

London Advertiser

The Advertiser was established in 1852, and is published four times daily by London Advertiser Company, Limited. The subscription rates are: London, 12 pence weekly; By mail, in Canada, 15 pence weekly; in the United States, \$5.00 yearly.

The Advertiser is represented in Toronto at 25 King street east, and in Montreal at 1012-1014 Transportation Building, by J. B. Rathbone; in New York at Park Lexington Building; in Chicago at Wrigley Building; and in Boston at Old South Building, by C. H. Eddy Company.

THURSDAY, APRIL 10, 1924.

The Dawes Report.

Germany has a way out of her present position. The Dawes report points the direction and names the steps, but does not go the limit of naming the exact amount to be put up by Germany.

Brigadier-General Charles Dawes headed the commission, composed of experts named by allied and other governments. They have worked thoroughly, not in the spirit of making Germany pay, but rather with the idea of pointing to Germany the advantage of meeting her obligations, and of demonstrating that it is possible for her to do it.

The Dawes report proposes a bank of emission, to issue paper money for Germany and handle the reparations account.

Taking over of railroads by a company which will run them for the benefit of Germany and her creditors.

A foreign loan of 800,000,000 gold marks to stabilize currency.

A two years' relief to Germany from reparations payments—these to be taken care of by a foreign loan and tax on industries that have escaped the levy.

The Dawes report would allow France and Belgium to leave their armies of occupation in Germany, but such occupants must no longer interfere with the industrial activities of the country. This at once brings the query: Why, then, leave them there? Will there be ready response to a world loan to stabilize a currency, when part of the purpose is to pay for the cost of armies sent into Germany?

A carefully drawn index of Germany's resources leads the commission to the conclusion that the wealthier classes have not paid their share. There will be ready assent also to the principle that the "German people should be placed under a system of taxation at least as heavy as that borne by the people of allied countries."

One thing the report fails to state is what is to become of British claims? Britain has heaped up no extra bills by sending armies into the Ruhr. Britain has suffered enormously because the French army did go in there. It has augmented her problem of unemployment, and blocked the development of trade that is the very backbone of British industrial and commercial life.

Britain, by an indirect route, stands to gain, though, by any reasonable move that will put Germany on a sound financial basis. It is one of the traits of British reasoning, an honorable one, too, that she has at no time sought to impose impossible conditions on a defeated foe. She has been willing to follow this course in dealing with Germany all along; she has not even sought to legislate German-made goods out of her markets. Rather has she faced the war debt problem with the idea of reducing her burden by her own efforts, regardless of whether her debtors were playing fair in meeting obligations to her. It is for that reason that much depends on the reception accorded in Britain to the Dawes report.

The document itself is a careful analysis of the situation, well informed, pointing a way out for Germany. Germany should be the first nation to give assent to the idea, because Germany is the nation that has very few moves left. If she chooses to say "no," she can, as the report concludes, continue the "course of economic demoralization, eventually involving her people in hopeless misery."

Keep at It.

If the London Street Railway officials want to sit down and talk over the selling of their property to the city of London, there is no reason why they should not do so. Any finding would, of course, have to be submitted to the people, and they can be relied upon to judge the merits of any proposal placed before them.

The street railway company should find it advantageous to sell to the city. It is in the position of a man who has an uncertain business proposition on his hands, and who desires to get rid of it.

The company has a franchise that is apt to be cut off at any five-year period. It cannot look ahead and interest capital in its venture, because investors look for security and fair returns running over a reasonable length of time. They also prefer to put their money into something

that, if necessary, they can take to the markets and find a purchaser.

None of these favorable features are present in the case of the street railway as it stands today. It is doubtful if they could get money even by the poor expedient of offering a higher rate of interest than good business would permit.

Being in that position, the reasonable thing is to seek an arrangement with the city on a basis that would be fair to the stockholders. They cannot expect to make money out of the sale, neither does the city want to take advantage of their situation.

Considering all the circumstances, the process of negotiation seems to be a reasonable and right one. Let a figure be named, and give the public the basis on which it was arrived at. If the figure is made up of the paid-up capital of the company and its bonded indebtedness, say so. Then we shall at least have a concrete proposal, something that has so far been lacking.

Guard the Loophole.

The battle over the eviction bill in the British Commons continues.

The extent to which tenants in some parts of the country are in arrears for rent can be gathered from figures given showing 1,900 out of 4,000 tenants on government property at Woolwich in arrears for rent totaling \$115,000.

F. W. Jowett, minister of works, stated it was quite clear that some among that number were not making an effort to pay rent.

Right there he placed his finger, perhaps inadvertently, on one of the weak spots in the defeated, but still proposed, legislation.

Our whole system of business and living is carried on on the basis that a man must pay his debts. When legislation starts to make exceptions here and there, some of them quite worthy, it is necessary also to make provision to stop a rush toward the loophole provided for those in actual need.

