

London Advertiser

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London, Ont., Wednesday, May 17.

The Indian Question.

HON. CHARLES STEWART, Minister of the Interior, did the right thing on Monday when he went to the Indian reserve, near Brantford, to talk to the Indians on their own grounds, and in their own council chamber.

No doubt the Indians there have felt for some time that they were being dealt with at long range, and that their actual touch with the real chief of affairs at Ottawa was a meagre thing. In that particular regard they are much the same as any other people, who resent the placing of too many people on the line of communication.

The men on the reserve made good use of their time and gave the minister a lot of things to think about. It is well that they did this, because they have been asking for such a change for a long time, and when the space at their disposal was limited to hours and minutes, it must be taken for granted that these in charge were going to see that the line of communication was busy all the time.

The statement has been made by under-officials of the department that the desire was to smash up the tribal customs and ideas of the Indians, and it undoubtedly is the dealings of a few such people that have been responsible for some of the friction at the reserve.

HON. MR. STEWART promised to investigate their claims, and the offer seems to be fair, as the Indians have the opportunity of naming their own representative. Some of the statements they made at the meeting will require an explanation, and can hardly be allowed to go unchallenged. For instance, CHIEF HILL is reported as telling of the sale of lands to the T. H. & B. Railway for \$17,500, and the turning over to the Indians of \$30. Very naturally he wanted to know where the rest of the money had gone. There are other matters pending of somewhat similar character, and the clearing up of all doubt in regard to these will do much to iron out any trouble that may have developed.

In many ways it is desirable that the Indians shall continue to have their reserves. It is not as though we were cramped for room in Canada, and there is the traditional rights these people have in this country. In many cases the whites have put the boots to the Indians as far as the holding of property is concerned. We have built dams that have killed off their rivers as fishing grounds. We have developed a style of science and business system with which the Indian cannot compete. So, taking all these matters into consideration, it is perhaps the best thing possible that their conditions and methods of living on their reserves be thoroughly understood, and their status under the law plainly set forth. Were a move contemplated to smash the Indian tribal customs there would be thousands of them who would be unable to make their way, and they would require assistance from the state in all parts of the country.

HON. MR. STEWART did a good day's work when he went to Brantford to try and get a firsthand understanding of the problems that would easily have developed into a nasty situation had they been allowed to drift.

Municipal Matters.

AT the meeting of London City Council a resolution was approved by the council as follows:

"That immediate action be taken to terminate the franchise of the London Street Railway, and the city solicitor be instructed to serve such preliminary notice on the said company as may be required to make such action effective."

The strange part of the whole business is that such a motion should get through a body such as a city council.

Since when did a city council become possessed of powers that made them capable to tear up agreements and terminate franchises?

There has been a lot of this sort of business going on in Russia, but this is about the first of it for this part of the country.

Was the city solicitor asked for his opinion on the matter before the action was taken? Or is it the custom to go ahead and then find out afterward whether the thing is right or wrong?

The citizens of London want some direct, worthwhile action in dealing with the street railway proposition, but it is never going to be brought about by such resolutions as the one given above, nor yet by the granting of a five-cent fare to the company.

The logical way out is for the street railway company and the city of London to come together on this matter. Each party knows the exact conditions. Each knows that the physical condition of the property is getting worse every day. Each party knows that the increasing of fares is not going to attract new capital to the enterprise, because the franchise will expire in

three years. Each party knows that there cannot be, under the conditions, a fair return to the people in keeping with the increased fares they are called upon to pay.

Knowing all these things, would it not be much better to put an end to the time of wrangling that is sure to take place from now until 1925?

It will be a three-year period of clamoring for increased street car service from a company that will not want to spend money in equipping for a service when the franchise is to expire in the near future. The very fact of the uncertainty of that franchise being renewed makes investment in the street car company undesirable. It is not possible to invest money in such a short interest, even taking a chance on the favorable outcome of arbitration when the road might be taken over.

