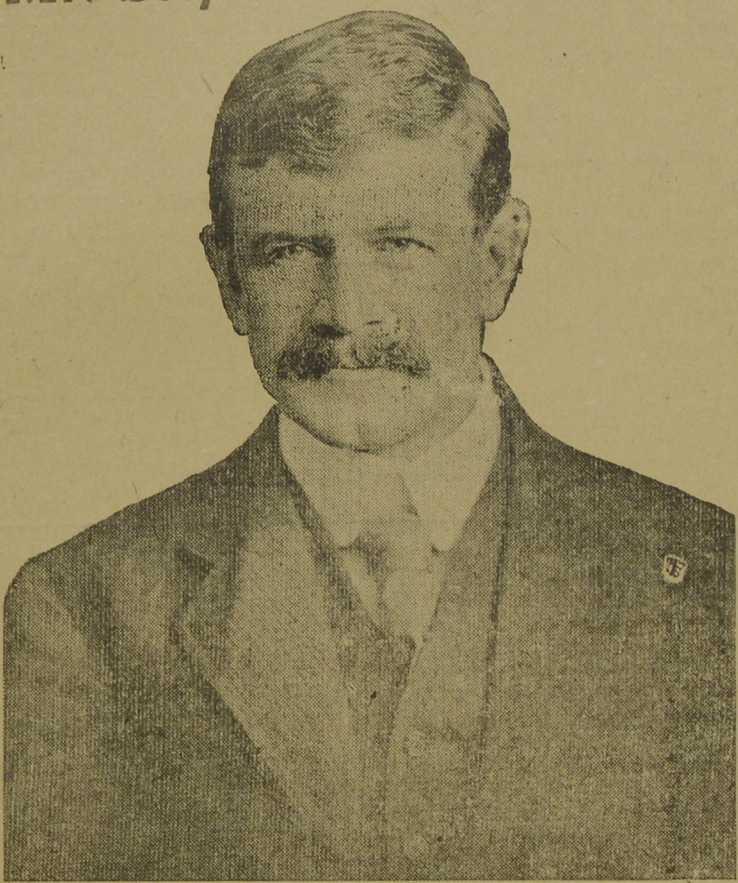


Mr. Stephen Leacock



CANADA as a rule very quickly loses her successful authors to the United States—Bliss Carman, for instance, or Arthur Stringer, or C. G. D. Roberts—for the rewards of literature are greater there than here. But Stephen Leacock is still a Canadian citizen in spite of the international reputation he has gained by such publications as "Sunshine Sketches of a Little Town," or the "Adventures of the Idle Rich," or "Moonbeams of the Larger Lunacy." Montreal is his winter home, for he holds the chair of Political Economy at McGill University, but in summer he never fails to come back to Orillia, the little town of Ontario which is proud to claim him as her son. In the preface to "Sunshine Sketches" Stephen Leacock gives a delightful account of his early life, which only a sense or humor enabled him to survive. There are, however, many incidents in his career which are not recorded in this preface. The turn of the tide in his fortunes is said to be due to the lucky accident that the C. P. R. found it necessary to acquire the right of way through some land he had bought for a song. Stephen Leacock has the reputation of being as good an exponent of economics as he is a writer of humorous stories, and his lectures attract many students to the great University at Montreal.

What a 25 p.c. Increase For Trainmen Would Mean in Wages

THE demands being made by organizations of railway train service employees on Western railways for a 25% increase in wages, a demand which affects Canadian as well as the United States railways, would mean the disbursement of no less than \$100,000,000 a year. In order to acquaint the public with some of the facts in the case the Executive Committee of the Association of Western Railways has issued the following interesting statement:

TRAINMEN DEMAND A WAGE INCREASE OF \$100,000,000.
The average yearly compensation of all engineers on the railroads of the United States in 1914 was \$1,771; of all conductors, \$1,533; of all firemen, \$1,037; of all trainmen, \$1,023. These employees number 309,000. The 1,381,000 other employees averaged a year.