The feeling that such preventive features did not accompany the evictions bill, in the first place caused its defeat, and rightly so.

Waking Up Too Late.

Investigation reveals the fact that not in a good many years has there been an audit of books in the department of the provincial secretary.

An audit being conducted there has revealed shortages, and two officials have been suspended in the meantime.

If there were no audit made, the first question is "Why?"

One department where a shortage has become apparent handled all the money coming in the way of revenue under the companies act. This amounted to \$400,000 annually.

No audit in such a department means that the governments allowing such a thing have been guilty of using the poorest kind of business principles.

To come out now, after a number of years, and announce a shortage and the suspension of officials is an open admission, pitiable and weak, of the way provincial accounting has been conducted for years past.

Lacrosse in Ontario.

St. Catharines is making an effort to keep its name on the lacrosse map. Its grounds are small, but they always were. In spite of that, its players were big.

Back in the days when lacrosse was lacrosse pure and simple, that old league of the Tecumsehs, St. Catharines, Brantford and Galt was a great affair. Brantford did its full share to kill it by importing players. Perhaps from the best of motives, but it turned a game which should have remained the sport of the young men of the cities interested into bread and butter for the professionals.

St. Catharines stands out as a place where they "made" good lacrosse players of their own. Paris is another, also Stratford and St. Marys.

The old district that took in St. Marys, Stratford, Exeter and Parkhill, and sometimes Strathroy, Forest and Petrolia, provided good, clean sport. The reason why St. Marys plays good, winning lacrosse today is because the game there was clean and hard; it was never spoiled.

The cycle of professional lacrosse has almost run its course. It's about time for the amateurs to go in again and take possession of the situation.

Note and Comment.

In Peterboro a woman was assessed \$100 for throwing a stone that killed a valuable dog. It's the first time in court history that a woman's aim has been known to register 100 per cent.

Mayor Martin of Montreal contends he was not fairly beaten, and seeks chance for a protest. When a man has been ten years in office, and gets beaten by over 3,000 votes, why can't he clean off the desk and retire gracefully?

Speaking of a Tortoise

In the New York zoo near the reptile house there lives a giant tortoise with elephantine feet and a carapace that looks as if it had been seared with hot stones from a volcano. This interesting alien has been there long enough to vote, but he is very lazy and has never taken out first papers. He came from a singular group of volcanic islands 600 miles west of Ecuador in the Pacific, and he grew up as a land-animal in a land of whist and under the equator.

A peaceful, harmless vegetarian, like our small, prettily marked wood-turtle, his tribes were discovered by the buccaneers and the whalers of the Pacific to be more toothsome than their famous marine cousin, the green turtle, their calipash and callipash were delicious. Even fat as good as butter and much more easily preserved. And then the size of him! Buccaneers and whalers used simply to stow him by the hundred in the hold, where he made no noise and asked no food, yet was alive, fresh and succulent a twelvemonth later. His realm, the Galapagos archipelago, is now described in a highly illustrated volume, "Galapagos, World's End," by William Beebe, who led last March a band of geologists, zoologists and other searchers through the Caribbean and the Panama Canal to the only region on the globe where this giant tortoise has been found alive.

Those who have followed Mr. Beebe's books and magazine articles having to do with natural history need not fear to tackle this book. It is not like his monographs, however, where one or two kindred birds, beasts, insects are minutely described and their curious habits noted; the field is too wide. He and his scientific helpers were on a trip of observation and collection; he has done his best to give the reader an idea of the region swiftly studied and of some of the objects found.

First of all, Mr. Beebe took on indefatigable, one of the larger islands, showed him why the interior is still unexplored. Like most of the other islands, its lower zone is one solid cinder, dotted with scores of dead, cold craters, with sparse vegetation springing from cracks and crevices and existing only by a never-ending fight for water. "Every step must be tested, else a four-foot step of sliding clinker, clanging like solid metal, would precipitate one into a cactus or other equally thorny plant. A careless scuffle of a shoe, and the sharp lava-edges cut through the leather like razors." Indefatigable is rounded, about twenty-five miles across and about 2,300 feet in diameter. A lake of fresh water is rumored to lie in this crater, but no one has climbed more than 1,000 feet or approached the center.

At a water island I was surrounded by piles and hills, slopes and gullies, all fashioned of great sheets and disks of clinker, like thousands of misshapen, manholes, balanced on edge or thrown together as the last upheaval or earthquake left them. Huge cacti raised their oval pads aloft, angular and tossed like Javanese dancers and lower growths found somehow space for roots in jagged crevices, and nourishment from scant volcanic dust and ash.

Against the black volcanic scoriae a lively land-crab of a scarlet hue makes colorful inroads. It is well known in the Caribbean; in Jamaica it is called "Sally Lightfoot," while the scientist has dubbed it weirdly with a triple name, *Grapsus grapsus grapsus* (Latinized from Greek *grapsos*).