The citizens of London are interested in only one thing, and that is the betterment of the street car service at the earliest possible date, and with the least possible increase in the fares. Starting out with a brave assertion that "We are going to cancel the franchise of the street railway company" is simply going to aggravate the situation. We are in need of some wholesome man-to-man diplomacy in this situation.

NOW that the MATHEWS Lumber Company is once again back doing business on their old Horton street site, after being buffeted about from pillar to post by the 1921-1922 city council, they must look back at their year's experience in dealing with the responsible government of the city of London as a hideous nightmare.

If those folks harbor the thought that a lot of irresponsibles, that jump this way and that, at the beck and call of a few votes are, and have been, at the helm of affairs municipal in London, there are a few who will take issue with them.

About the middle of last year some Horton street residents decided they would rather that the MATHEWS lumber yard was located elsewhere, and solicited the aid of members of the council to oust the business. A petition presented carried weight, and the rather ghostly drama started.

The MATHEWS yard had occupied the site for about five years. The fire limits followed, and ultimately included their area, and this gave city officials a fairly good excuse in following out the bidding of the aldermen.

The lumber people tried to do their part. They sought high and low for a suitable yard. But all came under the ban of the building inspector. They made a deal for a Simcoe street property at perhaps twice its value. It was not within the fire limits, but the residents brought sufficient pressure to bear to again oust the proposed yard.

In the meantime some Ailsa Craig folks came to the city to start a lumber yard. They picked a site on George street and the C. P. R. It was within the fire limits. The residents petitioned against it, but the proposal found favor with the aldermen, and was approved.

It was the fact that the MATHEWS people had been refused permission to occupy this site that threw a real scare into the aldermen. It was then that they seemed to realize that they had kept the MATHEWS people from doing business for a year.

Monday night the council decided that the MATHEWS people would not menace Horton street, where they had been driven from, when they voted to grant the company a permit to do business on its old site.

An Unusual Claim.

SOME MATTERS still come to the surface from the war records that make interesting reading, particularly as they are referred to with much more freedom now than formerly.

During the discussion on the naval estimates at Ottawa HON. HUGH GUTHRIE of South Wellington, formerly minister of militia, mentioned one claim that was being assessed by the British ministry of shipping against the Canadian government. The particulars are so unusual that they should receive general publicity in order that they might be understood. MR. GUTHRIE, referring to the matter of this claim, said:

"It was in connection with a boat, which was submerged, and which was in the hospital service of the Dominion of Canada at the time at which it was submerged. The case had been referred in England to a board of arbitration, upon which Canada was not directly represented. The finding of the arbitration board was that Canada must pay the replacement value of the ship, and I think that value was something like \$5,000,000. The ship was certainly chartered by Canada, or by the British government and used by Canada at the time of the disaster. The cost of the ship was about half that amount, and, in the first instance, when the admiralty dealt with losses of that kind, they allowed the cost of the ship, but after a few months' experience, with an allowance of that kind, the same board of arbitration changed the basis of allowance and allowed the cost of reproduction, and, as the cost of construction of vessels had risen enormously in the interval, Canada was let in by the arbitrators' finding for an award of something like a million or twelve hundred thousand pounds, but as Canada was not represented directly on the board—we were nominally represented by some 'department of the admiralty'—I objected to the payment of that amount, and I assume the amount is still outstanding. My object in mentioning it now is to bring it to the attention of the minister, because I think that is one of the claims that should be very seriously reconsidered before it is allowed."

In the same connection Mr. Mac-

Springtime Beauty

Maist likabody seems ta lo'e
Oor baimy days o' gentle Spring,
When Nature ca's ta bonnie birds
Their newest, sweetest tunes ta sing:
When lambs, by their milners, skip
Frae early morn ta dewy een,
Rare is th' beauty o' their sport
On hills weel clad w' matchless green.

A ramble oot, baith morn an' e'en,
We'd nae neglect, forget, nor miss;
We'd woo sweet zephyrs which are pleased
Oor fevered brows ta fondly kiss;
We lo'e ta sit us oot bonnie
At some sequestered, cosy nook,
Beside a river, or a loch,
Tae wait for fish, w' bated hook.

