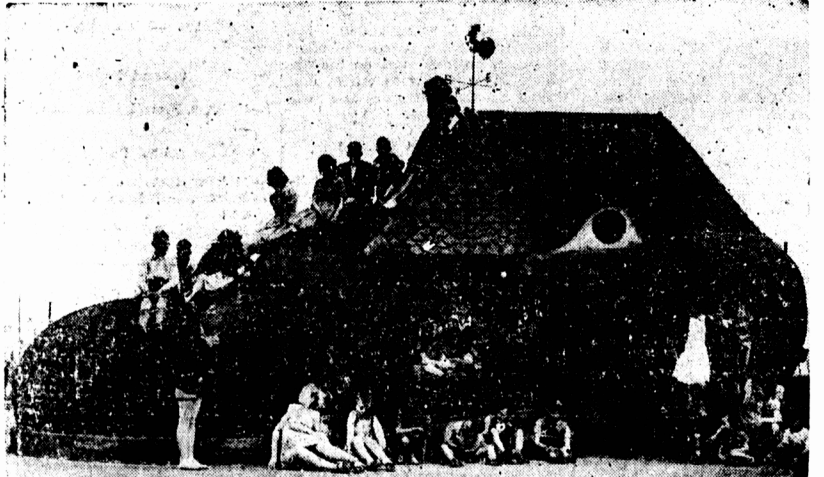


Before the royal wedding a London policeman watches people sleeping on the sidewalk along the route of the wedding parade. Thousands slept on sidewalks, huddled against fences, even slept in telephone booths.



A demonstrator struggles with police members of the labor squad as more than 600 persons rioted outside the Cory glass plant in Chicago. Police arrested 180 pickets on charges of disorderly conduct and inciting a disturbance.

Now that colder weather is here, we are once again concerned with heat, and the best way to get good results from our heating equipment. And here's a suggestion you might do well to hear in mind. If your house is not insulated, there is a great loss of heat directly behind the radiators. A piece of aluminum foil placed in back of the radiator will reflect the heat into the room and increase the radiator's efficiency. So if your house is not insulated well it works.



First Canadian camp should open next year, Bullin said, and he will limit size to 1,000 guests. Bullin worked in several Canadian cities and operated a dart game at the C. N. E. before starting his vacation resort chain in Britain. Here is Kiddies' corner in one of his U. K. camps.

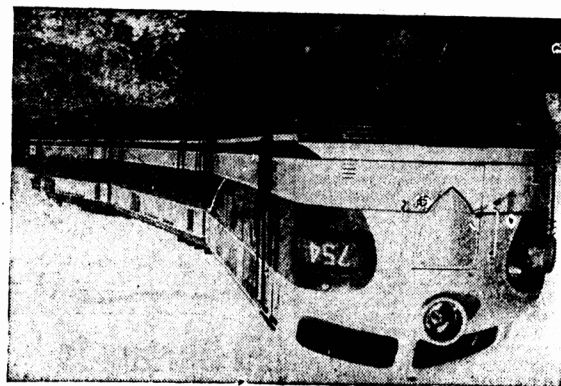


U. S. Secretary of Commerce W. Averell Harriman, left, shown with Chairman Charles Eaton of the House foreign affairs committee which is considering stop-gap air to Italy. France and Austria, has accused Argentina of exploiting the world situation by selling wheat at enormous prices. The secretary said Argentina is the only large food-producing nation which has declined to co-operate with other countries in pooling the world's resources during the post-war emergency.

C N R Diesel Electric Locomotives

MONOTON, Nov. 26 — The placing of orders for two powerful diesel electric locomotives was announced from system headquarters today by R. C. Vaughan, C. M. G., chairman and president, Canadian National Railways. The locomotives consist of three units of 1500 h.p. each making two triple-unit, 4500 horsepower locomotives. They will be built by the electric-motive division of General Motors and are the first road diesels to be ordered for Canada.

In announcing the purchase, Mr. Vaughan referred to the exhaustive tests made over C. N. R. lines last July with a demonstrator unit. An exacting schedule in heavy freight and fast passenger train services was fixed over 7,446 miles in 11 days. "These tests," he said, "convinced us of the practical value of these diesels. They represent a technical advance in motive power with which we will be able to continue to serve Can-



New Streamlined Power

ada with the most efficient, economic and modern form of land transportation."

