

London Advertiser

Founded in 1863.

ADVERTISER BUILDING,
Dundas Street, London, Ont.

SUBSCRIPTION RATES:
One week by carrier..... 10c
One year by mail, outside city..... \$5.00
One year by mail, outside city..... \$5.00
One year, delivered, outside city..... \$5.00
Weekly Edition..... 75c

TELEPHONE NUMBERS:
3670 (Private Branch Exchange,
Connecting All Departments.
Nights and holidays, ring the
following numbers:
Business Department..... 3670
Editors..... 3671
Reporters..... 3672
Job Printing Department..... 3673

[Entered at London Postoffice for
transmission through the mails as
second class matter.]

LONDON, WEDNESDAY, NOV. 27.

A SHAMEFUL CASE.

A Polish woman was fined \$100 in the city police court for selling liquor to a number of her countrymen.

The keeper of a notorious roadhouse got off with the payment of \$20 for selling liquor to a girl 14 years of age, and two young men, both minors. It was the second time he had been fined for allowing young girls to drink on his premises.

The city magistrate on the first occasion threatened to send the hotelman to jail if the offence were repeated, and would have done so of his own volition. On the second occasion he put the responsibility of finding the man on the county magistrate, before whom the information was laid. And upon the county magistrate the full responsibility must rest.

Irresponsible and dissolute girls of tender age are deplorably numerous in this city. Their parents usually are respectable persons, who suddenly awake to a horrible realization of their children's downfall. When a licensing system permits the plying of these girls with liquor at a place where, according to the proprietor, hundreds of them are in the habit of calling, a \$20 fine is a mockery. What does this particular licenseeholder care for a penalty of \$20, when tomorrow's hundred shall refill his cash register? Asked if the man would continue to hold his license, Inspector Duffin replied, "Certainly."

Mr. Duffin stood as apologist in a political campaign for a place where liquor was served to a boy during a drinking bout which ended in the boy's father killing a man. And the East Middlesex license commissioners renewed this license, as well as the license of the seller of liquor to girls.

This Evans resort has been a vicious influence at the very gates of the city. It stands in the shadow just beyond, and offers speedy transportation to the reformatory, or worse, for city girls. It will probably go on holding its license, if the license interests have their way. The proprietor claims he cannot keep "such people" out. But he can make no one believe that he, or his bartenders do not know that it is the worst offence they can commit to sell liquor to a girl of 14.

The case is a disgrace to the license administration.

SIR GEORGE ROSS ON THE NAVY.
The new-found admiration for Sir George Ross in the Conservative party will be cooled by his patriotic reference to the navy question in his first speech as Liberal leader of the Senate.

Sir George objects to the assumption underlying an "emergency" grant that the mother country is on her knees begging for doles from this country. "What is the matter with old England?" he asks. The opinion of Canadians who have no party emergency to bow to is that Britain was never more able to take care of herself. For this belief they have the word of the men who are at present controlling her destinies at Westminster. If the mother country has been overtaken by some new peril to her naval supremacy since the reassuring words of Mr. Asquith and Mr. Churchill in July and August, then by all means, as Sir George says, "let Canada out of her abundance give aid cheerfully and take a part of the burden from the weary Titan." But, Sir George adds, significantly, BEFORE PARLIAMENT GIVES IT MUST KNOW THE FACTS OF THE CASE.

Sir George is a believer in the self-respecting policy of a Canadian navy. To quote:

"A naval policy on the basis of a contribution was no policy at all, he said. It was like throwing a penny in a beggar's cup. There was a naval policy on the statute books now. It had been put there by the late Government. It provided for the construction of a Canadian navy which would have been built in Canada, and which would have enabled Canada to send ships to the aid of the British cause in the Mediterranean, in Australia, or anywhere in the world where aid was needed. Canada had the maritime people to man a navy, the steel with which to build and the spirit with which to maintain a navy."

This is the only policy worthy of the Canadian people and of their destiny. It is the only policy consistent with the imperial relationship and the genius of a British people. It is the policy to which the Borden Government must come at last. An emergency grant when there is no emergency is merely a subterfuge to postpone the inevitable, and to postpone also an appeal to the people.

WHY NOT AN INCREMENT TAX?
The report of Mr. Forman, the Toronto assessment commissioner, on the subject of taxation in the west, shows that he is open to conviction, but at the same time he is careful not to hurt the feelings of the Whitney Government. He says that the present method of taxation has not retarded Toronto's growth and prosperity, but admits that the west has much to teach the east in this matter of tax-

ation. He personally favors a higher tax rate on improvements than on land, but he is not willing to recommend the change.