We're fond ta trace yon pebbled brooks
Which aften thro' oor meadows glide;
We lo'e ta pluck wee flow'ers fair
Which smile, oor woodman's path beside;
We linger fondly aft afield
Till shades o' nicht about us fa';
Frae Nature's Spring-enchanted scenes
We're sweet ta turn oor een awa'.

We hear o' bonnie climes afar—
Gie me oor ain lo'd Canada
When she's adorned w' priceless robes
Which Nature gies her lika May.
For a' her beauty unsurpassed
I'm maist sincerely vera glad,
Yet, aft it gars my hert ta greet
That we've nae hills w' heather clad.

London, May 15, 1922.

—Mack.

DONALD of Picton, stated his opinion as follows:

"It seems to me that a claim of that kind would be absolutely absurd, and I join with him in saying to the minister that I hope the minister will never acknowledge any such claim on the part of Great Britain against Canada."

It is apparently a much-involved claim, and on the face of it, to one not versed in marine and international law, looks impossible of unqualified acceptance.

Wheelbarrows.

"WHEELBARROWS!" cried the little lady with the gray hair and the firm chin, "that's what my children are—wheelbarrows! Push 'em along and they'll go as far as you like—leave 'em alone and they'll stick in the mud!"

Somebody had been congratulating her on how well her two girls had done and this was her reply, and, outspoken as it was, it was really quite true.

Alice and Hilda had done well, one as an artist and the other as a violinist, and each was something of an outstanding success in her career, but always behind them one felt the indomitable figure of the little mother to whom they owed it.

It was she who had encouraged, helped and guided them from the beginning, who had always prophesied success and never admitted even the possibility of failure, who had never allowed them to look back, but had always pushed them steadily on towards this goal—success.

Both had attained it, but with those who knew them well, there was always the feeling that without her they might have fallen by the way, for, talented as they were, they both lacked something—push, enterprise, call it what you will—which is essential to success.

Have you ever thought what an enormous number of wheelbarrows there is in Ontario—people who seem quite contented to grub along in the same little rut and are too lazy or too indifferent to try to get out of it, and do not seem to care whether they ever do anything worth while or not?

They often have great gifts, but they do not take trouble to make use of them; they simply take the line of least resistance, and, as the little lady said, stick in the mud, unless they happen to come under the influence of some more energetic personality who will push them out of it.

The man who cannot make any decision in his chief's absence because it "mightn't be right"; the girl who can't make up her mind to try for a better job because she "knows the worst" of the one she is in; the woman who cannot bring herself to go to a new dressmaker although her present tyrant does not suit her—they are all wheelbarrows.

Years ago, of course, every woman was expected to be a wheelbarrow and her husband trundled her along in the direction he chose; it would have been thought highly peculiar, not to say improper, had she developed any motive power of her own, but now things are very different, and the wheelbarrow woman is apt to be left where she stands.

There is no room for "wheelbarrows" in the rush of modern life, and they soon find themselves left behind and forgotten.

Arranging Visits.

AND now we come to the season of the year when all the families living in the cities start to figure up who they know in the country.

Funny how this feeling gets hold of folks at times. It is the finest kind of friendliness.

They are moved to drop a picture postcard, with a few kind words, or a bit of a letter, telling how the country air is the very thing that the family doctor says the children need to rob the undertaker of a quick job.

Mighty seldom that the thing is put down on a straight business proposition of so much per week. Too formal, that way. And so it is that the summer vacations are arranged. We broadcast our children on the folks we know in the country, and then talk a great deal when

they come back and stop a couple of days when the fall fair's on. As a matter of fact, when it comes to trading visits, the folks in the city win nearly every time.

LITTLE 'TISERS

How well the movie world gets on without ABUSCKLE.

A wedding took place in an aeroplane a few days ago. Well, there could be no after-dinner speeches there.

Highway builders are knocking over some fine-looking trees, forgetting of the fact that it takes years to grow and only minutes to destroy them.

Mennonites left Canada and went to Mexico, but now they be on the way back. The chances are better in the wheat belt than in the cactus tract.

