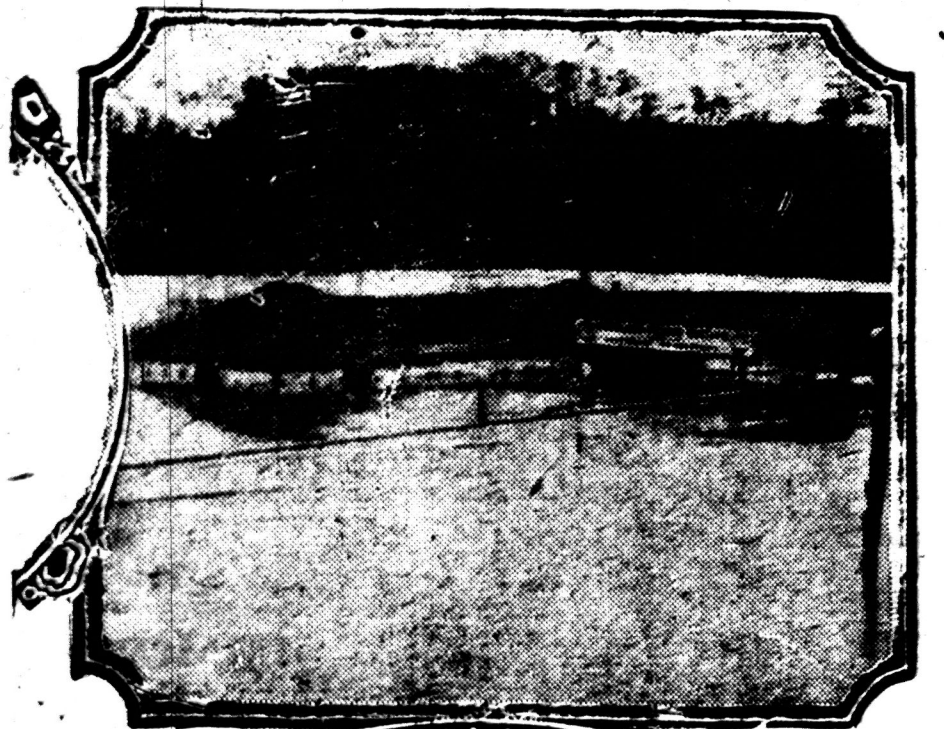
News comes that Jascha Heifetz, the violinist, because of concert contract restrictions, turned down \$3,750 offered him by the Broadcasting Company of Australia, for a microphone appearance of twenty minutes at Station 3LO, Melbourne.

Whereupon a Kestener wrote: "If 3LO can afford to pay Heifetz a big fee to broadcast, why can't they afford to give us better artists than they do?"

"Complaints are made of monotony," was the station's rejoinder, "but no sooner does 3LO determine to meet criticism of musical starvations by such a succulent dish as one of the greatest violinists in the world than back comes a stone, and a stentorian yell of 'Give us our old friends, but pay them more and they'll sing better,' as if a singer sang mezzo voce for a guinea and fustissimo for two."

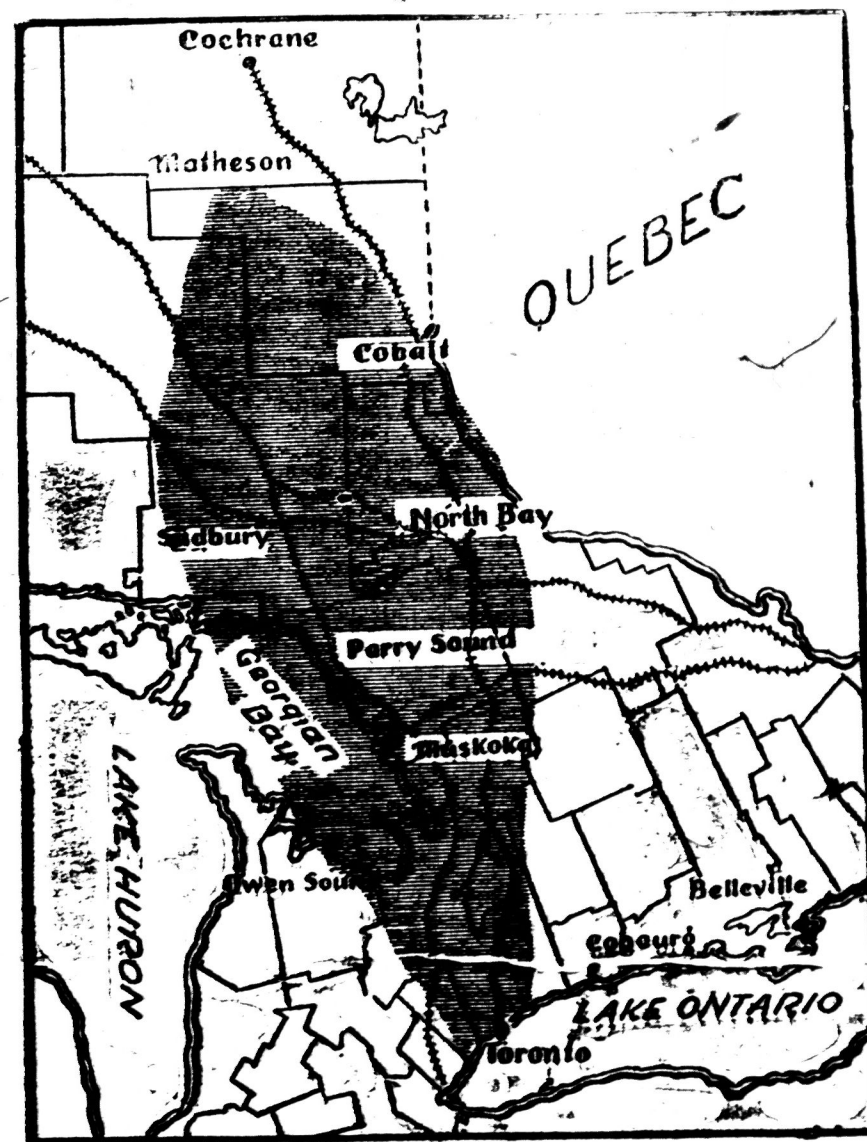
All that stands between the college graduate and the top of the ladder is the ladder.

Flood Scenes



(Above) A garage and service station on a main Highway in the flood area near Westfield, Mass. (Below) This photo gives a good idea of how extensive the flood really was.

If It Could Have Been!



THE FLOOD VISUALIZED

If the Quebec-Vermont flood could have occurred in Ontario the shaded portion shows what a large area would have been affected. The actual loss of life is now reported 670, 350 and the loss well up to half a billion dollars in the whole flood area of Canada and the U.S.