One good suggestion is made by Mr. Forman. Favoring an increment tax on land values, he suggested that an official record be kept of all sales, in order that such a tax could be collected. He would have the proceeds of the tax, however, entirely enjoyed by the municipality. This is not right. Toronto's growth, for instance, is not due to Toronto alone; the whole Province contributes to it. Railroads, steamship lines, express companies, etc., all help to make Toronto, as any other city. Toronto, of course, owes more to the country as a whole than any other municipality of Ontario. It is the capital, its university, which exists in the main for Toronto people, is supported by the Province, and so on. But all towns are more or less made by the country at least as much as by themselves. It is all wrong to allow a municipality to reap the whole of a tax on the increase of its property values.

There is the best case in the world for a province taking a good half of an increment tax. In England the Lloyd George budget of 1909. Such a tax would enable the Provincial Government to increase its grants to many objects which languish for adequate support, e. g., good roads, agricultural improvement, education, railways. Instead of thus irrigating the Province with benefit, millions of real estate increment have of late years gone, undiminished by just government claims, into the pockets of persons who in most cases did nothing to bring about the increased values which they were allowed to enjoy.

DISHONEST JOURNALISM.
The London Free Press accused The Advertiser of inventing the statement that London would be left off the main line of the Canadian Northern Railway Company if the company failed to lease or purchase the London and Port Stanley Railway.

The representatives of the Canadian Northern confirmed the statement when they appeared before the London and Port Stanley Railway Board yesterday. If the Free Press had any sense of fair play it would withdraw the charge of falsehood levelled at this journal. The Advertiser's information had been obtained from a Canadian Northern representative - another evidence of its superior news-getting facilities, of which citizens have proof every evening.

So far from making the amends honorable, the Free Press garbles the report of the proceedings of the L. and P. S. R. Board, so as to conceal the assertion of Judge Phippen that the trunk line of the C. N. R. from Toronto and Windsor would be built through St. Thomas, if the London and Port Stanley Railway could not be leased or purchased.

The report that Britain will not be dragged into war in the Balkans is disappointing to Canadian jingoists. They would welcome bloodshed to give color to the emergency pretext.

Judge Phippen, of the C. N. R., says that steam railway cars and electric cars cannot be run with safety over the same line. Yet Mr. Beck's whole scheme is built on the assumption that this can and will be done.

The ultimate control of the Pacific must be in the hands of Australia, Canada and New Zealand, says the Premier of New Zealand. It is a large contract, but how is it to be furthered by dropping millions into the North Sea?

The Free Press' report of the interview between the C. N. R. representatives and the L. and P. S. R. Board is a parody. Whatever a newspaper's opinions are, it owes to its readers the duty of fairly reporting the facts upon which they should base their judgment.

"Parliament must know the facts of the case before it gives a naval contribution," says Sir George Ross. Suppose the Government hasn't any facts to prove an emergency or refuses to disclose what it has? Will the Senate in that case reject the measure? The Premier has said he will go to the country if Parliament refuses to endorse his policy. Some interesting possibilities are looming up.

Mr. Lansbury, M. P., resigned his seat in Bow and Bromley, London, to run as a woman suffrage champion. His majority of 863 was converted into a minority of 751. The note is not decisive. Mr. Lansbury alienated many Liberals by shaking his fist in Mr. Asquith's face, and using violent language in the House. His conduct was so resented that he was advised to abstain from voting by his local executive. The women's cause is suffering from too great strenuousness in word and deed on the part of a faction.

So today, when the Free Press finds itself standing with Mr. Beck in a scheme that is but the enlargement of municipal control of electric power this newspaper is without a private interest to serve. Can our contemporary say as much? Are its hands free? Or is it the Man Friday, the mouthpiece of its president, Mr. Thos. H. Purdom, who is the secretary-treasurer of the London and Lake Erie Railway, owned by private capitalists, who have not hesitated to injure the London and Port Stanley?—London Free Press.

This is an insinuation—or more than an insinuation—that The Advertiser is opposed to the expending of nearly a million dollars on electrifying the L. and P. S. R. because one of its stockholders is interested in the traction company. The accusation is one of the falsehoods that the Free Press has substituted for argument in this

whole discussion. This journal is not grinding private axes, nor political axes, either, in its treatment of a purely municipal problem. Why not discuss the subject on its merits without dragging a herring across the trail?

TWO FINE REMEDIES.
(Kingston Standard.)
The Industrial Farm should become an established factor for every county in Ontario and the habitual drunkard should be housed there until with hard work and fresh air he can again take up his ordinary duties as a sober, self-respecting citizen.

FASHION HINT.
(Philadelphia Inquirer.)
Trying to guess spring styles may be sufficient cause to make a man commit suicide, but trying to reconcile oneself to the present ones is an equally difficult task.

EVOLUTION OF THE MORTGAGE.
(Washington Star.)
"Farming methods have changed, haven't they?"
"Yes," replied Farmer Cornsloss; "now a man thinks he's unlucky if he has to borrow money on his place. He used to think he was lucky if he was able to."

GRANDMOTHER'S VIEW.
(Acheson Globe.)
Nearly every grandmother believes a trained nurse is overestimated.