Why should it be necessary for legislation to be passed to ask vehicles to carry lights at night? In the interests of the necks of those riding in them this should be done.

When a man goes home some night and finds the parlor furniture stacked up in the front hall and supper being served in the kitchen sink, he knows house-cleaning and spring have arrived.

Years ago dad used to walk the pine forest putting the baby to sleep. Now some famous singer 500 miles off does the lullaby business via radio. This is dad spared the necessity of prying pine thistles out of his toes.

"The city of London during the past winter," says the *Standard*, "was one of the fortunate cities of Canada where relief employment was not necessary, and everybody carried on about as usual. This is a record which very few cities on the continent achieved, and shows conditions of stability in the Forest City, and a population free from the foreign-born than other centres contain."

Thanks, friend. You have unearthed a great truth. But still don't say it too loud, for there is the great danger of us having a line-up next winter that doesn't belong to us.

TO THE EDITOR

Editor Advertiser, London, Ont.
Sir,—At the annual meeting of the C. F. A. held in your city on Thursday and Friday, May 11 and 12, a resolution was unanimously passed, that the press be congratulated on the very excellent reports published in regard to our meetings, and I am taking this opportunity of conveying to you my sincere thanks for what appeared in your paper during our meeting.

We had a very pleasant time in London, and all the delegates were very much pleased with your hand-some city and its suburb of Port Stanley. We had two very pleasant days in your city, and returned home on Friday evening, well pleased with the gathering and the great reception accorded us. Yours sincerely,
W. F. MONTAGUE,
Secretary-Treasurer.

A FRANK CRITIC.

Editor Advertiser:
Sir,—Was very much surprised to find in a paper of your standing an editorial headed "Getting Better." I grant such articles were, and in some cases are still quite common in some localities amongst writers of the ignorant type, who are on a par in business ability, with the "mamby-pamby" male clerk who never rises in position above measuring out to a customer a few yards of ribbon, lace or print, but who never hesitates to criticize and ridicule the rural people, without whose existence his job would not be worth a nickel, and without whom he would starve to death. Useless citizens, parasites on industry, but little better than imbeciles!

In our S. S. here, we have employed teachers as low as \$275 per annum, and our scholars then were more efficient than now when we are paying over four times that amount, and then the pupils are, many of them, today filling high positions. None of them are paupers nor unemployed. They learned to be real men and women. The teachers, I am dealing with 30 years or more ago, were in more affluent circumstances and

better contented than the teachers of today. And in point of school building and equipment, you had nothing better in London.

In the inspector's report for the county exams, for years the rural pupils always excelled their urban neighbors in our county.

As usual in all these articles, yours does not fail to take a fling at "the rural school trustee." I have no brief for the rural trustee, but in point of ability he probably equals the ministers of education WE have been blessed with, and 90 per cent of them surpass those worthies. He has, and still labors under great disadvantages. Put him on equal terms with his urban neighbor and he will "cut rings" round him.

When you find, as we have today, unemployment rampant in our cities and only a small percentage of the citizens owning their own homes, you may set it down that your schools are not "on the job," and that your trustees had better get out in the country where conditions named are opposite, and learn real education problems.

Nothing to prevent your journal from becoming a great school of thought, but to do so you must at least cease to belittle and ridicule the men and women who made this country what it is today.

With best wishes for a great future for you, I remain, Yours sincerely,
J. M. Z. FRAZER,
Burlford, Ont., May 12, 1922.

LEGAL QUERIES

Editor Advertiser:

Sir,—Will you kindly answer the following questions in your legal column?

1. Do I have to have a license to act as agent for articles that are not sold in the store; do I have to pay to sell these things out amongst the people in the country?

2. I am in Huron County; where would I have to write to get a license?

3. How much will a license cost me?

4. One of these articles is made in Brantford, Ontario, and the other is made in the U. S. A., but I am just a sub for the last one.

Hoping to see this in print soon, I beg to remain, yours truly,
A CONSTANT READER.
Exeter, May 6, 1922.

