

THE DAILY NEWS

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HEAD OFFICE

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DAILY EDITION



Monday, July 19, 1915.

LAND SETTLEMENT

The Salvation Army is busy collecting data with a view to placing large numbers of ex-soldiers on the land in Canada after the war is over. The placing of men who have taken part in the war is a big problem which the Empire will have to face in the near future, and it says much for the foresight and energy of the leaders of the Salvation Army movement that they are already making preparations to deal with the matter.

Col. Hammond, who passed through the city on Saturday, is preparing statistics for General Booth as to the districts which present the best opportunities for such settlements. The Salvation Army realizes, from past experience, that it is necessary to do more than merely place such men on the land, and it proposes to promote some scheme by which it will be possible for these immigrants to put in the first few years on their land without the necessity of procuring work elsewhere in order to earn a living.

The emigration department of the Army is thoroughly organized and conversant with the needs of the new settler, and also with the type of man required. The scheme is one which will help those who are willing to help themselves. The department refuses to have anything to do with the undesirable, as the Army is thoroughly equipped in other departments for dealing with the case of the "bottom dog." The greatest care will be taken in the selection of the prospective settlers, in order to avoid the inclusion of large numbers who simply desire cheap means of transportation, and who would ultimately drift into the cities. This scheme of land settlement should have the hearty support of the Dominion and Provincial governments.

BRITAIN'S HELP

The Chicago Daily News points out that Great Britain has rendered effective aid to her allies in this war. She has held the seas for the ships of the allies as well as her own. She has protected their coasts. She has made loans and supplied munitions to others.

"Without Britain's help, France and Russia must certainly have been crushed. Without Britain's whole-hearted participation in the war, who will say that Italy would have ventured to challenge the mighty and merciless German coalition? With Britain out of the struggle, would there have been any hope of the Balkan States daring to move?"

The News takes a just view of the situation. There is some discontent because the British forces are not as yet holding a large proportion of the line in France. But it was well known to our allies that Great Britain did not maintain a large army. She has had to improvise an army, and she has done far more than was expected.

The British navy, in addition to its other services, prevented the French fleet from being crushed, protected the French cities and towns from bombardment, and prevented German armies from landing at various points on the coast.

But while it is fair to point out these things, there is not, and there ought not to be, any spirit of jealousy among the allied powers. We are all willing to award the crown to little Belgium. We know that France perhaps more than any other of the allied great powers, has thrown her whole resources into the conflict. A large part of her territory is under the bestial and devilish domination of the German invaders. Serbia has suffered deeply and fought bravely. Russia is making a magnificent fight in circumstances that would discourage

any but brave and wise men. Italy enters the contest full of patriotic ardor. It is an alliance to be proud of.—Toronto Globe.

THE BORDEN GOVERNMENT AND ITS RAIL WAY POLICY

(Continued From Page One.)

port, which, in spite of the commissioners' ferocious intentions, failed to smear the road with a bad reputation. The words also include the hired efforts of a Yankee writer, who succeeded in getting his stuff into an American magazine and to that extent made N. T. R. financing in London difficult. Mr. Meighen's invidious remarks are the neatest contribution to this campaign of detraction which has been backed by competent deeds. The words and the deeds, as Finance Minister White would put it, synchronize.

For example: While Mr. Meighen is on the stump, Mr. Cochrane and Mr. Gutelius are buying a lot of second hand locomotives, superannuated freight cars and other junk, so that the railway of their hatred will be crippled with poor rolling stock. Moreover, during the two years Messrs. Staunton and Gutelius were engaged on their \$150 a day report, the Department of Railways was busy furnishing them with corroborative evidence by putting in switchback grades, increasing curves, substituting wooden bridges for steel and monkeying with the works generally. This policy, whether one of spite against the Laurier government, or deliberately collective with railway corporations which dread the boom of competition and cheaper freight rates, has been successful to the extent of enabling the G. T. P. to refuse to operate the Eastern part of the road, on the ground that changes were made in construction which did not receive the approval of the company's engineer as per agreement made and provided in the National Transcontinental Railway Act.

It has also landed a government, which is not keen on public ownership, in the morass of public operation, which tends to show how far a bunch of reactionary politicians will go in the matter

of biting their nose off to spite their face.

Marred and shorn though it is by partisan meddlers, the National Transcontinental retains many of its good features. It is approximately as straight as the crow flies, and shortens the journey between Great Britain and the Far East by five hundred miles. The Borden government has made it a little harder for the crow to fly straight by sharpening the curves but otherwise the advantage holds. The road has, generally speaking, grades of 1 in 250 for the east bound traffic and 1 in 170 for west bound traffic, which means fewer trains, heavier loads and a saving in freight rates, which allows it to compete successfully with the water routes. As a matter of comparison, the hauling power of an engine on the N. T. R. cuts off 200 miles of the present Intercolonial distance between Quebec and Canada's nearest winter port, St. John.

It is the only all British railway on the continent, under one management, traverses Canadian soil from ocean to ocean, and by its connection with the G. T. P., transfers the through traffic interests of the G. T. P. from the Western States to Western Canada. If given half a chance it should double the industrial and productive area of Canada, develop the hinterlands of the Northwest, Quebec and Ontario, opening up the coal fields on the Saskatchewan, Athabaska and the Peace Rivers, providing an interchange of products between the prairies and British Columbia, furnishing competition in transportation to 1,200 miles of grain growing country in the West, and ensuring a third railway outlet from and through the wheat fields

(Continued on Page Three.)

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TAKE NOTICE that: (1). The Council of the Corporation of the City of Prince Rupert intends to construct as a Local Improvement, a four-foot plank sidewalk on Claude Street, from the existing plank road on Eighth Avenue to the centre of Seventh Avenue, thence along Seventh Avenue from the centre of Claude Street, to the existing sidewalk on Donald Street, and intends to specially assess the cost upon the land abutting directly on the work.

(2). The estimated cost of the work is \$234.00, of which none is to be paid by the Corporation. The estimated special rate per foot frontage is \$0.26. The special assessment is to be paid in one year.

(3). A petition against the work will not avail to prevent its construction.

Dated this 19th day of June, 1915.

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GOSH PRINELLA-DON'T CRY ABOUT IT-TURN OFF TH SOB WATER-WHY-IF YOU'RE GONNA FEEL THAT BAD ABOUT IT I'LL JUST TELL TH BOSS I'M A MARRIED MAN AND CAN'T BREAK AWAY FROM MY BUNGALOW-YOU KNOW I'D A LOT RATHER SIT RIGHT HERE AND NEVER MOVE AN' INCH ALL TH REST OF OUR LIVES-YOOBETCHUM!

THEN YOU'RE NOT TIRED OF ME-ARE YOU?

SCUSE ME JUST A MIN-NUT!

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Drawn for The Daily News.

--By "Hop."

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