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The Western Call

Published in the Interests of Greater Vancouver and the Western Peopl

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GERMANY'S RISE AND FALL

THERE ARE MOMENTS in a nation's history when the hand of fate touches the dial plate of disaster—then comes the end. It is the recorded verdict of history that such moments are usually heralded by glowing triumphs, vast achievements, dazzling successes; a nation is seldom so supremely powerful as in the hour that immediately precedes its downfall. It is the law of nature as well as the law of nations; all fruit ripens till it rots, then at its best it falls from the bough to mingle with the soil from whence it sprang. Grain comes to perfection; then even the whisper of a storm will shake it from the husk. Green or unfinished grain will cling to the husk in the midst of a storm and uprear itself in the morrow's sunlight to go until the alloted task is complete.

It is that way with empires; it is history's unimpeachable verdict. It is that way with Germany now, her course is nearly run, soon she will hear the clock strike and the midnight of her existence will be reached; her dazzling destiny fulfilled, her greatness will be as last year's leaves, her power as a withered bough. She has reached the zenith of her destiny, and her star, that might have been a beacon for the world, will sink in abyssmal blackness.

The Germanic Rise

To the student of history, half a dozen generations are but as hours to a school boy, and it seems but yesterday that Germany stood as an unconsidered trifle in the lap of the world; a race of white barbarians, degrading the civilization of Europe—powerful in physique, brutal in features, foul feeders, deep drinkers, dull of brain, heavy of hand, coarse, common, and cruel; yoking their women to the plough in the fields with oxen, compelling them to drag their heavy springless carts through towns and villages harnessed side by side with dogs. They had no manufactures worth speaking about outside of Saxony, no commerce, no trade; they were the most primitive people on the map of Europe, living mainly by crude tillage of the soil; a brutish breed who had no souls, no ideals, no culture, no chivalry. Crude force, sledge-hammer force, was their ideal of power. To throttle with great, strong, hairy, dirty hands all who opposed them was the bed root of German idealism. They were a breed of clansmen, who lived like beasts and died like brutes.

Germany Finds Her Soul

A host of noble poets sprang up as if by magic, a school of fine painters, a cult of sublime thinkers, and the German brute was lifted out of his wallow and fashioned into something in the shape of a man, but below the surface the white savage still slumbered. A woman was never "the angel of the house" in Germany; she was never more than "something handy to have about the place," and a nation that does not idealize its women is half savage at heart, for woman is more than the mother of the race—she is its saviour if it is to last. Germany under the new impulse began to stir like a giant child in the womb of time, she began to grow great, but the bristles never left the wild beast's back, the tusks of the forest ravager were always these; poets, thinkers, writers, orators, all failed to do more than "veneer" the hide. A brute beast the German was born, and the brutishness will damn him.

The Master Devil

Germany was escaping from the toils of her destiny when Bismarck, the Iron Chancellor, was born. William of the red hand calls Bismarck the saviour of Germany; he was the devil's outrider, and Germany's curse. Had this man never been born, the German race might have fulfilled the laws of evolution and become really great; their natural force, if trained and led aright might have made the whole world gladsome. Bismarck was a throwback to the stone age, a man with a colossal brain and no conscience, an iron will, but no soul. Before his birth he had been balanced in hell and made perfect for evil. Massive in all things—even in crime—he was a mountain of infamy shapen like a man, but a devil by destiny.

There is nothing surer than this, that unseen forces guide men as men guide horses. What there was of humanity in Bismarck's nature was bound up in two things—love of Germany and hate of Britain. In danger he was brave as a lion, yet he was a liar to the roots of his soul. His brain was big enough to conceive plans for the dominance of Europe, yet he was a forger, a trickster and a cheat. In all his dealings with the Chancellors of Europe, he played with marked cards. He was the blight of Ger-

(Continued on Page 4)

VLADIVOSTOK

THE HARBOUR OF VLADIVOSTOK is crowded with vessels up to 18,000 tons. The significance to Russia of the port of Vladivostok during the last twelve months has attracted much attention to eastern Siberia, and to the trade opportunities in that market. The interest thus aroused is not likely to disappear at the close of the war. The Russian government moreover has made provision for the improvement of Vladivostok, together with other ports on the coast, and for steamship intercommunication, including a service on the Amur River and to Vancouver. The relatively liberal tariff policy in regard to Asiatic Russia, where, as duty is free, importation of a large range of articles is permitted, presents another favourable feature. The Imperial Railway Administration have also recently made the important decision to put into force, at the end of the war, reduced through rates on merchandise shipped on through bills of lading via Vladivostok to points in the interior.

BULGARIA

BULGARIA has juggled with fate by bargaining first with one group of belligerents, then with the other, and the inevitable result will be the loss of prestige as a nation. Should the Teutonic Allies win (an utter impossibility) she could only expect some minor concession at the expense of her neighbors Servia, Roumania and Greece, thereby gaining, with the territory ceded, their bitter enmity, plus the contempt and distrust of the world. Should the Entente Allies win (and that is a certainty) then Bulgaria has forfeited her only argument for recognition as an independent nation by deliberately bargaining away her birthright, her liberty, her integrity for prospective material gain.

Belgium, crushed and bleeding, over-run with vicious aliens as she is, has forever established her right to recognition as a kingdom by refusing to barter with a great bully of a neighbor. Her dignified refusal, her indomitable courage in resisting the unlawful demands of Germany has stamped her as a great nation and she will live. But Bulgaria has sounded her doom with the boom of her first cannon.

Already Bulgaria's action has re-acted in favor of the allies by opening a new way to strike at Germany through Austria, and Bulgaria will shortly become a veritable shambles, as have Belgium and Poland. The allies have been quick to take advantage of this opportunity and are rushing men to the new field and the Austro-German troops find that their southern drive is not so easy as they expected, in fact, it is the reverse, and the armies of the allies have been successful in this new field.

Bulgaria will learn, too late, however, that with nations, as with men, it is always best to choose the path of honor.

HOW CANADA GAINS

CANADA is taxing herself pretty heavily for the war. A tax on tea, a graduated income tax, and a Dominion loan of $100,000,000 are mooted. But Canada is prospering just the same. The country has recovered from the sudden blow that seemed to fall upon its industries at the moment of the war's outbreak. In reality, the Dominion occupies a highly favorable situation with regard to the war and the Imperial need. It cannot be ravaged or attacked. Its productions are for the most part the very things that the allied governments want—fod-stuffs, lumber, minerals, and now, in considerable measure, a line of manufactures which have been stimulated by the war demand. The position of Canada is not different from that of New England in the Civil War. It pays its heavy tribute of blood and sorrow. The noblest and most hopeful youth of the country has been drawn upon. The stories with which we are familiar in the literature of our Civil War—the search for the wounded boy in the hospitals; the long suspense ending in heartbreak; the sacrifice of several sons in the same family; the mainstay and brilliant hope of the future gone—these are the sad commonplaces of the day. But in a material sense the Dominion will be stimulated by the war, as New England was in 1861-65. New England entered the Civil War provincial; it came out of it national. Its cities grew, and in spite of the passing blow to the cotton mills, its manufactures developed. Canada has lent valuable support to the Empire, so that its name is blessed in England as it has never been before; and at the same time it has learned its own strength. It will come out of the war much greater than it went in.—Boston Transcript.

THE FRUIT MARKET OF SIBERIA

WITH REGARD TO FRUIT, the importing houses of Vladivostok spoke encouragingly of the opening for fresh apples and pears from British Columbia, and for evaporated apples in rings and quarters. Canned (gallon) apples should also sell. With the assistance of the regular steamship service, maintained by the Russian Volunteer Fleet, with Vancouver, a satisfactory trade in fruit could probably be built up. The market lies in the urban centres in the Maritime and Amur provinces. These districts are too remote for the fruit raised in Turkestan and the Caucasus, which districts supply Western Siberia.

THE ARENA RINK

ONE OF THE MOST POPULAR resorts during the winter months in Vancouver is the arena rink. It is one of the most up-to-date and commodious rinks in Canada. In a recent issue the sporting editor criticized the management for charging 50 cents per evening, but we are pleased to acknowledge that in this we were in error. Mr. Frank Patrick, the genial manager, informs us that the charge is 25 cents for occasions when there is no music, and 40 cents for evenings with band attendance. He also states that the charges for hockey matches are lower than Toronto, Montreal and Ottawa. We are more than pleased to make this correction, especially in view of the well-known public-spiritedness of the Arena Company. On the out-break of war, Mr. Patrick and his associates gave the arena for the use of the troops "free," and any worthy cause can secure this magnificent auditorium without charge, such is the generous spirit actuating this Company. Nor can we overlook the great service rendered to our coast district by Mr. Frank Patrick and his friends in the promotion of hockey. They have spent time and money freely and deserve the best support of our city.

THE C. N. R. EXPEDITION

FOR SOME MONTHS, in fact for about three years, we have heard much from the opponents of the Provincial and the Federal Governments regarding the hopeless condition of the C. N. R. It has been stated that the road was merely "two streaks of rust," that it was without ballast, that the curves were impossible, in short, that the road was an utter failure. Sir Wm. Mackenzie and Sir Donald Mann have said little, but yet have not been idle. They have bided their time, and then coolly invited all the members of parliament and senators to take a trip on "**the first through train.**" This was somewhat disconcerting to their enemies, who had so definitely stated that the road would be unsafe for travel for years. However, Sir William took all risks and staked his reputation on this most extraordinary offer and fitted out a magnificent train of fifteen coaches, including diners, recreation coach, reading and lounging coach, etc. His offer was accepted by 125 parliamentarians of both houses, and this magnificent train of fifteen coaches made the trip clear across the continent with never more than one engine. This was Sir William's answer to his critics—to haul a double train with only one engine and, at that, over a new roadbed. When it is remembered that a full C. P. R. train consists of eleven coaches and even then they take a "helper" engine up many grades, it will be better appreciated what an accomplishment it has been for the C. N. R. to bring fifteen coaches through with only one engine. Sir William and Sir Donald have vindicated their reputations as "railway builders" by giving to Canada a road with the lowest grades on the American continent, and with a road bed capable of carrying the heaviest possible load at the very outset of its career as a railway.

Then it must also be borne in mind that this road (the C. N. R.) has cost less to build than any road in Canada. With such a magnificent grade, and a low capitalization, the C. N. R. should become a factor in adjusting freight rates. No wonder there has been howling. Where has it originated? This much seems clear, the C. N. R. group have for the present silenced all carping criticism. We welcome Sir William and his notable guests, and trust that this splendid feat may be a happy augury for the future success of the road.

Fight or pay hits the shirkers.

RELIEF! RELIEF!

VANCOUVER is heading straight for a "bread line" this winter. Not of necessity, but because of the deliberate neglect of the city council to deal with the problem intelligently. No civilized country can allow people to starve—they must feed them. It is simply a question of whether we shall do it economically and with a minimum of pauperizing influence, or shall we drift along until conditions become so acute that very shame will force us to open "soup-kitchens." A little application of "brain" now would save a vast amount of trouble and heart-burning this winter.

GUN-COTTON FROM WOOD PULP

COTTON and its substitutes, and other war emergency achievements of the German chemists, are discussed by Dr. Hugo Schweiter in an article in the American Review of Reviews. Dr. Schweitzer is there described as "a distinguished American chemist, who has had extended experience in Germany both as a scholar and as an industrial chemist, and who has also visited Germany since the opening of the war." With reference to cotton, Dr. Schweitzer writes:

The agricultural chemist has also undertaken the task of supplying Germany with a substitute for cotton—which can no longer be procured from us. Although it is realized that there are enormous difficulties in the way, a great deal has already been accomplished. Paper spun into threads in special machines serves as a substitute for cotton and jute in the manufacture of bags, etc., which need not stand heavy wear and tear. For the manufacture of gun-cotton, cellulose is employed, which is produced from wood pulp by the various refining processes now in use. It is possible to make in this way a cellulose that for many purposes is superior to cotton fibre. Even in war time people must think of such frivolous things as clothes, and the German chemists are hard put to it to improvise substitutes for the ordinary cotton fabrics. The nettle fibre, which was largely used in Europe as a textile material before the introduction of cotton, has again attracted much attention. Most interesting reports are being published and patents are being taken out for the utilization of the bast fibre of willow bark.