HEARD IN AN ELEVATOR.
(Boston Transcript.)
Observing Gent—Par on me, madam, but your hair is coming down.
Lady (turning)—Mine?
Observing Gent—I think it is yours, madam.

THE EASIEST WAY.
(Fliegende Blätter.)
He—I had made up my mind to go to Wiesbaden this year, and my wife was firmly determined to go to Ems. She—And you have your way?
He—Partly. We went through Wiesbaden to Ems.

REPORTER'S TASK.
(St. Louis Globe-Democrat.)
A well-known newspaper man was talking about the difficulties of a reporter's life.

"A king of intuition, a kind of mind reading," he said, "is essential to successful reporting."
"Two businessmen were talking at a club."
"Did you tell that reporter not to announce that you were a candidate for the shrievalty?" said the first.
"The other looked up from his journal gloomily."
"Yes," he answered, "and the darn fool never put it in his paper!"

THE REASON.
(Judge.)
His Wife—What makes you so tired, dear?
He—Weren't you at the chess club all evening?
Her Husband—Yes, I was at the chess club, but it was just one move after another.

KEEP IN TOUCH.
(Judge.)
Patron (to very slow waiter)—Bring me some salad, please. And you might just send me a postcard now and then while you're away.

NO REVENUE.
(M. A. P.)
Sir Archibald tells a story of a Scotchman who much against his own will was persuaded to take a holiday. He went to Egypt and visited the pyramids. After gazing some time at the Great Pyramid, he muttered: "Man, what a lot of mason work not to be bringing in any rent!"

CANDOR THAT NO MAN EVER EXHIBITED.
(Chicago Record-Herald.)
"Now that you have made \$50,000,000, I suppose you are going to keep right on for the purpose of trying to get a hundred millions?"
"No, sir. You do me an injustice. I'm going to put in the rest of my time trying to get my conscience into a satisfactory condition."

EFFORT.
(Chicago Record-Herald.)
His tasks were hard, the days were long. His profits brought him little gladness. He labored, thinking all was wrong. A toiler bound in slavery; But that was when he craved success To satisfy his selfishness.

He finds his task delightful now. And joy is in his every gain; And lines have faded from his brow. He pleases others who complain, For he is glad to see them smiling in giving others happiness.

FIRST OF THE MONTH.
(Boston Transcript.)
Wife—What makes you so happy? Did that letter contain a check?
Hub—No; but it didn't contain a bill, and must hire others to fight their battles on the sea.

Our neighbors carry party spirit far, but not to such an extent as to discredit American industry and discourage Americans from defending their country. It is to be hoped that those who adopted these discreditable methods in Canada will be sobered by the responsibility of office.

SPECIAL TRAIN TO PORTLAND, MAINE, FOR SAILING S.S. TEUTONIC, DEC. 14TH.
For the accommodation of passengers sailing on the White Star-Dominion Line Steamship Teutonic from Portland, Maine, Dec. 14th, the Grand Trunk Railway will run a special train consisting of Vestibule Coaches, Tourist and First-Class Standard Pullman Sleeping Cars, leaving Toronto at 1:15 p.m. Friday, Dec. 13th, running direct to the Dock at Portland, arriving there at 9:00 a.m. Dec. 14th. Berth reservations, tickets, and full particulars can be obtained from nearest Grand Trunk Agent, or write A. E. Duff, D. P. A., Union Station, Toronto, Ont. R. E. Ruse, city passenger and ticket agent. Phone 80. 71-bu

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How Did the Ark Get Into Ireland?
[By Special Arrangement With the Winnipeg Telegram.]

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So we see how the ark got into Ireland. It came on the same ship with Jeremiah, and the pretty princess and Baruch. But where is it now? Rawson is not quite certain of the exact location, but he knows that it will be discovered one of these years—"Just before the end of the world." How he got these facts (?) I do not know, but listen to this amazing story: "In a most interesting way, and in a way that can be relied upon, the details have come to my knowledge of the landing of the ark on the northeast coast of Ireland; its transmission southwards, when the cortege knelt every mile, whilst a prayer was offered up and a stone erected; its burial in a damp place, protected by a granite sarcophagus, with the neighboring landmark of a large white cross, in the central eastern portion of Ireland." When the seventh angel (see Rev. xi, 19) sounds the trumpet, the long-buried ark will come to light.

Moreover, Rawson has come to the conclusion that the tribe of Benjamin is now in Ireland. Needless to say he believes that the English-speaking peoples of the world comprise the ten lost tribes. Americans will be glad to know that they are Manasseh. They will, perhaps, not feel quite so easy over the fact that thirteen is the prominent number, in all the emblems and heraldry of their country. On their ensign, for instance, is the emblem of Dan, an eagle holding in his beak a scroll, and on the thirteen stars, "The Star of Union." According to Rawson, the number thirteen signifies rebellion, for the first time it appears in the Bible (Gen. xiv, 4).

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