Answer: You will have to pay a license. Inquire at the office of the clerk of the county of Huron at Goderich, Ontario.

Editor Advertiser:
Sir,—Will you kindly answer the following questions in your legal column?
If a person bought a piece of furniture from a certain party leaving the city, in good faith, and it afterwards turned out that the said piece of furniture was not paid for in full to the furniture dealer, could the said dealer claim it? If so, what would he have to do to get it, or if he couldn't, what would the party have to do who now has possession of the furniture?

Looking to a quick answer, I remain,
London, Ont., May 8, 1922.

Answer: If he had a lien on it he could; if the said lien provided you were not to take out of city, take it back; otherwise he would only sue for it if not paid.

CANADIAN NATIONAL RAILWAYS

Toronto-Parry Sound Service.

Effective Saturday, May 20, train leaving Toronto 9:10 a.m. Monday, Wednesday and Friday for Beaver-ton, Parry Sound and intermediate stations will operate daily except Sunday, leaving Toronto at the same time.

Southbound the opposite train will leave Parry Sound at 1 p.m., arriving Toronto 6:45 p.m. daily except Sunday. Both trains will carry Buffet-Parlor Cars commencing May 20. Trains operated on Eastern Standard Time. 35c-4xt.

25 YEARS AGO TODAY

HERE WE HAVE ITEMS OF LOCAL AND DISTRICT INTEREST AS RECORDED IN THE ADVERTISER OF 1897.

WEDNESDAY, MAY 17.

Weather—Fair and warm, showery.

At the last regular quarterly meeting of the official board of the St. John's circuit at Arva, the Rev. H. J. Fair received a cordial and unanimous invitation to remain as their pastor for the next conference year.

The Presbyterian Church was reopened at Lucan, Sunday, and special services were conducted by the following: Rev. E. Ford, Methodist minister, at 11 a.m.; Rev. E. F. M. Smith, incumbent, at 3 p.m., and Rev. Samuel Lawrence, of Vanneck Presbyterian Church, at 7 p.m. A sacred concert will be given in the church on Monday night, also a lecture on "A Tour to Northern Europe," by Rev. G. H. Smith.

C. J. Pratt, formerly editor and proprietor of the Owen Sound Sun, has severed his connection with that paper. James A. Tucker and Jerry Cousby, two well-known and popular young men have assumed the management of the paper.

Hon. G. W. Ross, minister of education, in the city, the guest of his daughter, Mrs. (Dr.) Belton. He will also visit in West Middlesex.

DR. BISHOP'S ADVICE.

AS TO SMOKING



BY DR. R. H. BISHOP.

JENCE is agreed that, for the average normal man, the moderate use of tobacco does no perceptible harm. Of course, excess, as with everything, is bad. Nor should tobacco be used by growing children. There always has been much argument over tobacco's good and bad points, but there is no doubt that it acts as a comforter to temperamental, highly-strung people, and the

READ YOUR CHARACTER

By Digby Phillips.

NO. 216—BRUNETTE BUYERS.

Just as there are certain rules to be followed in selling or persuading the blonde, there are certain things you should keep in mind when you are trying to persuade the brunette.

Of course you have to take into consideration the other character indications of the individual. But other things being equal, you will find certain marked contrasts between the blonde and the brunette, and if you're wise you will vary your diplomacy accordingly.

In dealing with a brunette prospect take your time about getting on a "friendly" basis. Don't push it too fast. Or at least remember that you cannot expect the quickness and readiness of friendship from a brunette that you can from a blonde.

Have all the details of your proposition carefully and accurately worked out. The blonde may be more or less satisfied with the broad, general, striking statement. But with the brunette you have to be prepared to back up your claims.

You won't get as much benefit out of flattery as you would from a blonde. But you will get a great deal more out of keeping an appointment on time, and out of doing exactly what you have told him you are going to do.

It is the element of dependability in you and in what you have to sell that appeals to the brunette more than the element of brilliancy or that of the spectacular.

Tomorrow—Persuading Long Heads.

(Copyright, 1922, by Public Ledger Co.)