ELECTRICAL PROGRESS IN CHINA

THE RAPID ADVANCE of electrical engineering in China during the last few years, and the growing interest in the possibilities of electrical current for town lighting and industrial power throughout the republic, hold out a promising future for enterprise in this direction, and for the huge trade in machinery and materials involved. Shanghai has a municipal installation with a capacity of 14,000-k.m., the plant being of the most modern type, and generally conceded to be the finest in the far east. It is to be noted that extensions up to an additional capacity of 20,000-k.w. are planned. Hongkong boasts two electricity supply companies, one having a station with 2,000-k.w. Diesel engines and 600-k.w. steam engines; the other with 516-k.w., and further plant on order to the extent of 700-k.w. At Canton the public supply company uses steam and Diesel engines to an aggregate capacity of 1,540-k.w.

The above are outstanding instances of the progress which is being made, but there are many other installations of scarcely less importance, as, for example, at Soochow, Kiangsu province, where the capacity of the plant is 1,375-k.w.; Chang Chow, in the same province; Fatshan, Kwangtung province; Kongmoon, Kwangtung province; Hoihow, Hainan; and also at Tientsin, Shek Ki Heungshan, Pekin, Changsha, Tsingtau, and Macao. Many of these plants, and the list is by no means complete, are of over 1,000-k.w., and some are much larger. One British firm alone have installed over 100 steam engines in China, of a total horse-power of nearly 30,000, most of which are used for electricity supply in some 40 different districts. A tendency which set in some time before the war is the replacing of original German plants by those of British type. The war is certain to give fresh impetus to this tendency, especially as it is now impossible to obtain supplies from Germany. The prospect before importers in regard to the supply of materials is therefore particularly promising, and it is advisable that they should get into touch with British firms of high standing in order to cope with the rapidly increasing demand.

NEWCOMERS TO CANADA

It is difficult to conceive how average men or women who adopt Canada as their home, earn their living here, and become qualified to vote and take part in her affairs, can fail to become good Canadians and proud of their country when they have been properly informed about history in the past, her present position as owner of the northern half of this continent, with its unlimited natural resources and possibilities, and her future as the nation within the great British Empire destined to take the leading part.

We have great natural resources in our lands, forests, seas, lakes and rivers. Including our great Northwest, Canada is destined to become one of the greatest agricultural countries in the world, producing the finest quality of grain and other agricultural products in increasing quantities for indefinite years. British Columbia is a marvel of richness only awaiting development. We are but on the threshold of the development of the richness and resources of Ontario, Quebec and the Maritime provinces. Our climate, taken as a whole, is healthy and enjoyable. Our people are sober, industrious, intelligent and law abiding. Our laws, speaking generally, are good, and and are administered by courts against whose integrity and uprightness no suspicion has been breathed. Our press can be as free and independent as it likes, without fear of restraint except by public opinion and the law of libel. We have freedom of speech and of religious thoughts and opinions, and in their expression. Our country can produce everything necessary to healthful and comfortable living, and any sober and industrious man who desires to make Canada his home can earn a living here. We have practically no pauper class of the kind known in the old world, and what distress there is from want of the necessaries of life is usually found in the cities and among those who crowd into them from other lands, and even among them it is short lived. All these reasons should make, and doubtless do make, dwellers in Canada contented and happy. But these reasons alone will not make them good Canadians. The crops may fail; business, for world-wide reasons, may become dull and inactive; work may be difficult to secure, and "hard times" generally may arise. He who in the face of hard times still loves and believes in his country and her counstitution, and takes his part in upholding her nationality and working out her destiny as the leading unit in the wonderful group of Dominions and Colonies forming part of the great British Empire, he is the good Canadian, no matter what political party he may have joined, and no matter from what country he may have come.

There will always be a majority and a minority upon the details of all great questions; there are usually a majority and minority upon great questions themselves; but upon all questions which affect Canada's nationality the vast majority of good Canadians may in the long run be relied upon to take the true national view.

A knowledge of our natural resources and riches, of our people, of the upright administration of our laws, of the freedom of our press, of our speech and of our religious liberty, and of the ability to make a good living here, will not alone make a newcomer to Canada a good Canadian. A knowledge of the essentials of our constitution and law-making powers, and of our position and duties and responsibilities as a nation within the Empire, and, as connected with our constitution, a knowledge of our early and modern history (a subject full of interest and romance), are necessary to the making of a permanently good Canadian.

Although our constitution is a written one, and, so far as concerns our internal affairs, and the relations between the provinces and between the Dominion and the provinces, the British North America Act must be our guide, yet, so far as concerns Canada's position in the Empire, the relations between her and the other Dominions, the "five New Nations and the Islands of the Sea," and the relations between her and foreign countries, our future must largely depend upon ourselves and upon our appreciation of our duty to Canada, and of our duties and responsibilities towards the Mother Country and towards the other members of the Empire.

There are three main classes of immigrants who have come and are coming to Canada; 1st, those from Great Britain; 2nd, those from European countries, and 3rd, those from the United States of America.

Those coming from Great Britain, being British subjects, are entitled at once on compliance with formalities to vote at our elections. The danger involved in the granting of an immediate franchise to newcomers is to a large extent counteracted by the fact that these people are British subjects and that they are already familiar with our general position as a daughter of the great British mother. At the same time, the danger is real, because many of them arrive without sufficient information for any intelligent opinions, or with preconceived opinions formed under conditions not applicable here They have a great deal to unlearn before they can properly appreciate Canadian conditions. As a rule, those of them who have thought from the point of view of the mother towards her family; they have not seen from the point of view in Canada, where we aspire to be a nation within the Empire and to deal with and work out our own problems. A great deal of information must be imparted to the newcomers from Great Britain.

Those coming from European countries present different problems. They have everything to learn, including the language, and their education upon Canadian affairs must deal with its A. B. C's. Some of them, too, come with preconceived opinions. Under our present naturalization laws they have to be domiciled in Canada for three years before becoming British subjects. It is during this period that their education with respect to Canada and Canadian affairs will have the most important results.

Those coming from the United States of America present other problems, and probably the most difficult of all. They, too, have to live here for three years before becoming naturalized, and this period should be taken advantage of to make them good Canadians, having the interests of Canada and the Empire first at heart.

The necessity for adopting and carrying out a proper plan of education and information for these three classes of newcomers must be apparent.

Since 1787 the fringe along the Atlantic coast has been extended from the Atlantic to the Pacific, and from the Gulf of Mexico and Mexico as it now it, to Canada. The population has increased from 3,000,000 to nearly 100,000,000. Railways and telegraphs and telephones connect the west with the east, and the south with the north. Transportation and communication are now easier and more rapid between New York and San Francisco than they were in 1787 between New York and Philadelphia; and, so far as trade is concerned, the whole country from north to south and from east to west is practically one.

Take the subject of trade, and of transportation, which is so intimately connected with it. It does not require much consideration to see that to regulate efficiently the trade of a country the size of Canada or the United States, where the question of transportation and freight rates is of such vital importance, where discrimination may enrich one industry or section and ruin another, and where huge combinations may practically monopolize the necessaries of life, both in foods and manufactures, there should be one general legislative power capable of dealing with all the important questions which are involved. In Canada we have such power in the Dominion parliament. In the United States the power which Congress posseses is confined to that species of commerce which is with foreign countries, among the several states and with the Indian tribes. This power is far short of what is required to successfully cope with the evils connected with trade and transportation which have grown up in the States. Attempts to cope with them have been made by Congress, but so far they have been only partially successful, owing, I believe, mainly to the difficulty, if not the impossibility, of framing effective laws because of the defective jurisdiction which is vested in congress. Each state has power to regulate trade and transportation within its own borders. It is, in fact, only by implication that congress has any jurisdiction over state railways, and this implied jurisdiction extends only so far as it can be said to be a regulation of commerce among the several states or with foreign nations.

With respect to trade which begins and ends within a state, congress is practically powerless. 'Tis true that our provinces, like the various states, have power to incorporate railways to operate in the province, and to regulate their tariffs and their business, and to establish commissions for that purpose, but this power is contained in the grant of legislative authority over "local works and undertakings" and "the incorporation of companies with provincial objects." To complete the jurisdiction of the Dominion over such local works and undertakings express power is vested in the parliament of Canada to declare a local work or undertaking to be for the general advantage of Canada or of any two or more of the provinces, and upon such declaration being made, parliament has jurisdiction over it. No such power is vested in congress with respect to works within a state. Bear in mind, too, that in Canada the power to regulate trade and commerce is vested in the Dominion parliament and not in the provinces.

With respect, therefore, to the two great subjects of trade and transportation, a newcomer from the United States of America comes to a country where under its constitution power exists to pass efficient laws to guard against the evils which exist in the country he comes from, and he may well be satisfied with the change. This power has been exercised already in important instances, such as the act creating an all powerful railway commission and the act relating to the investigation of injurious trade combinations. Clear power exists to make such amendments and additions to these Acts as the public interests may from time to time require.

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YOU cannot escape responsibility. The finger of duty points directly at YOU. Never mind your neighbor or the man in the next block. What are YOU doing?

If you are a good Canadian and a British subject and a man this is YOUR war. Your liberty and YOUR HOME are as much in danger as if you lived in Flanders. If the Germans get through and smash Great Britain, good-bye to British institutions in Canada. Ask your French-Canadian friends what Germany did to Alsace and Lorraine.

When the forests are on fire around a settlement, the men don't wait till their own houses catch. They fight the danger where they can reach it. The blaze that threatens YOUR home to-day must be fought in Flanders. Don't let it spread!

Of course everybody can't go overseas to fight. Some are too old; some are physically unfit; some are chained home by family cares and duties. Stern necessity keeps these from the firing line. But there are other pressing patriotic duties besides fighting. The Patriotic Fund needs dollars. Other patriotic movements need funds and personal work. The local militia regiments need men to fill the ranks depleted by the overseas contingents. Weekly there are wounded soldiers coming back whom you could help.

What are YOU doing?

If you are so sickly or crippled or poor that you can't fight, or work, or contribute to the cause, at least you can give a cheer when the boys march by. But if you are young and strong and well you cannot honorably escape greater service than that. If you have not more helpless people dependent upon you than can be comfortably supported on your pay and separation allowances, you should be with the colors. If you are tied by family duties you should at least train for home defence. You may need it yet. Anyway—if you can't go and fight yourself, it is only fair to learn the business of fighting so you can help train a substitute.

BULLS AND BEARS

The Stock Exchange use of the term "ber" is with reference to the animals pulling down. The bear pulls down prices; so in the other direction the bull tosses them up. Originally the expression was "a bearskin jobber," applied to a person who sold a bearskin before he had caught his bear. The bearskin jobber was a person who sold stocks which he did not own. Of course he was interested by the fact of his sale to have prices come down and schemed to pull them down. In that way he became called simply a bear without reference to the original proverb.