(From Statistics of Interstate Commerce Commission.)

WHAT A 25 PER CENT. WAGE INCREASE MEANS.

For doing exactly the same work they now are and have been doing, railway engineers and trainmen are demanding a wage increase of \$100,000,000, or an average of over \$300 a year for each man.

To give the same rate of increase to all railway employees would add over \$330,000,000 a year to the payrolls of the roads.

That is nearly equal to all the net railway dividends paid in 1914, and more than those paid in 1913.

One-third of the railway stock paid in no dividends in 1914.

TRAINMEN GET THEIR FULL SHARE.

The railway engineers, firemen, conductors and brakemen who demand \$100,000,000 a year more pay for the same work constitute about 18 per cent. of the total railway employees and now receive 28 per cent. of the total wages paid.

Back of the demand for 25 per cent. more pay for these highest paid employees is a thinly-veiled threat to stop every train in the country if the raise in pay is refused.

Are the rights of other railway employees, the stockholders and the public not to be considered in this issue?

Excepting engineers and firemen, who collectively get the highest wages of all railway employees, those in other branches of train service are paid much more on the average than all other employees of the roads. On Western railroads the average yearly compensation of conductors in 1914 was \$1,593, and of other trainmen was \$1,058. The average wages on Western roads are slightly higher than on Eastern lines. The following figures, taken from actual payrolls of Eastern railroads in 1912, show the average hours on duty per day or trip for all trainmen, as follows:

| Service | Conductors | Flagmen and Baggage Masters | Brakemen |
|-------------------------------------|------------|-----------------------------|----------|
| Through passenger | 6.08 | 6.52 | 6.08 |
| Local passenger | 6.10 | 6.12 | 6.06 |
| Suburban passenger | 6.38 | 6.12 | 6.37 |
| Fast freight | 9.38 | 9.25 | 9.38 |
| Slow freight | 11.40 | 11.41 | 11.40 |
| Local and Pick-up freight | 12.04 | 12.01 | 12.04 |
| Work and Wreck train | 11.58 | 11.53 | 11.55 |

What the conductors and trainmen actually earned during the same year is shown in the following table:

| CONDUCTORS. | |
|---------------------------------------|--|
| 1,064 conductors (6.7 per cent.) | earned less than \$1,000 a year. |
| 1,082 conductors (6.8 per cent.) | earned from \$1,000 to \$1,100 a year. |
| 1,895 conductors (12 per cent.) | earned from \$1,100 to \$1,200 a year. |
| 2,706 conductors (17.1 per cent.) | earned from \$1,200 to \$1,300 a year. |
| 2,743 conductors (17.4 per cent.) | earned from \$1,300 to \$1,400 a year. |
| 2,391 conductors (14.7 per cent.) | earned from \$1,400 to \$1,500 a year. |
| 1,482 conductors (9.3 per cent.) | earned from \$1,500 to \$1,600 a year. |
| 946 conductors (5.9 per cent.) | earned \$1,600 to \$1,700 a year. |
| 646 conductors (4.1 per cent.) | earned \$1,700 to \$1,800 a year. |
| 892 conductors (5.6 per cent.) | earned over \$1,800 a year. |
| OTHER TRAINMEN. | |
| 5,446 other trainmen (18.9 per cent.) | earned from \$1,000 to \$1,100. |
| 3,394 other trainmen (11.8 per cent.) | earned from \$1,100 to \$1,200. |
| 1,745 other trainmen (6 per cent.) | earned from \$1,200 to \$1,300. |
| 576 other trainmen (2 per cent.) | earned from \$1,300 to \$1,400. |
| 140 other trainmen (.49 per cent.) | earned from \$1,400 to \$1,500. |
| 13 other trainmen (.04 per cent.) | earned from \$1,500 to \$1,600. |
| 1 | earned \$1,798. |

Without expecting any change whatever in their hours of service, the engineers, firemen and trainmen on all the railroads in this country, and some in Canada, are demanding a wage increase of 25 per cent., amounting to \$100,000,000 a year.