POETRY

MEMORIES.

In the borderland of London, just a league from Chelsea Green,
An old, sequestered, landmark,
'twould do honor to a queen;
The orchard in the background lends a lustre, and a charm,
What a picture for an artist is that ancient home, and farm.

Dear old home, how oft I've viewed her, from every compass point,
I have felt the cyclone shake her, till she creaked in every joint;
Though no tempest ever blew to deprive me of the joy
Of living in Westminster; wish I was again a boy.

Though those days are gone for aye, and to return no more,
Desperation has not supplanted hope, for Canada I'd pour
My life's blood out, if need be, on that hallowed spot beyond
The tangled reeds and rushes of Tomlinson's fish pond.

Yes, old home with verdant shutters, you look good to me today;
Would to God that I were back once more those fine fruit trees to spray,
And turn my native soil again, where hearts are true and warm,
At the old, ancestral homestead, Grandfather's Grievous' auld farm.

—J. W. Beattie, 61 West Monroe street, Chicago, Ill.

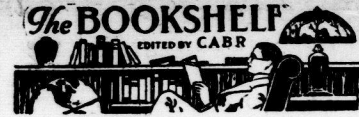
Our Own Country

Question—How many elevators are there in Canada, and what is their capacity?

Answer—Canada has 3,775 elevators, with a capacity of 214,279,364 bushels. Many more are needed to keep pace with the growing grain production.

Question—When and where were the first iron forges set up in Canada?

Answer—The first iron works in Canada, if not in America, were the Maurice forges, near Three Rivers, where bog iron was discovered in 1685, and a company formed to develop it in 1737. Work has been continued there practically ever since.



HEPPESTALL'S, By Harold Brighthouse. New York: Robert M. McBride & Co. \$2.

THIS is an exceedingly good piece of writing, with a foreword that is an altogether delightful little bit of whimsy. Don't, if you are the kind of person that usually skips prologues and such, skip this one.

Heppehall's are the great mills founded in Strathley, Lancashire, in the days when steam was a new discovery, by Reuben, the first Heppehall of note. And with the founding of the mills a terrible hate was established between the Heppehallists and the Bradshaws, a hate that was to smolder, and rankle, and grow through several generations, and did not tend to die out until after this last great war, a dramatic issue that brings the story to its close.

The book is divided into two parts, the first dealing with the days of the Prince Regent and the growth of Heppehall's, the second with our own times, post-war England and Heppehall's, as an important and established service.

The factory as a thing is the greatest influence in the lives of each successive generation of Heppehallists. It is the main motif of their existence. Reuben and Dorothy Verners are swayed by it, Phoebe Bradshaw and John are broken and warped by it, and it is the factory that finally takes Dorothy's life. Edward is repulsed by it, only to become a slave to it, and so it goes until it touches the awful Mary Arden, London musical comedy star, once a Bradshaw and later Lady Heppehall, wife of Sir Rupert.

It is a clever touch of irony that it is a Bradshaw, Labor personified, the down-trodden faction of the feud, that prevents Heppehall, Capital represented, from selling Heppehall's in the end.

It is with the changing and twisting about of viewpoints that at the finish the tables are more or less turned. It is interesting throughout, but the latter half is much more interesting. This is surely better than if it were the other way about.

All the delicious aroma and flavor are retained in air-tight tins of

Rideau Hall Coffee

NOTHING ADDED NOTHING TAKEN AWAY
SOLD IN TINS ONLY—BY ALL GOOD GROCERS



50,000 More Starving Russian Children

have been allotted to the Save the Children Fund workers in the famine area about Saratov, by the All-British Committee.

At present, the generosity of the Canadian people has enabled the Canadian Committee of the Save the Children Fund to provide sufficient food for 75,000 children in Russia, who would otherwise have died from starvation.

Now that the Russian Relief Fund (including the British Red Cross, the Friend's Relief Mission and the British and Canadian Save the Children Funds) have been united under the direction of Sir Benjamin Robertson, more work is being undertaken and there is a corresponding increase in the demand for funds.

There is absolutely no hope