TRUE ECONOMY

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ONE OF COQUITLAM'S BUSINESS STREETS

A PROPHETIC VISION

Count Tolstoy, shortly before his death, in response to an oral message from the Czar, sent to him a political prophecy, the substance of which follows. The Czar forwarded the same to the Kaiser of Germany and the King of England. Theosophists who have been given glimpses of what lies behind the curtains of the future will be interested in this:

"The events, which I here reveal, are of a universal character, and must shortly come to pass. I see the form of a woman floating upon the sea of human fate. Nations rush madly after her, but she only toys with each. Her diamonds and her rubies write her name "Commercialism." Alluring and bewitching she seems, but destruction and agony follow in her wake. Her breath reeks of sordid transaction, her voice is metallic in character, and her look of greed is as so much poison to the nations who fall victims to her charms. She carries aloft three torches of universal corruption, one representing war, one bigotry, and hypocrisy, and the third law, that dangerous foundation of all unauthentic traditions. The great conflagration will start about 1912, set by the first torch, in countries of south-eastern Europe, (Turkey, Italy, Belgium, Servia, etc.) It will develop into a destructive calamity in 1913. I see Europe in flames and bleeding, and hear the lamentations of huge battlefields. But about the year 1915 a strange figure enters the stage of the bloody drama. He is a man of little military training, but he will hold most of Europe in his grip till 1925. He is already walking the earth; a man of affairs, a mission is assigned him by a superior power. This is marked a new political era for the old; world—no empires and kingdoms, but the whole world will form a federation of the united states of nations. After 1925 I see a change in religious sentiments—the fall of the church and the decline of the ethical idea. Then a great reform begins. It will lay the corner stone of the Temple of Pantheism. God, soul, spirit and immortality will be molten in a new furnace and will prepare the way for the peaceful beginning of a new ethical era. Political and religious disturbances have shaken the spiritual foundations of all nations, but I see each growing wiser. I see the passing show of the world drama fade like the glow of evening upon the mountains, and with one motion of the hand of Commercialism a new history begins."

WELLINGTON'S COOLNESS

The Duke of Wellington was one day sitting at his library table when the door opened and without any announcement in stalked a figure of singularly ill omen.

"Who are you?" asked the duke in his short and dry manner, looking up without the slightest change of countenance upon the intruder.

"I am Apollyn. I am sent here to kill you."

"Kill me? Very odd."

"I am Apollyon and must pay you to death."

"'Bliged to do it today?"

"I am not told the day or the hour, but I must do my mission."

"Very inconvenient; very busy, great many letters to write. Call again or write me word. I'll be ready for you."

The duke then went on with his correspondence. The maniac, appalled probably by the stern, immovable old gentleman, backed out of the room and in half an hour was in an asylum.

Congregations at Edmunds, Roundhay, and Leeds, England, propose building a church in Canada to strengthen the ties between themselves and relatives and friends in the Dominion, and also to perpetuate the services of the Canadians in the war.

Do You Want to Rent Your Home?

We are having numerous inquiries for houses, both furnished and unfurnished, in all parts of the City. Expert service offered to owners. Exclusive listings solicited. Consult W. C. Findlay, Manager Rental Dept.

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THE RULE OF THE ROAD CONTROVERSY

(From B. C. Motorist)

Several editorials have appeared in the press strongly advocating the advisability of altering the B. C. "keep to the left" rule of the road, so as to bring that province into line with the other Canadian provinces and the United States. It must be remembered that there are always a large number who disapprove of any change on principle and have to have any new idea before them for some time before they can get used to it. So it will be with this question of the rule of the road and the arguments in favor of the change being so overwhelmingly strong, it can only be a matter of time and perseverance before it is brought about. The great point is that public interest is now thoroughly aroused.

Quite a number of letters for and against have lately been appearing in the public press, and the following extract is typical of the general tone of those who wish to "let well alone" and allow the present state of affairs to continue. It runs: "As to the tourist or occasional visitor, he is generally cosmopolitan and broad-minded enough to understand that when he is in Rome he is expected to do as Rome does. That is well enough."

Unfortunately for our correspondent's argument, the cosmopolitanism and broad-mindedness of the motorist visitor to B. C. is not the important consideration; the real point is the danger of life and limb which such visitors must face at the present time. Of course, as a thrilling experience, changing their accustomed usage at a moment's notice and running into imminent peril of a serious accident may have its charm for some; still we fancy that the ordinary mortal would rather dispense with the risk even if this does mean doing without the excitement. In fact, to go on with the metaphor used above, until he can come to Rome with a reasonable feeling of security, the tourist will avoid that town and Rome and the Romans will be the sufferers.

Nor, as some hyper-sensative people seem to think, would it be "infra dig" for B. C. to make the change. After all, practically the whole of the North American continent has the right hand rule, and it would be absurdedly unreasonable to expect such a large body of automobilists to alter their law to suit the convenience of one Province. We hope that we have by this time made it clear that the whole problem hinges not on any question of provincial dignity, but on the necessity of protecting the personal security, both of motorists from B. C. who cross into neighboring territory. In effecting an alteration of this kind there must necessarily be some trouble and confusion at first, and it is only right that this be confine dto what is, after all, only a small minority of the North American continent motoring community.

Above all, let us repeat (for the fact cannot be too strongly emphasized) that for the sake of its prosperity, B. C. should do everything in its power to attract the touring motorist as the latter is normally a most desirable and profitable visitor.

HORSES IN CITIES

(From B. C. Motorist)

An ordinance which will remove all horse-drawn vehicles from one of its principal streets is being considered in St. Louis, Mo. If the ordinance is passed it will be watched with interest by other cities.

In any event, a mandate of this kind should give time for owners of horse-drawn vehicles to get rid of their teams and purchase automobiles or it is liable to work considerable hardship.

It is safe to assume that it will not be many years before there will be no horses whatever in cities, although the change will come gradually. In the case of express companies and department stores which now use large numbers of horse vehicles, it will be necessary to get rid of them by degrees, either by sale or by wearing them out to uselessness. As for horses, the demand has not been so great for many years, but this is owing to the European war which has destroyed hundreds of thousands of fine animals. If the war should suddenly end the army horses now in the field would be turned back to farm or other business uses, and this would quite likely congest the market for a time and make sales more difficult.

At any rate, it will be a blessing to both man and horse when horses are no longer used in cities. The sooner that time comes the better.

FOLLOWING THE FLAG

SUBMERGING A SUBMARINE

It Takes Five Minutes for the Best of Them to Get Under

Submarines are not easy to handle and it takes considerable skill and daring to navigate them successfully. Many people have the idea that as soon as a submarine sees an enemy, the officer in command gives a sharp order and almost before it has left his lips the submarine is diving beneath the waves.

As a matter of fact the very latest submarines take a clear five minutes before they can become submerged. Many of the older submarines took ten minutes to a quarter of an hour to sink.

The reason that a submarine cannot dive quickly, like a fish, is because the water which must be let into her tanks to make her heavy enough to sink, must be let in comparatively slowly. If it were let in with a rush the chances are the vessel would not go down on an even keel, but would heel over and be in great danger of disaster. If water, too, were let in too quickly there is a danger of letting in too much and in that case the submarine would sink like a stone to the bottom of the sea.

The depth at which a submarine travels under the sea is regulated by horizontal rudders. The water that is let in the ballast tanks is just sufficient to "balance" the vessel in the sea without rising or sinking.

ARMY BUGLES

Fashioned from Sheets of Copper by an Ingenious Process

From start to finish the making of an army bugle is a process of much ingenuity and interest. A bugle may not at first sight present a striking resemblance to its cousin, the coach horn, but one is practically a curled up version of the other, for before the bugle is bent into shape it consists of a narrow tube fifty-one inches long.

In the first stage of manufacture the bugle is cut out of sheet copper and rolled into two thin cylinders, technically known as the "bell" and the "branch." The narrow tube, which is the "bell," is gradually shaped out on molds until the opening is the regular four inches in diameter. It is then "spun" on a wonderful machine, and an expert workman takes the rough edges off the copper.

Both sections are afterward filled with molten lead preparatory to the bending stage, and it is this solid stuffing which prevents the tube breaking in the process and allows it to keep its shape. The expert workman, with the aid of a formidable lever and hammer, bends the bugle into the familiar shape, the lead being subsequently melted out at a charcoal furnace, after which the instrument is sent off to the polishers.

One of the most intricate parts of the bugle is the mouthpiece, which is made of nickel silver and turned out on a special lathe. With the mouthpiece fixed the instrument is ready for the testing room.

BUCK THE LINE HARD

It was on the football field at one of the large colleges. A big tackle had been brought over to the varsity field from one of the class elevens. It was his first experience with the big team. He played a fine game until the other side had the ball. Then he did not "break through" as he should. The coach finally stopped the play and went over to him.

"What is the trouble? Why don't you get through?" he said.

"The man opposite me is not playing fair. He is holding me," said the tackle.

"If he holds you again I'll put you off the field!" flashed back the coach.

Of course, as the tackle said, it is against the rules to hold an opponent unless he has the ball, but the coach wanted results and not excuses. His position was that a man ought somehow to break away; that no man must let himself be held. And that is true, no one ought to let himself be held. The excuse may be excellent, but a player who is held is put out of the game as effectively as if he were off the field. The people who are accomplishing things worth while in the world are those who will not let themselves be held. There have always been things enough to hold them. They might have found excellent excuses, but they have not had to use any excuses.—Youth's Companion.

Every man will get his rights when every man does his duties and not before.

Birds in the construction of their nests almost without exception avoid bright colored materials, which might possibly lead to the discovery of their place of abode by an enemy.

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Moreover, its advertisements make a direct appeal when the telephone is right at hand to place an order.

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Reserve space in the next Directory, which goes to press November 15th

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Widespread interest has been aroused by the recent publication entitled "How to finish British Columbia Wood," which is being circulated under the direction of the Hon. W. R. Ross, Minister of Lands. Numerous requests for copies are being received, not only from within the province, but also from the prairie and eastern provinces, and already it has been found necessay to issue a second edition. In addition to the lumber companies, applications are coming in from architects, builders, house decorators, carpenters, manual instructors in schools, and others interested in the use of wood. The manner in which the pamphlet has been received by the public indicates that the use of wood for interior finishes of homes, offices and other buildings is a subject calling for much attention. Copies of the publication will be mailed free, so long as the supply permits, upon application to the forest branch, Victoria, British Columbia.

Some interesting matters are touched upon in a report recently submitted to the Hon. the Minister of Lands from the Vernon district. The summer has been abnormally wet, but the early spring light snowfall and dry spring made a bad hazard until the middle of May, when until the end of July heavy rains safeguarded the situation. With the advent in August of dry weather, the vegetation rapidly becomes parched, and fires started to give trouble; but these conditions improved as the nights became cooler, and early in September rain put an end to all danger. Seventy-two outbreaks of fire during the season, with but slight loss, are recorded, and mention is made of the increasing interest shown by the public in forest protection. Much clearing was done by settlers under permit, the season proving very favorable. The opinion is expressed that the lumber industry, in view of the conditions, has shown wonderful activity. Thirteen mills have been running fairly regularly; those in the Okanagan supplying boxes and crates for the fruit trade, as a result of which employment has been given, and the machinery kept going. Approximately three hundred men have been employed at the mills, and a somewhat smaller number in logging operations. Orders for several million feet of fir for snowsheds on the Coquihalla Branch of the Kettle Valley railway have been given. The whole district has benefitted by the operation of the Kettle Valley railway, and will do so to a far grater extent as soon as the Coquihalla section is connected up and opened, completion of which should be made by November.