MR. SLIPP'S CONTRIBUTION TO DEBATE ON ADDRESS

Member For Queens Urges Reform in the Public Schools
Of the Province—Praise For
Col. Guthrie.

Mr. Slipp, continuing the debate on the address, congratulated Mr. Speaker upon his elevation to the Speakership and also the mover and seconder of the address upon the high order of their speeches. He had felt sometimes that it would be better if there was more discussion of matters which came before the House, and he believed all agreed that if there was more free and frank discussion of public affairs in the House it might be generally beneficial, and he felt that he should break the silence. He believed it was his duty to refer to the fact that an unusual situation existed in that one of the members of the House who had been on the firing line in the great war in which the Empire was engaged, was sitting here in council with the rest of the members.

Never before, he believed, in the 132 years of the history of this Province, had such a state of affairs existed, where a veteran of any war had been sitting in the House as a representative of one of the constituencies.

While there had been occasions when he and the hon. member for York, Col. Guthrie, had not agreed, he wanted to be broad minded enough to give to that hon. gentleman that very great amount of credit which was due him for all that he had done in enlisting for the Empire's service, fighting valiantly at the front, and was now doing in recruiting work in the Province.

Another one of the members, one of the representatives of Westmorland, had also returned from the firing line for a short time, and would, he understood, be here on Monday next. He thought it only proper also, to bear in mind that there were those unable to go to the firing line because of physical unfitness or for other reasons, but who had been doing their part, and in some cases a most important part, and this House ought, he felt, to keep in mind the encouragement of recruiting, increased production and also greater economy, not only in public matters, but also on the part of the people themselves. He thought this was one matter which should be kept before the people, for while not a pessimist he was one of those who believed that this country would feel the effects of the war much more in the days to come before peace was concluded than it had in the past.

He had been particularly struck with the mention that had been made by the mover of the address respecting medical inspection in public schools. He recognized the fact that he had been asked to make any suggestions, but even though a back-bencher he would be bold enough to give his views.

Reform in Schools.

He had felt for some time that the school system was too intricate, that there were too many subjects in the elementary classes, and he had had this brought very much home to him by the fact that his second son, a boy of twelve years was scarcely able to carry all the school books that were necessary, let alone cope with the number of subjects he had to take up. If the present system were all right it would not be injured by investigation by somebody who was independent of it, and he believed that something of this kind should be done because the number of subjects was being steadily increased. Another matter with which he found fault was that there was too much of a tendency in cities to carry the scholars along to preparation for the universities instead of fitting the young men who had to go from the common school to earn a living for their life's work. He would like to have seen some reference to technical education in the Speech from the Throne, and felt that it was regrettable that Nova Scotia had progressed further in this regard than had New Brunswick, while Quebec and Manitoba were other provinces which were to the front. There was no reason why New Brunswick should not get a reasonable start along the line of technical education such as Nova Scotia had done, and he believed that anything along this line would be justified. In the German Empire and in recent years in Great Britain, artisans were better educated as a result of progress along this line, and were thus better able to take up their life work.

School Closed Up.

In this community a few have had to bear expense which the whole community should have borne equally. One of the schools had to be closed up and the Board of Trustees had finally admitted, after the matter had been brought to a focus by a number of representative citizens, that the plumbing of the building was unfit and unsanitary. This was a state of affairs which he felt should not be allowed to exist, and particularly in the capital of the province.

The reference which the mover of the address had made to the sheep industry had been of very great interest to him, and had showed that something should be done, not altogether, perhaps by the government, but in co-operation with the farmers, to bring about a proper development of this industry. He believed the right kind of an educational campaign would soon show the farmers that it was more profitable to keep twenty or thirty sheep than one cur dog.