The C. N. R., he recalled, had pioneered the use of diesel units in regular service on the North American continent in 1925. A large number of them are in service, although they are a far cry from the powerful giants now ordered. He cautioned, however, against under-rating the worth of steam locomotives. The modern steam engine, he said, is the product of more than a century of motive power technology. Both in Canada and in the United States, the bulk of motive power is provided by steam. Many factors must be weighed in evaluating the merits of the two forms of motive power.

The new streamlined diesel can serve as heavy duty freight locomotives with a top speed of 50 m.p.h. or handle long, standard weight pullman trains up to 102 m.p.h. The units of 1500 horsepower each may be coupled in combinations of one, two or three units to provide 1500, 3000 or 4500 horsepower. Power is generated in three 16-cylinder two stroke cycle engines, any one of which may be cut out of service temporarily for repair work. Running repairs may be made without interruption of service including replacement of pistons, cylinder liners and bearing shells. Current is led from the generator to traction motors located in the trucks which are geared directly to

vel armchairs afford comfort to both engineer and fireman. There is an unobstructed view of the right-of-way and approaches. No-draft roll-down windows provide cooling in hot weather, and hot water heaters keep the cab warm in the winter. Two powerful air horns are mounted on top of the cab. The simplicity of the controls makes it possible for engineers of steam locomotives to take over the diesels after only a few practice trips with an instructor. Control cabs are located at both ends of the locomotive. The engineer has only to move some switches and valves and the locomotive is ready to reverse its direction.

The new diesels carry 3,600 gallons of fuel oil and can haul a 100-car freight train under average operating conditions between 450 and 500 miles before refueling. Each unit is 151 feet four inches long, 15 feet high from rails, and 10 feet 7 inches wide, and weighs 350 tons.

The Cultivated Blueberry

(Experimental Farms News)

Among native Canadian fruits, the blueberry ranks high, says E. I. Eaton, Blueberry and Cranberry Specialist, Experimental Farms Service, Kentville, N. S. Common in every province of the Dominion and most states of the Union, there are few homes where this delightful fruit is not enjoyed at more or less regular intervals. Fresh or stewed, in puddings, pies or tarts, mild in flavor and easily digested, there is a blueberry recipe for every taste.

Most Canadian blueberries belong to one of three loosely defined groups. The "sour top", the blueberry of the woods or shaded places, is the most common type in new clearings. The fruit is bright blue, sub-acid in flavor, and ripens in late summer. The twigs and leaf stems are covered with tiny hairs and the plant often branches from a distinct woody crown. The crown is easily injured by fire and because of this, the "sour top" is usually replaced in older fields by shiny leaf types which spread more freely by under ground stems.

Among the latter, pickers often observe the blue and the black fruited plants. Closer observation reveals many slate colored berries, and a study of the color of blossom, shape of leaves, flavor and other plant characters shows a distinct gradation from the blue to the black with so many intermediate steps that every blueberry field is in fact a medley of varieties. The smooth leaf types are usually earlier and milder in flavor than the "sour tops."

Less generally known are the high bush types which in Canada are only found wild in regions where the winters are mild, as in southern Ontario, and western Nova Scotia. High bush blueberries rarely spread by under ground stems and each plant becomes a shrub or small tree.

The low types are sold commercially in the Maritimes, and in Quebec and northern Ontario substantial quantities are also marketed. So far no practical means of establishing pure stands of low bush blueberries has been found, although this is now a major research project of the Horticultural Division of the Dominion Experimental Farms Branch. The high bush types have been cultivated extensively in both Canada and the United States and there are a large number of named varieties of unusual size and quality. This type is propagated by rooting the new twigs in peat. Special care is needed in the choice of a site, in pruning, in cultivation and in fertilizing.

Lairy-Orway

CHRISTMAS isn't very far away. Now is the time to choose your gift. This year we have more gifts to choose from. Dainty Slips, Gowns, Panties and Bed Jackets. Beautiful Housecoats, Bags, Kid and Wool Gloves. A Blouse or Sweater is always useful. Fur and Wool Mitts. After—Ski Socks are ideal for chilly evenings. Numerous other items. We have beautiful gifts for the babies and children up to 6X.