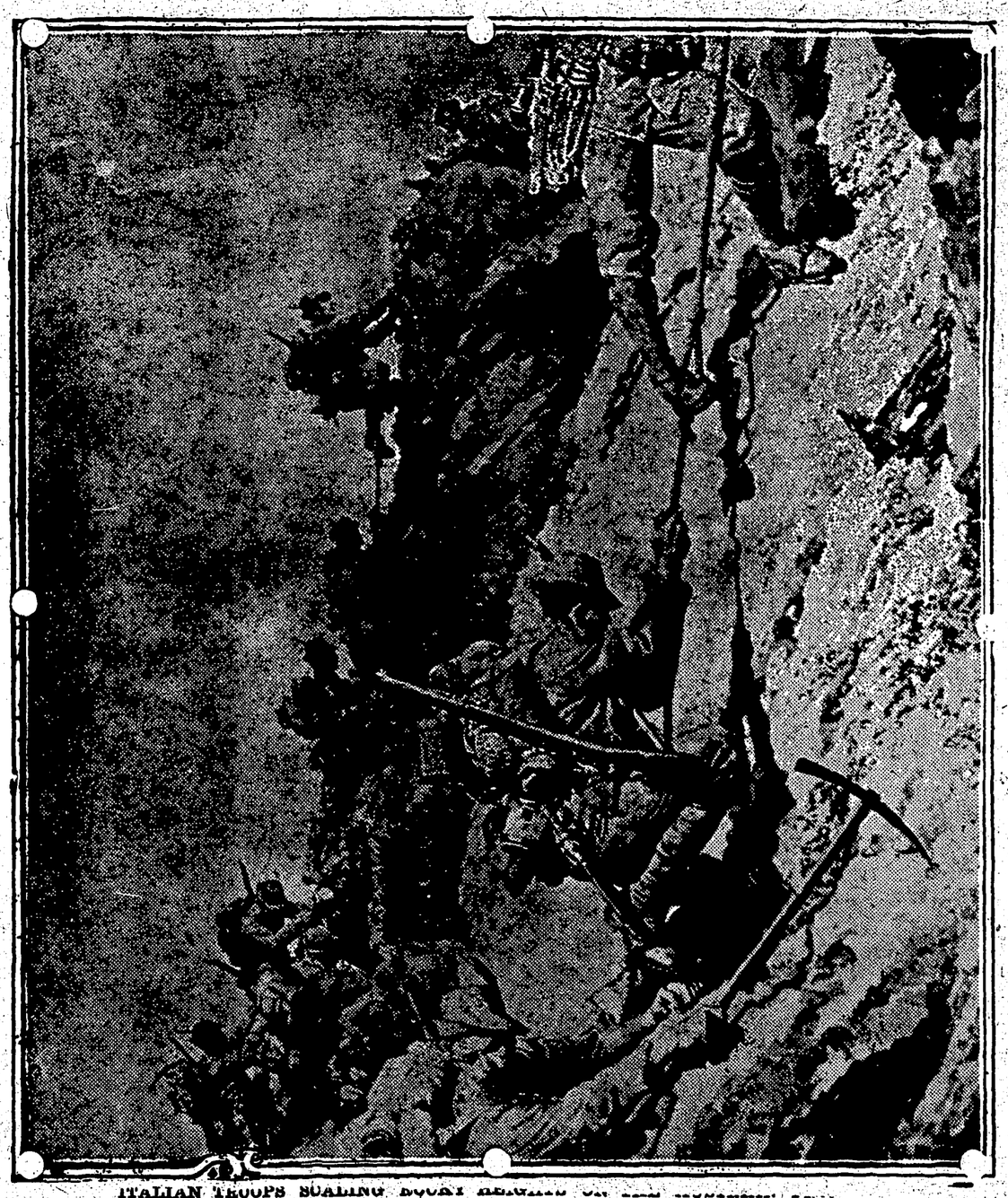
One sweetly solemn thought—when a young man makes up his mind to enlist and fight for king and country.

Land taxes, income taxes and stamp taxes should be able to produce all the revenues any country requires. They cover the fairest and most equitable forms of taxation that can be derived.

Reliable estimates place the Canadian agricultural production this year at a value well over $700,000,000, compared to $639,000,000,000 last year, and $525,0000,000 average for the four years from 1910 to 1913 inclusive.

Occasionally the canvassers for recruits find a really acceptable excuse. The story is told that a London woman tackled an apparently eligible young man on the street and asked why he wasn't in uniform. The answer was a crippled right arm from wounds in the battle of the Marne, and the brave lad stated he was only sorry they wouldn't take him back for service.

The full report of the murder of Miss Edith Cavill, the English nurse, which have now come to light is but another instance of the devilish brutality of the German. This act will most assuredly be remembered when the final day of reckoning comes. It is now an added incentive to young Canadians to line up for the mother country. Young man, this means you, your sister would suffer the same treatment were it not for the British navy. Think it over, it is up to you.



ITALIAN TROOPS SCALING [illegible]

GERMANY'S RISE AND FALL

(Continued from Page One)

many; he scoffed at the poets and artists, sneered at religion, strangled nobility of sentiment, made a mock of purity.

His favourite motto was: Tame Europe and crush England. This was his waking thought and midnight dream. Then came William the Half-Witted, a creature diseased in body and brain—half an athlete, half a cripple, half a genius, half a homicidal maniac—a diseased sepulchre for a soul, a monster spewed from the dark ages to curse the twentieth century—a blight upon the garden of the world; and Bismarck, the master fiend, trained and tutored him. For a time he did not show his hand after he came to the throne. Bismarck told lies; William was a living lie. He professed peace and prepared for war on a world that had done him no wrong; he was all evil, but he made Germany great. She had no navy, he built one, mighty in every detail. Germany had no mercantile marine of any moment; William subsidized shipping until her flag was on every highway of the waters of the world. Germany had no overseas commerce. William sent emissaries the world over and captured a gigantic volume of trade. Germany had no docks or canals of any importance. William built some of the best on earth. Germany's flag had carried no weight outside of Europe, William made it respected and feared to the uttermost parts of th eearth. Germany had only a small gold reserve, William filled the banks until they were bursting. He trained, armed and equipped a vast army of ravishers, murderers and plunderers, and called them soldiers. He built factories where no factories ever existed in the Fatherland, he encouraged agriculture to walk hand in hand with commerce and manufactures. He was a boaster, a liar, and a false friend. He played with loaded dice—even when a guest in friendly countries. He did not know the meaning of loyalty to bread and salt; the guest-chamber was to him a place of espionage, his kiss was the kiss of Judas; he would go to a royal kinsman's death-chamber and steal from dying lips the secret of the grave. But he and Germany together mounted to the Alpine heights of power and prosperity. Germany became the colossus of the world, and might have been its master ere the sands ran out, had honesty and righteousness been the national watchwords instead of trickery and brute force. The whole Germanic life has been a hideous lie for two generations. They were within an ace of world-mastery by virtue of their industry, organization, will power and brain force—they have thrown it all to the dogs.

Germany is cursed and it will fall when the hour strikes. The Teutons are rotten with unrighteousness. They have sown the wind and will reap the whirlwind.

God's mills grind slowly, but they grind exceedingly small.—From The Truth, printed at Alexandria, Egypt, issued September 21st.

A ROYAL COMMISSION

We would respectfully ask every Board of Trade or organized body of Canadians in Canada to pass somewhat similar resolution to the following, and forward a copy to Sir Robert L. Borden, Premier of Canada, Sir Wilfrid Laurier, Leader of the Opposition, Sir Geo. E. Foster, Minister of Trade and Commerce, and Alex. G. Baillie, so he can have them all published in pamphlet form;

1st.—The immediate appointment of a Royal Commission to enquire fully into the present condition of Canada's coastwise trade, and see if such an investigation will not be the means of helping to restore Canada to her once proud position of fourth among the nations of the world, instead of eleventh place as today. We allow it is a serious menace to Canada and the Empire to further allow the destruction of her merchant marine which forms such a necessary link by which the British government maintains her part in the war.

2nd—Immediate passing of legislation to protect our coasting schooners, owners, and seamen in their just rights at the Coal Ports of Nova Scotia, instead of the long delays at said coal ports which has resulted in forcing said vessels and owners out of business, and with our seamen seek citizenship under a foreign flag.

3rd—The absolute cancellation of all orders-in-council permitting Norwegian ships crews, their provisions and outfits, in Canada's coastwise trade after December 31, 1915, and place them on the same footing as the United States vessels, that cannot carry freight or passengers from port to port in Canada.

4th—A large subsidy, or bonus, to steel ship-building for a term of years. If such subsidy were granted now, shipbuilding could be at once started in the Maritime provinces, and then vessels of from 100 to 1000 tons could be built this winter in the ship-yards where formerly wooden ships were built, and so take advantage of the immense profits foreigners have been reaping from our lumber and other products carried to the mother country, steel shipbuilding to be established in all seaport towns. The disastrous policy pursued by the government of Canada, in handing our valuable coastwise trade over to foreigners, and not protecting our seamen, shipowners, and granting a subsidy, or some assistance to steel shipbuilding, has left us without a valuable body of seamen to recruit from, for the navy, as well as no "Canadian ships" to carry our wheat and other products to Britain, and so form the "Missing Link" to carry our "Bread Battery" from the wheat fields of the west, to our soldiers on the field of battle.

UNITED SCOTTISH SOCIETIES

Even through the stress of war, there are always Scots of whom it may be said, as of Big MacPhee: "Weel, he was aye a cheery chap." Many such, with wives, mothers, sisters and sweethearts will celebrate Hallowe'en in Dominion Hall on the evening of the 29th. A cheery contingent from New Westminster will be over with Mr. A. Adams, provincial deputy chief of the Sons of Scotland. There will be a concert, refreshments and a social dance. Shankie's orchestra will furnish music for both concert and dancing numbers. The popular Aelsian quartette of vocalists will sing the perennial favorite, Annie Laurie. Two of their number will contribute solos. By special request Mr. Clelland will sing, "Success to Bonnie Scotland," the chorus being taken by the quartette. Miss Nellie Street, in "The Flowers o' the Forest," will give one of the most lovely of Scottish songs and a great favorite of the Border folk.

Miss Jean Mollison has kindly consented to sing the new patriotic song, written for her, which she gave with such spirit and effect at the Australians' farewell in the Imperial theatre. The clear soprano of Miss C. M. Macdonald will be heard in Gaelic melodies. Mr. J. Leighton, violinist, will play "Blue Bells o' Scotland." Pipers in braw philabeg will be there, and Mr. Donald MacIver will pipe for such Highland dancing as exalts Scots to the very pinnacle of enthusiasm. Misses Anna and Laura McRae and Mr. J. M. Ross and a member of the famous Nicol family will dance the Reel o' Tulloch. In the graceful "Seann Truibhais," Miss Nettie Nicol will be seen. A very clever comedian, Mr. Billy Menzies, will contribute character sketches. Mr. T. Shankie will preside at the piano. Mr. J. M. Ross will be master of ceremonies. The honorary president, Mr. Wm. Thomson, recently returned from a half-year in Scotland and England, will deliver a short address during the evening.

WAITING FOR NEWS

A cottage deep in a little glen,
Two old folks by the ingle nook
And a tiny patch of garden gay,
With flowers, beside a little brook,
The song of birds and the heather's scent—
Fair, so fair, is the world today,
But two old lovers see not its joy;
Their youngest born is far away.

Their thoughts by day and their dreams by night,
Their daily and their hourly prayer,
Are all for him, who has heard the call,
And gone the stress and fight to share—
And with him the light from heart and home.
Proud? Ah, yes, they are proud of him,
And, brave old hearts, they bade him go,
And checked their tears, though their eyes were dim.

Now long and drear is the summer morn,
Till a speck appears on the dusty road;
The postman comes from the little town—
What joy or grief lies in his load?
Oh, the trembling hands that grasp the gate,
Though calm the voice—"What news today?"
"Nothing for you; they are fighting well,"
And "posty" passes on his way.

They turn once more to their round of toil
With hearts that rise in trustful prayer,
For God, who gave him will surely keep
Their lad beneath His watchful care,
"God give us grace for the waiting time;
God keep us patient," they softly pray,
"And cheer their hearts," we, too, would say.

CORRESPONDENCE

o. 8 Co., 2nd Canadian Division
British Expeditionary Force,
France, Sept. 29, 1915.

ditor Western Call:

Dear Sir,—You will have heard course, that the second Canian Division is in France, and the scrap, and the casualty sts will have begun to come in.

No one has any idea what a erfect hell it is, who has not een on the spot. It is mostly arillery, sometimes lasting for ays at a time, then comes the nslaught. There seems to be no ack of munitions now, and where he Germans used to fire six hells to our one, the order of hings has now reversed, and very much so.

Have become quite accustomed to the continual cannonading but some fellows, who are in the trenches for days at a time become so prostrated that in many cases they will suffer from the effects for the remainder of their lives.

The navvies battalions are a great acquisition here, they being used mainly for repairing roads, which badly need repair, as the amount of traffic over them is tremendous.

Suppose you have news of the recent success by the British, which is really something on a very large scale, considering the difficulties under which it was attained, and the great sacrifices always necessarily made under such conditions.