ROUMANIA TO SUPPORT THE ENTENTE ALLIES

Bucharest Despatch States That a Satisfactory Agreement
Has Been Reached With Russia—The
Fighting at Verdun.

London, March 13—An agreement has been reached between Roumania and Russia which is believed to indicate the definite decision of Roumania to adhere to the cause of the Entente Allies, according to a Bucharest despatch to the Exchange Telegraph Company. The agreement permits Roumania to purchase war materials in Russia and to transport through Russia war materials purchased elsewhere.

It is reported that Russia has agreed further to give to Roumania part of Bessarabia.

Except for artillery action, the fighting in the Verdun region has ceased for the moment. To the north and east of the fortress there has been no infantry engagement since Saturday afternoon, when the Germans succeeded in entering a small French trench to the north of Dix.

On both sides of the Meuse, from the northwest of Verdun, along the entire front around to the southeast of the fortress, the artillery of both sides has continued the tremendous

shelling that has been in progress for some days.

The Germans claim to have captured, in the fighting around Verdun, thus far, 26,472 unwounded French soldiers and 139 guns and 232 machine guns, but this claim is but a recapitulation of the daily statements already shown to be false.

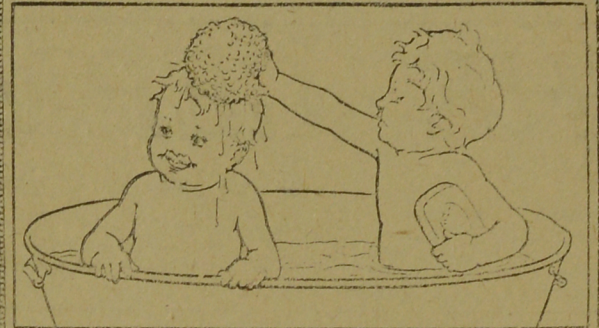
To the south of the Somme River, in the Argonne forest, and in the Ban-De-Sapt sector of the Vosges, the French guns have already bombarded German entrenchments.

The Russians have captured trenches from the Germans in the Dniester region of East Galicia and have made further progress against the Turks in Persia by taking the town of Kirind, close up to the mountains on the road to Bagdad.

Despite the unfavorable weather conditions in the mountains the Italians are keeping up their operations against the Austro-Hungarians. They are also intensely bombarding the Isonzo front. The town of Gorizia has had to sustain another hail

(Continued on Page three)

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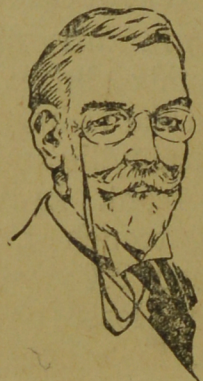
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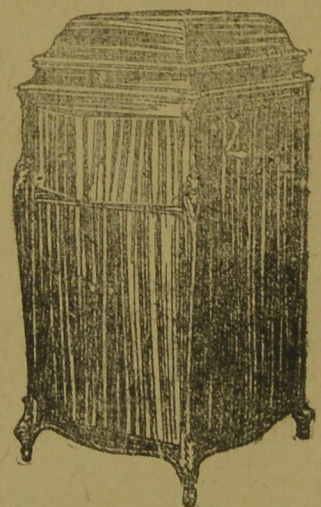
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PINKERTON DETECTIVE THE PRINCIPAL WITNESS

Montreal, March 11.—The second day's proceedings in the trial of the seven C. P. R. conductors and three others, charged at Ottawa yesterday with conspiring to defraud the Canadian Pacific Railway Co., brought out some interesting evidence. Sam Rosenthal, a Pinkerton detective, told how

he and a brother detective named Wolff travelled various times at cheap rates by bribery, between Ottawa and Montreal. Rosenthal said that on December 24th Wolff and himself boarded the train for Montreal, and they each gave Bortz, one of the accused, \$1.50 each and he told them to tell the conductor that his brother at the back had the tickets. They did so and Harry Dunham went on without collecting the fares. The case was not completed at the end of the afternoon session.