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THE GENEVA TRADE CONFERENCE

(United Kingdom Information) The following is a summary of the United Kingdom Government White Paper issued in London on November 18th summarising the general scope and results of the tariff negotiations at Geneva for the United Kingdom.

The Geneva Trade Conference opened two stages:

(1) the negotiation of a draft charter which is now about to be considered by the World Commission on Trade and Employment at Havana and (2) the negotiation of a multilateral tariff agreement called The General Agreement on Tariffs and Trade. In addition to schedules of tariff rates, the latter contains general provisions concerning most-favoured treatment, import restrictions, state trading and practices like discriminatory internal taxes which might frustrate the tariff concessions negotiated at Geneva. The General Agreement will not enter into force definitively until accepted by a majority accounting for at least eighty-five per cent of the total external trade of all the signatories; it will remain in force thereafter until the end of the year of January 1951. The United Kingdom, Australia, Canada, France, Benelux and the U. S. A. have however agreed to apply the General Agreement provisionally as from the 1st of January 1948. As and when the text of the world trade charter now to be discussed at Havana is finally approved, its provisions will supersede the corresponding general provisions of the General Agreement on Tariffs and Trade.

The detailed tariff schedules annexed to the General Agreement are extremely voluminous and it will take some time for those concerned to reach a full assessment of the scope of the concessions made. As regards the United Kingdom tariff terms, the United Kingdom has also agreed to the reduction by other Commonwealth countries of preferences at present enjoyed by United Kingdom goods. Many of these reductions are on a relatively small scale but some curtail margins by one-third or even one-half and in a few cases preference margins have been completely eliminated. In 1938 the value of United Kingdom total goods affected by these alterations of preferences amounted to £26 million, out of a total value of imports from the United Kingdom of £207 million, i.e. 17 per cent of the United Kingdom goods exported to Commonwealth countries.

As regards concessions gained by the United Kingdom, Britain stands to gain increased trade in the participating foreign countries over trade valued before the war at £29 million and £26 million in respect of bindings and reductions of rates of duty respectively. As regards Commonwealth countries, the values of trade covered by bindings and reductions of duties on United Kingdom goods are £15 million and £12 million respectively.

The following briefly illustrates the scope of concessions from which the United Kingdom will stand to benefit in some of the foreign countries concerned.

(a) The U. S. A.: On United Kingdom exports to the United States, valued in 1938 at £7.5 million, U. S. duties are halved; on United Kingdom imports valued at about £10 million in 1938 U. S. duties are to be reduced by

between one-third and one-half, while a further £10 million of exports should benefit from smaller concessions. The concessions made affect such staple United Kingdom exports as linen piece goods, woollen and worsted fabrics, knit goods, whisky and many machinery items including textile machinery and metal manufactures including bicycles. A large number of small concessions have been negotiated on individually less important items which, however, aggregate to a substantial figure.

(b) France: Concessions have been secured on some hundreds of items valued in 1938 at about £7 million. Important items involved are fresh fish, whisky and gin, chemicals, tires and tubes, woollens, clothing and agricultural tractors. Concessions are also obtained for cotton and rayon piece goods in French West Africa.

(c) Czechoslovakia: The field of concessions is estimated at £3 million. Concessions are obtained on cotton staple, woollen and worsted tissues, whisky and asbestos products.

(d) Benelux: The field covered by concessions is approximately £14 million. There are reductions on cotton staple, woollen and worsted tissues, gramophones, knitted piece goods, sanitary wear and carpets. Concessions totalling some £6 million have also been obtained in Norway, Brazil, Chile, Lebanon, Syria and China.

The scope for the United Kingdom to secure tariff concessions from other Commonwealth countries was necessarily limited in view of the existing preferential arrangements, but important concessions (reductions and bindings of duties) have been gained over a wide field of exports; examples are agricultural and industrial machinery, electrical and motive power machinery, textile piece goods and made-up goods, lace, carpets, linoleum, chinaware, glassware and other consumer goods. In the particular case of Canada not only have many preferential rates of duty been reduced in favour of the United Kingdom, but the rates of duty have been bound against the increase over a very much wider field than before. Accordingly Canada suggested to the United Kingdom and the other Commonwealth countries that the opportunity should be taken to review

their existing agreements with Canada with the object of freeing each Government from the contractual obligations contained in those agreements to maintain stated margins of preference, while each Government should confirm its intention to continue to accord the preferences remaining after the entry into force of the General Agreement. Letters exchanged between the United Kingdom and Canada revising the United Kingdom-Canadian Trade Agreement of 1907 are published.