Our troops have actually to fight yard by yard these days, which, of course tends to have a discouraging effect.

We get the London papers out here every day, the day following publication, when we learn what has been done, that is the only way we have of knowing, except in our own little area.

It is a great sight to watch the star shells go up all along the line for miles at night, lighting up the ground, and so enabling our fellows to see working parties who are out repairing wire entanglements, etc., which have been blown away or destroyed by shell fire. Of course, it works both ways, and that is the time when the machine guns get busy. The flares are shot into the air and are suspended on a parachute, which opens, and floats in the air with the light burning, lasting about 30 seconds.

There is a lot done in 30 seconds sometimes.

Well, I'm afraid that if I keep on, I may forget that there are things we are forbidden to disclose in letters, and when the censor gets hold of it, he may obliterate things that would have actually been allowed to remain, besides, we are all on our honor, otherwise one could write some very interesting things.

However, when this business is all over, I expect you will then get tired of hearing all the stories people will have to tell.

Hope business in Vancouver is better than it has been, and that some of the Vancouver people are taking advantage of business which necessarily is created by a war.

Suppose there are very few soldiers left in Vancouver now, or, at least, men of serviceable age. The west has certainly done marvels in this respect, and when one sees a division on parade in England, and remembers the one before, together with those still training in Canada, it is really something to be marvelled at considering the population in men.

The thousands of men, horses, motor lorries, cars, wagons, guns, etc., going in all directions all day and night is a great eye-opener.

Should like to hear from you sometime and to know that you are keeping quite well.

Everyone here is perfectly happy, and where possible, living in billets when not in trenches.

I remain,

Yours very sincerely,
RICHARD HENRY,
Lieutenant.

Kings in the earliest days were merely the "fathers of families," and the word is derived from the same source as "kin."

Selfishness is that detestable vice which no one will figure in others and no one is without in himself.

Editor Western Call:

Dear Sir,—We are having a wonderful time right along the line, but our pleasures are, of course, considerably marred by the depressing situation in the Dardanelles. Every mail brings us the sad news of brothers and other relatives of members of our party figuring among the dead and wounded. Our total of 30,000 casualties from our small population is little short of appalling, but is fully carrying out our promise "to give the empire the last man if needed."

Yours sincerely,
J. J. SIMONS.
Australian Cadets, Calgary, Alta.

1st Battalion, Royal Dublin Fusiliers, 86th Brigade, 29th Division, B.E.M.F.

Editor Western Call:

Dear Sir,—Just a line from the Dardanelles to tell you and all good friends how I am getting along.

I command a company of the 1st battalion, and have just come out of the trenches with the battalion for a few days' rest; returning again tonight. I am one of three remaining officers who were with the battalion when I arrived two months ago, and although we have been under constant fire, both shell and rifle, ever since, have only got one jab from a shrapnel bullet, and a smack on the foot from a shell case that struck the parapet and afterwards fell down spent in the fire trench.

We have many scraps and some hot times, but this division is as "tough as they make 'em," and game to the backbone.

There are quite a number of people here who have been in Canada, and many who will come out after the war.

The weather has been hot, but is now changing, and rain may come on at any time. In winter snow is said to fall here.

How goes it with you and Vancouver? Well, I hope. I look forward to seeing you all again, and meeting all good friends

Best wishes to all, in haste.
R. D. E. McMAHON,
Captain.

A TRIBUTE TO LANCELOT

In a recent article in the Saturday Evening Post on "The Simple Tourist," Irvin S. Cobb, pays tribute to a certain type of young Englishman, commonly called Lancelot (Lance for short) who is supposed to be constantly tagging after rich young American girls, in the following words:

"Once in so often Britain goes to war, and then Lancelot offers the best possible evidence that he inherited more from his ancestry than a monacle-eye and a capacity for brandy and soda. Quietly, modestly and unostentatiously he sets the example for the rest of his little island by going out and dying like a gentleman; and by dying so he proves to the world that, no matter what her detractors may say, Britain still plenteously produces that one crop which, though she lack all others, yet gives a nation the right to endure among the nations of earth—men."

THE MIDDLE SEX

A good story was told recently by a Montreal visitor which only now has got into print.

A highland regiment arrived recently in a part of France where they had not before been seen, and an animated discussion arose as to who they might be.

"They are men anyway," said one, "look at the moustaches."

"But, no," said another, "they are women, look at the skirts."

"But I saw an announcement, the other day," said a third, "that the 5th Middlesex had been sent to the front from England, and that's who they must be."

BRITISH COLUMBIA AND THE MOTOR

(By H. Chaffey)

What good has the motor brought to British Columbia? Although this question is often dealt with from various standpoints, I think that few people fully realize its significance. Let us consider, in a general way, the most obvious advantages that British Columbia has derived from from the motor—used both for pleasure and business purposes. To my mind, there are four outstanding points which may be dealt with in order of importance.

It will be agreed that first in importance of these advantages is the advent of **good roads**. Throughout the world, wherever the motor has come, it has been followed by a movement for good roads. The motorist will have good roads—and it is right that he should, for nothing can be more conducive to progress and prosperity in any country. In British Columbia particularly it will be admitted that such a movement was needed and has brought wonderful results. The nature of the country makes the necessity for well laid out and well built roads peculiarly felt because so many rich and beautiful districts are quite shut in by mountains, and hence inaccessible except by carefully constructed highways. Many of the interior districts, since the coming of the motor, have been thus opened up by a net work of excellent roads, and prosperity has been the result. We have only to look at such highways as Kingsway, the Marine Drive and the Malahat Drive, and compare them with the hopelessly impassable thoroughfares of a few years ago, to realize the boon that the motor has been in these parts.

Good roads bring in their train another blessing—an influx of tourists. Tourists, especially motoring tourists, are of tremendous value to any country. They bring life to a place, and they bring money. There are two things that attract a motor tourist—good roads, where pleasure may be got merely from speed, regardless of other attractions, and beautiful scenery, where pleasure comes from hunting out natural beauties. British Columbia presents a combination of both these attractions. Good roads she has, although these may always be improved upon; her natural beauty cannot be improved upon—it is supreme. Endless variety of meadow, forest, stream and mountain may be seen and appreciated by the enterprising motorist. Space forbids going into detail, but suffice it to say that British Columbia as a field for the tourist is wonderful. Her career in this line is only just beginning as time goes on, and road improvements continue, more and more tourists will come, and wealth will pour into our province. One great step in this direction will be the completion of the great Canadian Highway.

A third advantage that the motor has brought, and still brings is. With the automobile as a means of quick and easy transportation it is possible for the population of the province to spread out. Cities are not so restricted and cramped in their borders. The business man of to-day, although rushed for time, finds it to his advantage to live in the outskirts of his city or town, and drive to and from his office in his machine. Thus he can enjoy the freedom and healthy air of the country, combined with the advantages of the city. The cities derive their benefit from this state of affairs, in that they are consequently not overcrowded, and have good open roads leading to the suburbs.

Fourth, we have the advantage to the farmer. Now the farmer in this province is becoming more and more important, as we begin to realize the absolute necessity of raising sufficient food stuffs to supply the local demand. Until very recently the British Columbia farmer was almost like the pioneer of old. He had his little clearing and with difficulty he kept himself and his family alive and reasonably comfortable. Although there was a market for his produce, modes of transportation were either lacking or so expensive as to render shipping of goods unprofitable. Thus he lived almost isolated. Now it is possible for the farmer to own his car and bring his produce to town—and it certainly pays him to do so. He can enjoy his share of town life and civilization, and his money comes in faster than ever before.

Taking all things into consideration, it is evident that motoring is one of the greatest causes of the progress of British Columbia. And it must be remembered that this is only the beginning. As the motoring industry increases, these other things will keep step with it, and we may look forward to splendid industrial prosperity in the future.

To the 7000 Members of the Consumers' League

---A MESSAGE ABOUT Royal Standard Flour

ROYAL STANDARD is milled right here in British Columbia in one of the most modern milling plants on the North American Continent. The wheat used is CANADIAN WHEAT, the very choicest, the most select, scientifically tested wheat of Canada's wonderful golden harvest. The modern methods of milling absolutely prevent dirt, fluff, or lint from entering ROYAL STANDARD. The flour is "tested at the mill for baking value," nothing is left to chance or guesswork. A BETTER FLOUR CANNOT BE MILLED ANYWHERE. Buy ROYAL STANDARD from your Grocer and keep your money at home. Look for the circle V trademark.

Vancouver Milling & Grain Co., Ltd.
Vancouver, New Westminster, Nanaimo, Victoria

THE MAN AND THE JOB

Two men once filled the self-same place,
And one was glum and one was glad,
The man who wore the smiling face
Gave to his work the best he had.
Although the tasks he had to do
Were deadly dull, he never shirked,
The other man the whole day through
Forever grumbled while he worked.

"There's nothing in this job," said he,
"No future in this daily grind;
This gives no opportunity
For clever work of any kind.
They've stuck me here and here I'll stay,
The heights of glory I shall miss,
Nothing but very meager pay
Will I get from such work as this.

He's at the same old job today,
The cheerful man retained his smile,
He found a neater, quicker way
To do his work in better style.
Said he: "I'll make this little task
So big they'll have to raise my pay
I'll give more labor than they ask,
I'll force the boss to look my way."

I needn't tell you that he won,
Of that there isn't any doubt,
But there's a moral—only one
That I am going to point out.
The job will never make the man
But if with joy his pulses throb,
And if he does the best he can
The man will always make the job.

—Edgar A. Guest.

CANADA

This is the land of the rugged north; these wide,
Life-yielding fields, these inland oceans; these
Vast rivers moving seaward their wide floods,
Majestic music; these sky bounded plains
And heaven-topping mountains; these iron shores,
Facing toward either ocean; fit home, alone
For the indomitable and nobly strong.

—Wilfred Campbell.

An office is a place where women do what men want done. A home is a place where men do what women want done.

Italics are letters formed after the Roman model, but sloping toward the right, used to emphasize words or sentences. They were first used about 1500 A. D. by Manutius, a Venetian printer, who dedicated them to the Italian states; hence the name.

The Panama Canal has been declared closed until the first of the year.

Great honors have been bestowed upon James Whitcomb Riley, the Hoosier poet, by his native state, Indiana.

An order in council has removed the restrictions upon export of potatoes from Canada to the United States.

Two hundred women are being trained in Liverpool to take the place of postmen.

On October 4th the G. T. P. inaugurated the through train service between Winnipeg and Calgary, via Camrose.

Twelve members of the Lethbridge post office staff are serving with the colors.

The women of Norway exercised the franchise for the first time on Thanksgiving Day.

The Toronto Branch of the Canadian Red Cross Society has contributed over $157,000 to the headquarters, exclusive of materials and supplies.

Although she has just celebrated her 100th birthday, Mrs. Learmouth, of Bedford, Eng., has knitted a number of pairs of socks for soldiers.

Scottish shipbuilders launched during August 11 mercantile vessels of 17,028 tonnage. Of these, four of 16,665 tons were built on the Clyde.

Ottawa, Canada
PRINGLE & GUTHRIE
Barristers and Solicitors
Clive Pringle. N. G. Guthrie.
Parliamentary Solicitors, Departmental Agents, Board of Railway Commissioners
Mr. Clive Pringle is a member of the Bar of British Columbia.
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The Dow Fraser Trust Co. offers a special service to individual trustees who would appreciate the advantage of having the clerical and routine administration of their trusts carried on by an expert organization at reasonable charges.

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One Pound Loaf 5c.

"Sealed-at-the-oven"

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Doesn't make any difference to you bread eaters who first wrapped bread, or how long ago

What you want is GOOD Bread, NOW
—and delivered to you fresh and wholesome
—and sold low enough in price so that you really save by purchasing it and do away with all the bother and fuss of baking at home.

SMAX and SUNLIGHT
The BETTER Breads

will answer all your requirements of what good bread ought to be. Try them today.

HAMPTON–PINCHIN
Bakers of BETTER Bread

HOME TABLE HINTS

A function of the meals at home is to give color to all the home life. The daily menu published this week, and which may be continued, is by one of the best known and valued editors of this department, of several leading dailies in the United States. We feel fortunate in being able to offer to the ladies of this city that which is purchased at a high price by such dailies there. These Cards have been especially written for this paper.

Saturday, October 23

Within the sea-washed meadow
The wild grape climbs the wall,
And from the o'er-ripe chestnuts
The brown burs softly fall.
—Mary Clemmer.

Breakfast—Oranges. Bacon. Fried Cereal. Dry Toast. Coffee.

Dinner—Tapioca Soup. Baked Hamburg Steak. Rice with Green Peppers. Mashed Squash. Apple and Nut Salad. Fruit Chocolate Pudding. Coffee.

Supper—Baked Beans. Steamed Brown Bread. Green Tomato Pickles. Soft Sugar Cookies. Tea.

Fruit Chocolate Pudding

Mix thoroughly two-thirds of a cupful of sugar, five level tablespoonfuls of corn starch and one-third of a teaspoonful of salt; add one-half cupful of cold milk, then pour the mixture into two cupfuls of hot milk and cook fifteen minutes in a double boiler stirring constantly. Add one cupful of seeded raisins cut in halves, one-half cupful of blanched and shredded almonds and two ounces of chocolate melted and diluted with four tablespoonfuls of hot water, and cook five minutes longer. Flavor with one and one-half teaspoonfuls of vanilla, turn into a wet mold, chill and serve with cream either plain or whipped.

Sunday, October 24

"When winds strip branches and the
frailer flowers lie low,
Chrysanthemums right bravely in the
waste place blow.
Gold, white, mauve, rose and crimson—
what a gorgeous train
Gladden the autumn sunshine and
autumn rain."

Breakfast—Pears. Cereal with Cream. Bacon. Omelet. Popovers. Coffee.

Dinner—Bouillon. Roasted Pigeons. Mashed Potatoes. Brussels Sprouts. Stuffed Tomato Salad. Toasted Crackers. Cider Ice. Small Cakes. Coffee.

Lunch—Apple, Nut and Date Salad. Hot Biscuits. Honey. Pound Cake. Tea.

Cider Ice

Dissolve one and three-fourths cupfuls of granulated sugar in one quart of cider. Add one cupful of orange juice and one-quarter of a cupful of lemon juice, turn into the freezer, pack in salt and ice, freeze in the usual manner and let stand two or more hours to ripen.

Monday, October 25

"He who is so thoroughly committed to his purpose that nothing can discourage him will be unaware of many of the obstacles which those of loose resolves and indefinite aims are constantly seeing and which seem to them insuperable."

Breakfast—Cereal with Cream. French Toast. Pineapple Marmalade. Coffee.

Dinner—Vegetable Soup. Roast Pork. Fried Apples. Sweet Potatoes. Boiled Onions. Cottage Pudding. Coffee.

Supper—Egg Souffle. Celery. Rye Bread. Cottage Cheese. Wafers. Tea.

Egg Souffle

Beat the yolks of six eggs with one teaspoonful of corn starch, one-half teaspoonful of salt and a few grains of pepper; add one cupful of scalded milk and cook and stir over boiling water until of the consistency of cream. Remove from the fire, fold in the stiffly beaten whites, turn into a buttered pan and bake to a golden brown. Serve immediately.

Tuesday, October 26th

Labor, the symbol of man's punishment;
Labor, the secret of man's happiness.
—James Montgomery.

Breakfast—Baked Apples. Kippered Herring. Lyonnaise Potatoes. Oatmeal Muffins. Coffee.

Dinner—Mulligataway Soup. Baked Fillets of Beef Tongue. Mashed Potatoes. Spinach. Baked Indian Pudding. Coffee.

Supper—Cold Pork. Curried Vegetables. Pickled Prunes. Molasses Cake. Tea.

Baked Fillets of Beef Tongue

Boil a large beef tongue one hour in salted water, then cut in pieces suitable for serving. Place in a baking pan, add one tablespoonful each of chopped carrot, turnip, onion, celery and parsley, pour in one cupful of the water in which the tongue was boiled, cover and bake slowly for about two hours, basting frequently, then remove the cover, bake until brown and transfer to a heated dish. Melt three tablespoonfuls of butter, blend in three tablespoonfuls of our, add slowly one cupful of strained liquor from the pan and one cupful of strained tomatoes, stir and cook until smooth and thick, then pour the sauce over the meat and serve.

Wednesday, October 27

The circle of the year is almost done;
The days have been too gladding swift to run
From springtime back to autumn, too quick to crown
The sower's faith with harvest. Come! A dance!
A giddy, whirling dance, before the frost steals
down.
—Cary F. Jacob.

Breakfast—Grapefruit. Marmalade. Minced Tongue. Toasted Muffins. Coffee.

Dinner—Clear Soup. Roast Beef. Potatoes Baked in Gravy. Cauliower with Parmesan Sauce. Radishes. Brown Betty. Coffee.

Supper—Sardine and Rice Cakes. Dressed Lettuce. Baking Powder Biscuits. Sliced Oranges. Tea.

Sardine and Rice Cakes

Drain the oil from a can of sardines and remove the skin and bones. Mix the prepared fish with two cupfuls of cold boiled rice, season with pepper, salt and lemon juice, shape into flat cakes and fry a delicate brown.

Thursday, October 28th

Finish every day and be done with it. You have done what you could. Some blunders and absurdities, no doubt, crept in; forget them as soon as you can.
—Ralph Waldo Emerson.

Breakfast—Pears. Crisped Bacon. Fried Egg-Plant. Popovers. Coffee.

Dinner—Cauliower Soup. Cold Roast Beef. Indian Chutney Sauce. Baked Hominy. String Beans. Pineapple Bavarian Cream. Coffee.

Supper—Asparagus Tips on Toast. Fruit Salad. Wheat Crackers. Tea.

Indian Chutney Sauce

Put five pounds of peeled and sliced apples and one pound of peeled and sliced onions in a preserving kettle, add one pint of cider vinegar and simmer until tender, then add one pound of seeded and chopped raisins, ten ounces of brown sugar, two ounces of mustard seed, two ounces of salt, one ounce of curry powder and one-quarter of an ounce of cayenne pepper. Boil half an hour, stirring occasionally, bottle and seal.

Friday, October 29th

A trouble either can be remedied, or it cannot. If it can be, then set about it; if it cannot be, dismiss it from consciousness, or bear it so bravely that it may become transfigured to a blessing.
—Lilian Whiting.

Breakfast—Grapes. Cereal with Cream. Beef and Potato Mince. Hot Buns. Coffee.

Dinner—Tomato Soup. Baked Fish. Mashed Sweet Potatoes. Fried Parsnips. Cucumbers with French Dressing. Cranberry and Raisin Pie. Coffee.

Supper—Oyster and Tripe Ragout. Celery. Rye Bread. Baked Quinces. Tea.

Oyster and Tripe Ragout

Pick over one pint of oysters, add one cupful of parboiled fresh honeycomb tripe cut in small pieces and two sliced boiled onions. Melt one-quarter of a cupful of butter, blend in an equal quantity of flour, add slowly one-half cupful of milk and stir and cook until thick. Add the oyster mixture, season with pepper and salt, cook until the edges of the oysters begin to ruffle, then add the beaten yolks of two eggs and cook one minute longer. Serve on squares of toasted bread.

JINGLE POT
COAL
"LASTS LONGER"

Let us put in your winter's supply.

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McNeill, Welch & Wilson, Ltd.
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Sey. 5408-5409

Tennyson once told Sir Henry Taylor that he thanked with his whole heart and soul that he knew nothing and that the world knew nothing of Shakespeare but his writings, and that he knew nothing of Jane Austen and that there were no letters preserved either of Shakespeare or of Jane Austen; that they, in fact, had not been "ripped open like pigs."

While Halley's comet has been identified as a member of our system for over 2,000 years, certain characteristics of its orbit lead us to believe that it has been with us at least ten or a hundred times as long as that. According to all accounts, it was a magnificent object at the time of the Norman conquest in 1066. Its head was equal to the full moon in size, and its tail increased to a wonderful length.

Blazing the Trail

From Vancouver to San Diego California

Explanation of Signs

Right Turn
Left Turn
Straight Ahead
Danger, Railroad Cross'g
Garage
Hotel

Several inquiries have been made respecting certain marks painted on telephone and electric light poles through the main streets of the city of Vancouver, continuing along Kingsway through New Westminster and right through to San Diego, California, which has just been completed by the Automobile Trail Blazing Association of America.

These signs are painted in two colors, black and white, and will henceforth be known as the Black and White Trail.

To give a short history of this association and its objects it is only necessary to go back a few years. The idea originated with Mr. Meiggs, the President of the Association, who was one of a party contemplating a trip by automobile from Minneapolis to Winnipeg. No one had been over the road previously, and it was arranged that Mr. Meiggs make the preliminary trip and compile a route map. Leaving the former city early one morning, careful note was taken by speedometer readings of the turns, and a rough guide was prepared, and forwarded to the party who were to make the trip. When it came to follow this guide it was found that the speedometer readings did not agree, consequently wrong turns were taken, with the result that the party got off the road they should have followed and were lost for some hours.

The idea occurred to Mr. Meiggs that as the usual way to make journeys in times not so very long ago was by following a blazed trail, why not follow the same method, and paint a trail which any one could follow. As an experiment he started on his own initiative to carry out this idea, and his first methods were by fixing marks along the route to be followed. This was not found satisfactory, owing to same being removed, so permission was obtained to paint the signs on telegraph poles along road routes, and any poles which lent themselves to the purpose through cities. The result has been that at the present time several trails have been conspicuously marked along the principal highways of America.

Six signs only are in use. A guide is published of each separate trail, giving particulars of all cities en route, distance to following city or town, population, speed limit, traffic regulations, filling station, places of interest, clubs, side trips, and industrial concerns, with a map of the whole route, which can be obtained from the association upon application. To make an extended tour it is only necessary to know what particular colour to follow. The signs are painted on poles or trees along the route so closely together that it is impossible to get off the road, and are painted so conspicuous that they are easily followed at night. It is now possible to tour from Vancouver to San Diego by following the Black and White sign, or to New York city by following the Black and White trail to Seattle and the Red Trail to New York.

Mr. Meiggs met the executive of the club whilst in Vancouver, and obtained the support of the Vancouver Automobile Club in introducing his system into British Columbia, in return for which he has promised to mark with his association's signs any routes considered necessary by it. He has thereby promised to have his service car and crew mark the road to Chilliwack in the spring of next year.

RICHARD FORD.

A real salesman is one part talk and nine parts judgment and he uses the nine parts of judgment to tell when to use the one part of talk.

Now is the Time
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Printing Supplies

The time to put your best foot forward is when your competitors are showing signs of weakness.

Strong impressive printing is more valuable to-day than ever, because business men are on the alert to detect the slightest indication of unfavorable conditions, and for this very reason every suggestion of strength and progress is doubly effective.

Your Printing should bring this to your customers' attention not only in connection with your office stationery, but with all printed matter and advertising.

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SPORTING COMMENT

It was a feeling of relief to the hockey fans when the announcement was made this week that Fred Taylor had signed up with Vancouver again. The rumor from Ottawa regarding Taylor's transfer to the capital is without doubt just what the Ottawa fans would like, for Fred was the popular player there, but the Vancouver fans have grown to think a great deal of Taylor. We know very little of the private life of other players outside of the Patricks themselves, and Taylor, but the public knows that they are all clean sports and clean in their private life. Fred is greatly esteemed in the social ranks in which he moves, and his presence among the youth of Vancouver at the Y. M. C. A. is a power for good. It would be a good thing for sport if there were more Taylors in the game.

• • •

Ran McDonald has signed on with Victoria for the season. It is a good thing for McDonald to have thrown in his lot with Lester Patrick. McDonald is one of the best players on the coast, but he needs that friendly and fatherly tutoring which Lester Patrick undoubtedly will give him before he hits the top run of the hockey ladder.