Reference has already been made to the concessions made by the United Kingdom as regards the reduction or elimination of preferences enjoyed in other Commonwealth countries. These concessions were a valuable contribution to the working-out of the multilateral agreement. The concessions made on individual margins of preference, however, did not by any means involve an abandonment of the essential structure of the British preferential system. The following are the percentage figures for the field of trade in Dominion markets on which the United Kingdom has hitherto enjoyed guaranteed preferences which (a) remain unaffected by the concessions made at Geneva and (b) on which existing preferences have been completely eliminated; the residue is divided almost equally between reductions of existing margins of preferences by less than 35% and by more than 35% respectively, but small reductions predominate: Canada (a) 44% (b) 18%, Australia (a) 79% (b) 1%, New Zealand (a) 63% (b) 2%, South Africa (a) 89% (b) 3%, India and Pakistan (a) 44% (b) 3%, total (a) 70% (b) 5%. In so far as the reduction or elimination of these preferences affects the United Kingdom, the United Kingdom has secured due compensation in its negotiations for tariff concessions from the foreign country or countries primarily interested or, alternatively, the United Kingdom has accepted in exchange tariff concessions from the Commonwealth country according to the preferences and has thus enabled the last named to claim credit from the foreign country concerned.

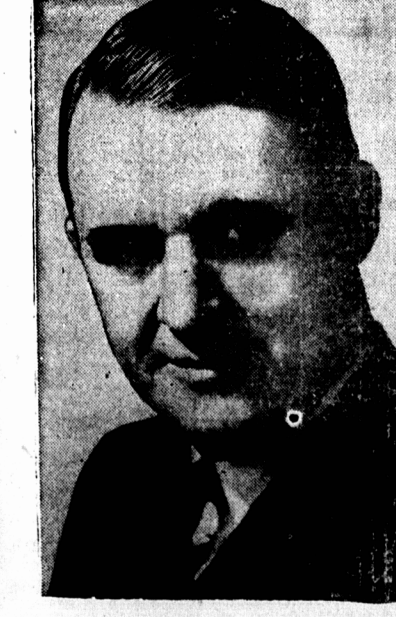
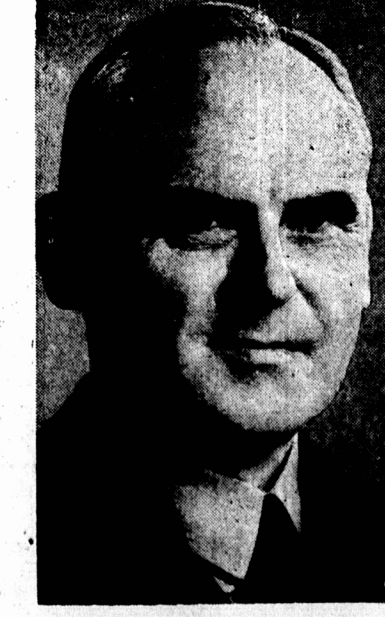
Note: "Benelux" is the name which the "Economic Union" of Belgium, The Netherlands and Luxembourg has adopted.



Carl R. Gray, Jr. (above), vice-president of the Chicago North-western Railroad and a war-time Brigadier General, has been named by President Truman as Veterans Administrator to succeed Gen. Omar Bradley. Bradley will become Army Chief of Staff when Gen. Eisenhower retires.



Mrs. Mildred Lamarre (above), president of Aviation Electric Co., previously testified he had rebated most of his salary to Gen. Meyers.



Capital goods imported from the U. S. will be determined by Rt. Hon. C. D. Howe, left, as the full details of the plans to conserve U. S. currency is implemented by the government. Hon. Douglas C. Abbott, right, as minister of finance, announces the most inclusive revision of our export and import regulations ever attempted in Canadian history. Mr. Abbott said that though our production is high, the "state of the rest of the world" forced a measure of austerity upon us.