• • •

Peter Muldoon will control the Metropolitans of Seattle this winter. Muldoon has learned much about the game since he took a hand in coast hockey, and with a liberal application of common sense should make a really worth while manager of the new team. He has one of the chances of his young life to make good, and his friends in Vancouver will wish him good luck.

• • •

Lloyd Cook has announced his intention of joining the locals again, and it is likely that Patrick will have all of last year's team in line when the date rolls around for showing up. The champions of the world should have a great season with Lehman, Cook, Griffis, Taylor, Mackay, Nighbor and Mallen, with Seaborn as spare.

• • •

Vancouver fans no doubt would have been glad to see Stanley signed up with the locals, as his presence in the cup games created a strong following for him. In the interests of the game, however, it is better that he be the nucleus of the Seattle forward line, and he will line up with the Sound City team.

• • •

Will Newsy Lalonde be seen on the coast this year? Some of those who claim to be on the inside are inclined to believe he will line up with one of the coast teams. As yet Lalonde belongs to Vancouver, the release money having never come from the Canadians of Montreal, and from present indications there is trouble brewing for the eastern magnates. With one or two exceptions the eastern men have failed to live up to the terms of the peace agreement in the professional leagues, and unless they experience a right-about-face in their attitude towards their own signatures, there will be something doing. The coast league most assuredly holds the whip handle (as well as the cup) in Canadian hockey, and they can afford to dictate. Since the Patricks opened up hockey here they have played clean both in the committee room and on the ice, and are ready to abide by the rules at all times. On the other hand they will not tolerate slippery evasive tricks by the moguls of Montreal and Toronto, and in this they will have the support of hockey lovers everywhere in Canada.

• • •

The Portland Rosebuds will report this week for the hockey season. It is the intention of Manager Savage to have his players in first class trim for the opening of the season, and with this end in view, practice will start early next week. It is reported that Ernie Johnson and Harris are somewhat slow in signing up for the coming season on account of the cut made in their salaries, but there is not likely to be any trouble over this matter, as common sense ought to tell the players that money is very scarce for sport just now. Anyhow half a loaf is much better than no bread.

• • •

Kerr will not likely be seen on the Victoria lineup, if rumors prove true. Newspaper gossip says he is well fixed in a position in Calgary, and is loath to pull up for an uncertainty in the capital. Poulin is in the same class. These newspaper yarns are good campaign talk, but there is little doubt that Manager Patrick can have them all if he but wishes. It is just possible that a number of the familiar faces on the Victoria team will be missing for the simple reason that they have seen better days. and the young fellows who are coming up strong, will get a chance.

• • •

Dunderdale will likely play with Portland this season if he comes to the coast at all. He had rather a bad year last season, and his work was by no means up to the mark of the previous season. Dunderdale, going good, is a tower of strength to any team, and he will be missed by Victoria if the manager sees fit to trade him.

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Steel and Wooden Vessels Built, Docked, Painted and Repaired.

North Vancouver, B. C.

HYPNOTIC POWER IN ANIMALS

An interesting instance of the hypnotic power possessed by a good many animals is given by a correspondent of the Glasgow Herald. One morning outside Elgin a blackbird was observed to be standing by the roadside, paying no heed to the footsteps of the passerby. It was gazing fixedly at four young weasels under the hedge, which were approaching in a semicircle, apparently to surround it. Just then a warning cry was heard from behind, uttered presumably by the parent weasel, and the young ones disappeared in the hedge. The bird still remained powerless and immovable, and only after repeated urging did it fly to a tree near by, when it gave forth a weak, frightened sound, as though still under the influence of the terror which had arrested its faculties.

WATER AND PURE WATER

Pure water is nothing more or less than a chemical curiosity. Even when distilled it cannot rightly be considered perfectly pure. Mineral matter is the most common foreign substance found in "Adam's ale." This is largely owing to the fact that all water passes through rock and soil at some time or other. In moderate quantities these mineral salts are quite desirable, as they are particularly needed for our bones and muscles. When water is distilled these mineral substances become detached; hence distilled water is useless for drinking. But if more than a hundred grains of such salts as magnesium, or sodium sulphate are contained in a gallon of water it should then be regarded as a mineral beverage rather than a good drinking material. The importance of water can be well realized when we consider that the very elasticity of our muscles, cartilages and tendons is due to the amount of water that these tissues contain.—Pearson's.

LAND ACT

Vancouver Land District, District of Coast, Range I.

TAKE NOTICE that Agnes L. Clark, of Vancouver, occupation, housekeeper, intends to apply for permission to purchase the following described lands:

Commencing at a post planted sixty chains north of Northwest corner of Indian Reserve No. 3, Blunden Harbour, thence 80 chains west, thence south about 80 chains to shore line, thence easterly along shoreline to Indian Reserve, thence north 80 chains to point of commencement.

Dated July 24th, 1915.

AGNES L. CLARK,
R. O. Clark, Agent.

RECKLESS EATING

Dietitians commenting on modern recklessness in eating quote the remarks of Seneca, the Roman philosopher, "Man does not die; he kills himself." Originally made to live 1,000 yeads, man has fallen to an average of only one-third of a century. It has taken 6,000 years, the authorities tell us, to develop a race that will live, by hook or by crook, as long as thirty-three years, which is given as the present day average. The blame is placed upon our disregard of plain honesty in living. We scorn everything natural and surrender to artificial gratifications and indulgence that tend to ruin the natural health of the body. Our discretion cannot be trusted to do the common sense obvious thing. It is pointed out that animals live longer on natural food than on man's mixture. A sick horse turned out to pasture will get well, and if fed on bran, oats and other food prescribed by man he dies.

DISCOVERY AT BANFF

A discovery of undoubted importance in connection with the future development of agriculture in western Canada has just been made by officials of the Commission of Conservation. Dean Adams, chairman of the committee, of minerals for the Commission, and W. J. Dick, the Commissioners' mining engineer, who have returned from the west, report that deposits of phosphate of lime occur in the Banff National Park, in the Rocky mountains.

The importance of this discovery may be more fully recognized from the fact that phosphoric acid is one of the chief plant foods, and it is removed from the soil, especially in the production of cereal crops, such as wheat, etc. If fertility of the land is to be maintained it is necessary to replace it by some form of fertilizer.

SYNOPSIS OF COAL MINING REGULATIONS

Coal mining rights of the Dominion, in Manitoba, Saskatchewan and Alberta, the Yukon Territory, the North-west Territories and in a portion of the province of British Columbia, may be leased for a term of twenty-one years at an annual rental of $1 an acre. Not more than 2,560 acres will be leased to one applicant.

Application for a lease must be made by the applicant in person to the Agent or Sub-Agent of the district in which the rights applied for are situated.

In surveyed territory the land must be described by sections, or legal sub-divisions of sections, and in unsurveyed territory the tract applied for shall be staked out by the applicant himself.

Each application must be accompanied by a fee of $5 which will be refunded if the rights applied for are not available, but not otherwise. A royalty shall be paid on the merchantable output of the mine at the rate of five cents per ton.

The person operating the mine shall furnish the Agent with sworn returns accounting for the full quantity of merchantable coal mined and pay the royalty thereon. If the coal mining rights are not being operated, such returns should be furnished at least once a year.

The lease will include the coal mining rights only, but the lessee may be permitted to purchase whatever available surface rights may be considered necessary for the working of the mine at the rate of $10.00 an acre.

For full information application should be made to the Secretary, Ot the Department of the Interior, Ottawa, or to any Agent or Sub-Agent of Dominion Lands.

W. W. CORY,
Deputy Minister of the Interior.

N.B.—Unauthorized publication of this advertisement will not be paid for. —58782.

NAVIGABLE WATERS' PROTECTION ACT

Notice is hereby given that the Vancouver Harbour Commissioners have deposited with the Minister of Public Works for the Dominion of Canada, as required by Section 7, Chapter 115, of the Revised Statutes of Canada, descriptions of the site and plans of a Causeway to be constructed in False Creek, Vancouver, B. C., as an approach to the Granville Street Mud Flats, and that duplicates of said plans and descriptions have been deposited with the Registrar of Deeds at the Land Registry Office, Vancouver, B. C.

And take notice that at the expiration of one month from the date hereof the Vancouver Harbour Commissioners will apply to the Governor-in-Council of the Dominion of Canada for approval of said plans and for permission to build and construct said causeway.

The description by metes and bounds of the site of the said causeway is as follows:

All and singular that certain parcel or tract of land or bed of the sea, situate in False Creek and lying in front of Granville Street in the City of Vancouver, British Columbia, and which may be more particularly described as follows:

Commencing at the intersection of the southeasterly side of Granville Street, in District Lot 526, Group 1, New Westminster District, with the high water mark of False Creek, thence N. 43 degrees, 15 min. E., and along the side of Granville Street produced Three Huhdred and Ninety-Five (395) feet, more or less, to intersect the boundary of the foreshore parcel granted to the Vancouver Harbour Commission on April 13th, 1915, thence N. 27 degrees 16 min. W., and along the boundary of the said parcel granted to the Vancouver Harbour Commission Eighty-four and Eighty-Six One Hundredths (84.86) feet, thence S. 43 degrees 15 min. W., and along the Northwesterly side of Granville Street produced Three Hundred and Ninety (390) feet more or less, to the high water mark of False Creek, thence following along the high water mark of False Creek south-easterly to the point of commencement and containing Seventy-Two One Hundredths (0.72) acres, be the same more or less, and which is shown on one of the plans above referred to.

Dated at Vancouver, B. C., this 4th day of October, A. D., 1915.

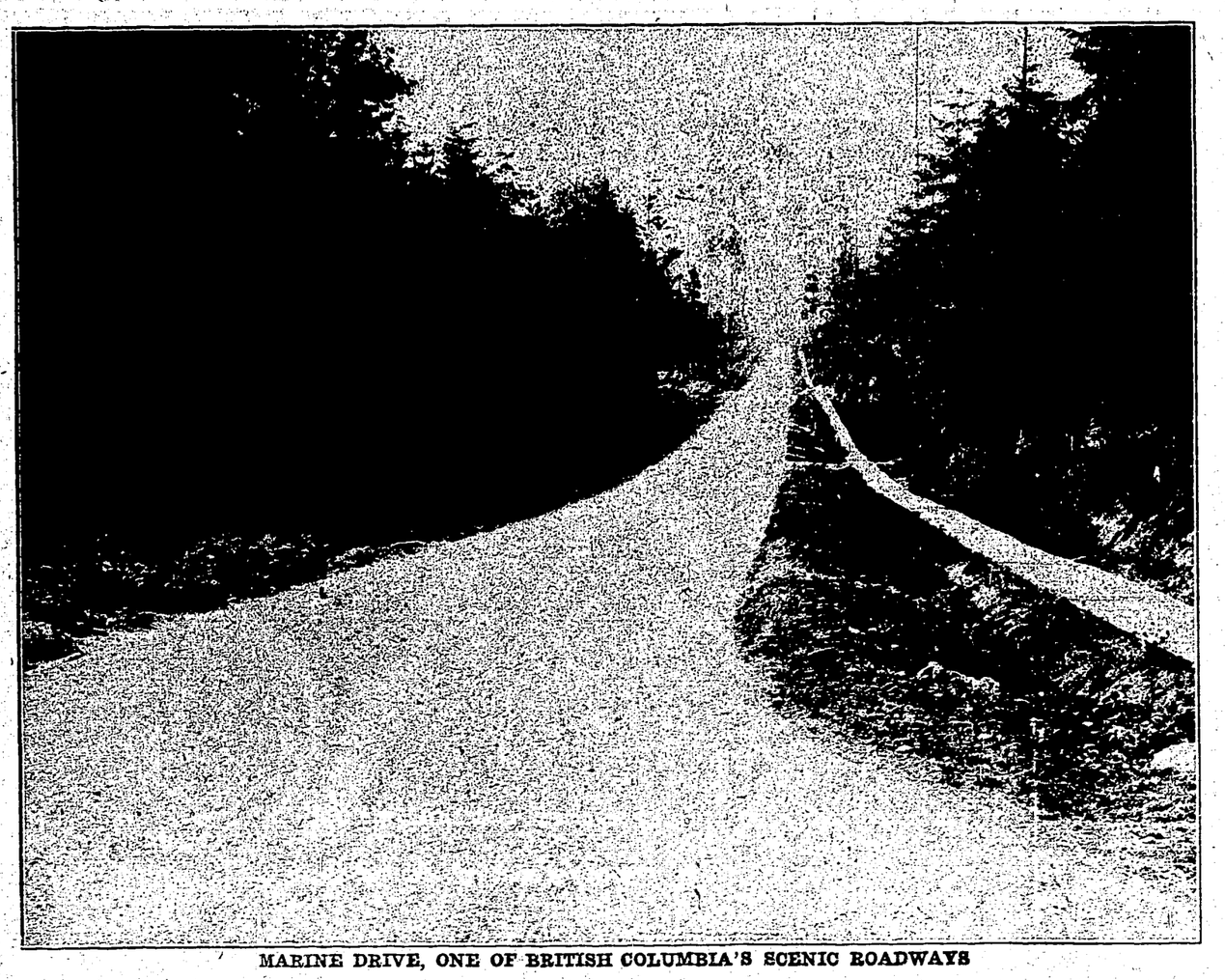
W. D. HARVIE,
Secretary.

"ROUGH ON RATS" clears out rats, mice, etc. Don't die in the house. 15c and 25c at drug and country stores. t.f.

LEGAL ADVERTISING

Get our Rates for Advertising Legal Notices, Land Notices, Etc., which are required by law to appear but once a week. We can advertise your requirements at a satisfactory price.

THE WESTERN CALL



MARINE DRIVE, ONE OF BRITISH COLUMBIA'S SCENIC ROADWAYS

LOCAL ITEMS OF INTEREST

CHOIR RECITAL

Mount Pleasant people and their friends are asked to remember the choir recital by the choir of Mount Pleasant Presbyterian church, to be held in said church on Thursday evening next, at 8 o'clock. This choral organization is too well known to need any introduction, and its capabilities on past performances have won a host of friends. Mr. L. R. Bridgman, the well known conductor, has prepared an exceptionally select sacred program, and the choir will be assited by Miss McCraney, the well known Vancouver violinist. Miss McCraney is an entertainment in herself. The elocutionary numbers will be given by Mrs. James McNeill, a member of the choir. The choral numbers and unaccompanied work will be taken by members of the choir, and the public is sure of a treat. No admision is being made, a collection being taken at the door, 25 per cent. of which will go to the Red Cross fund.

IRISH ASSOCIATION MEETS

The bi-monthly meeting of the Irish Asociation of British Columbia was held on the 14th inst at the Eagle's hall, Homer street, Mr. A. F. R. McIntosh, president, in the chair.

After the routine business had been transacted, an interesting address on the ancient history of Ireland was delivered by Professor Odlum, and the Association accorded their thanks in the usual manner for his instructive address. At no late date it is the intention of Prof. Odlum to give further addresses on the subject.

Rev. A. E. Mitchell then addressed the meeting and signified his intention of addressing the Association on the 9th day of December next. Dr. Dunlop and several other members also addressed the meeting.

Reference was made to the demise of Mr. Lambert Bond, one of the most eminent Irishmen in British Columbia, and it was moved that a letter of condolence be sent to his widow. The next meeting will take place on the 28th inst.

WEDDING BELLS

Chambers---Ruthven

A quiet wedding took place on Wednesday evening, Oct. 20th, at 8 o'clock in the Hudson Hotel, Seymour street, Vancouver, when Mr. Frank E. Chambers, late of Ridgetown, Ont., now of Vancouver, was married to Miss Jane Spiers Duncan Ruthven, late of Ayr, Scotland. The officiating minister was Rev. R. J. Wilson, of St. Andrew's church. Mr. Fred Owens acted as groomsman, while Miss Guthrie was the bridesmaid.

The bride wore a navy tailored suit with Alice blue plush hat, trimmed with swansdown. As the bride entered the ladies' lobby, which had been prepared with decorations of chrysanthemums and ivy, leaning on the arm of Mr. James Napier, of Ayr, Scotland, the bridal party took their places to the strains of Mendlessohn's wedding march, which was played by Mrs. Page. Following the ceremony, the company repaired to the supper room, where a long table decked in white chrysanthemums and ivy had been prepared, with the bride's cake occupying a prominent position. The health of the young married couple was proposed by Mr. Currie, to which Mr. Owens suitably replied, after which a very happy musical evening was enjoyed.

Among the guests were, Mr. and Mrs. James Napier, Mr. and Mrs. Pentecost, Mrs. White, Mr. and Mrs. Edie, Mr. and Mrs. Robert Currie, Mr. and Mrs. Magee, Mrs. Bella Mercer, of Ayr, Scotland, and Mr. and Mrs. Smith. After a short honeymoon Mr. and Mrs. Chambers will return to take up their residence at 2014 Scotia street.

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CHURCH SERVICES

It has been said that nowhere in Vancouver are the Sunday services better attended than in Mt. Pleasant, and we believe that is true. The religious conscience of the world is thoroughly awake at the present time, and seekers after truth are to be found in large numbers frequenting the churches throughout the land. We believe that nowhere does the gospel message receive a better hearing than in the churches of Mount Pleasant. The winter evenings are upon us now. The churches extend an invitation to all to come to their services. The services for Sunday next are as follows:

St. Paul's Presbyterian—Rev. R. G. McBeth will preach at both services. The morning address will centre on the subject, "With Christ by Galilee." The evening subject, "Power in the Past."

Ruth Morton Memorial Baptist Crurch, cor. 27th and Prince Albert—The pastor, Rev. J. W. Litch, will have charge of the anniversary services. Subjects: a. m., "A House of Mercy," and p.m., "The Power of the Good and Pleasant." Good music at both services.

Mt. Pleasant Methodist—Rev. Dr. Sipprell, Pastor, at both services. Subject in the morning, "The War and the End of the World"; 7.30 p.m., "The Path of Glory."

Mt. Pleasant Baptist—Rev. A. F. Baker, pastor, will preach. Morning subject, "The Sin of Pilate"; evening subject, "Adversity Better Than Prosperity."

Mt. Pleasant Presbyterian — Rev. A. E. Mitchell, pastor. The morning subject, "Our Obligation as Church Members"; evening subject, "Democracy and the Call of the Church."

Salvation Army, cor. Quebec and 7th avenue. Special evangelistic services at 11 a.m., 3.00 p.m., and 7.30 p.m., conducted by Staff Captain and Mrs. Smith, chancellors of the Pacific Division. Mt. Pleasant S. A. Band in attendance. Strangers welcome.

The drawing for the luncheon cloth donated by Mrs. Williamson to the Silver Cross Circle of King's Daughters, for Red Cross work, will take place at A. Hilker & Sons store, on Saturday, Oct. 23rd at 8 p.m.

BOOK ON TEMPERANCE

Alvin V. Sellers, judge of the city court of Baxley, Ga., U.S.A., has written the Western Call as follows: In behalf of the cause of temperance I shall soon publish a book containing selections of prose and poetry showing the evils of the liquor traffic. I invite each one of your readers to send me some choice selection worthy of preservation and enlistment in this great fight. A prize will be given for the best selection received.

I hope to distribute the book all over America and believe it will do a great work in the fight for a sober union."

Has anyone noticed the change in public opinion in Canada during the past year? When the war broke out there was a feeling of dread. Evidence of hysteria was manifested. As the months went by impatience was expressed with the progress of the allies. Now, we have become accustomed to the war, with full realization of its seriousness but with united confidence in ultimate victory for the allies.

Subscriptions to the Western Call, $1.00 a year.

LAW VIOLATORS

One of the most pernicious tendencies of everyday life is a noticeable lack of respect for the law. It exists more or less among all classes, but is most apparent where the culprit can "see no harm in it." Or possibly it might be more accurate to say where the culprit pretends to see no harm in it.

Take the case of violations of the speed law, for illustration. We have heard individuals refer in even a boastful way of having done it. The other day a man came into a garage where his motorcycle was stored, took out his watch, and said: "Eighteen miles in 25 minutes; well, that is pretty good time, but I wanted to get in before it began to rain." Then the individual chuckled, as he related how he had avoided arrest on other occasions when he had exceeded the speed limit.

Of course, the person referred to was rebuked as he well deserved, and his qualities of mind and heart are plainly indicated by the remark quoted. But there are a good many individuals of this sort—far more than might be expected—and they are almost wholly responsible for whatever ill-feeling exists for both automobiles and motorcycles among those who do not use them. And the motorcycle is more unpopular to-day than the automobiles, and deservedly so, for it is largely used by those who have an untrammelled ambition to "burn up time and space."

It is admitted that this class of law-defiers is not a large one. But like other evil things, they often put a stigma upon the whole. Of course, there is but one thing that can be done to mitigate the evil. Ignorant and unscrupulous human nature can't be made over; it requires generation after generation of example and precept to do that. But even this sort of human nature can be inspired with a wholesome fear. The law against such offenders may be made more severe, and it may be more severely or strictly enforced. There is absolutely no other remedy. Articles of this sort may be written by the press of the country until the crack of doom and they will have very little effect. What is needed is more severe punishment.

Then a duty is incumbent upon lawful users of automobiles and motorcycles. It is plainly their duty to rebuke such instances of lawlessness in the plainest and most forceful terms wherever and whenever it is manifest, just as was done in the case referred to. Such a course is unpleasant, it is true, but if duty were invariably pleasant it would seldom be violated.

LET IT ALONE

If your car runs properly and quietly, do not attempt to improve it unless you are an expert. Frequently readers come to us with statements of how they have tampered with their car in attempts to improve it, and possibly when just out of the factory. Invariably, they have come to grief and wish they had not meddled with it.

It is a rash thing to attempt to improve upon the manufacturer's design and construction, which are usually the result of long study and experiment. The car of to-day is really the result of the experience of thousands of car owners and designers, and the purchaser may be sure that if there were any way to make it better with slight additional expense, the manufacturer would be the first to adopt it. As in the case of anything else, "let well enough alone."

HOPE-VANCOUVER ROAD IS GOOD

An auto party from Vancouver, consisting of Dr. Ogle, Wm. Porter, Capt. A. Steele and Wm. Dusty, journeyed to Hope. During their stay they were the guests of R. J. Byrne of the Coquahalla Hotel, who accompanied them from Vancouver. On the return trip the party was joined by W. Boultbee and C. A. Ravenhill. In spite of statements heard to the contrary at Chilliwack, the road from there to Hope is in fine condition.—West Yale Review.

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The King has signed an Order-in-Council applying the Defence of the Realm (liquor control) Regulation to certain areas in Scotland.

Arrangements have been made whereby molybdenum will soon be produced on a commercial scale in B. C. It is a mineral much used for toughening steel.

The children of the Glenfondland public school, Scotland, have sent 1,000 sprigs of heather to Aberdeen for the gala day in aid of the funds of the Royal Infirmary.

Northwest commercial travellers will petition the government that henceforth all holidays, except Christmas, New Year's and Good Friday be fixed for Monday.

Toronto Bulgarians at a mass meeting with Macedonians recently protested against the action of Bulgaria in joining the Teutons and declared for the allies.

General Booth hes decided to transfer to the Russian government five motor cars donated by Canada. They have been accepted in a special letter from the Czar, who is sending a special messenger to receive them.

John Skelton Williams, comptroller of the Currency at Washington, said in reviewing the first year of the war, that the United States had not only avoided a financial crash, but had wiped out the floating debt of $250,000,000 due Europe on January 1, 1915, and absorbed between $750,000,000 and $1,000,000,000 of American securities held abroad, and now is in condition to help finance the whole world at the conclusion of the war.

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