The Orchestrator

I WENT to hear an orchestra with flute and horns all polished sick. Instead I saw a man up there a-waving at them with a stick. At first they played down low and quiet, as though they hadn't got their breath, or like as if they piped a tune lamentin' some great noble's death.

Then after while this man in front he took a new grip on his rod, and he commenced a-beatin' round as to appease some a-foreign god. And all the time the fiddlers there was sawin' 'way more fast and loud, the drums was rumblin' in behind just like the thunder in a cloud. The big horns, too, was blowin' out, the reeds was blowin' fit to bust, they sure was scarin' up a storm to come and lay the summer dust.

And me a-hangin' to my seat, as that there storm swept on the town, and wonderin' if before I came I'd put the parlor windows down.

And on she come a-crashin' now, the curly air that man a-thrashin' with his rod a song of thunder and of hate.

But after that he throttled down, he beckoned to the big bass horn, to give the flute and piccolo a chance to tell of comin' morn.

And sure as guns that storm let up, and lambs and birds began to play, that storm a-soundin' now and then as though it sputtered miles away.

The man who blew the saxophone he had a little foot to do, and someone else came playin' in just at the time when he was through.

And then the man who swung the club he pointed at some other horn, and he piped up a little lay about the sweet and fragrant morn.

Good land the shivers hit my spine, and gave me just a dandy thrill, for I could hear a little stream come babblin' down from yonder hill.

The shepherd took his little flute and called the sheep the storm had scared, me wonderin' at a time like this just how the beatin' flock had fared. And when the thing was done and gone I pulled myself up with a jerk, and reckoned that the leader man had done a pretty good day's work.—ARK.

AN OLD LADY OF ABERDEEN. From the Edinburgh Dispatch: At the Edinburgh parliament dinner, Mr. William Davidson told the story of an old lady living in Aberdeen, who was troubled with a malady affecting her back. After trying innumerable home treatments she eventually called in the doctor, who said she would require to have her back painted.

After the doctor had performed the operation the lady asked what the charge would be. "Three-and-six," replied the doctor. "Three-and-six for painting my back?" exclaimed the old lady. "man, I've just had my hair kitchen painted for half-a-crown."

Dr. Frank Crane Farm Life

THERE is little dispute of the fact that the farm is the backbone of a nation. A nation of farmers is self-sufficient. A nation of cities is artificial, dependent upon the products of others.

Progress during the last half century has been toward farm betterment.

What the farmer needed was to make more profits and to have a more varied and attractive life. To these ends the following agencies have worked:

The trolley car lines have spread rapidly throughout the rural sections not covered by railroads. Transportation is the key to civilization. Electric railway lines have done much to relieve the isolation of country life.

The automobile. At first a plaything of the rich, the motor car has cheapened and bettered until it has become much utilized by farmers. The Sunday meeting, the Chautauqua assembly, and the town square are crowded with gasoline machines where once were horse-drawn vehicles.

The telephone has been a priceless boon to dwellers in far places. The radio is everywhere.

RURAL free delivery has brought to the farm house one of the greatest advantages of the town dwelling.

The parcel post is another instance where government has been of assistance to the country people.

Agricultural colleges have actively and freely aided the farmer to apply science to labor, and have contributed a deal toward making the cultivation of land pay.

University extension departments and Chautauqua circles have been of help in enriching intellectual life in the country.

Banker Harris of Champaign, Ill., in an address before a banker-farmer conference said:

"Whatever the problems, local or international, that we must solve in the future, we will be the better prepared for them if we build up our agricultural life, making the farm more likable, as well as more profitable."

There is the gist of the matter; to make the farm more likable and more profitable. To accomplish that we must redeem the farmer from the position of a serf, working for city men, supplying for them the means for culture and amusement, and must make him a citizen, working for himself, for a prosperity that shall be for the fields as well as for the towns.

To the Editor

Cleaner Public Life.

Biddulph Farmer Strikes Out for a Higher Standard of Men in Public Positions.

Editor of The Advertiser:

Sir,—Through the columns of your valuable paper we poor farmers have somewhat of a medium to air our disappointment and place our stamp of disgust and disappointment upon the forehead of men who received the confidence of our profession.

How can we even hope to curb the progress made by bandits and criminals, when men chosen to fill high and honorable positions of trust, betray the confidence placed in them and fall victims to temptation? Sorry, surely, to compare bandits and public men. Bandits risk their lives in their actions to gain some wealth, and if they succeed it does not materially affect the honest, hard-working taxpayer. The question we are anxious to know the answer to is: How do men expect to get away with such transactions and retain their reputation and the respect of their fellow citizens?

What do we want any royal commission for? Surely there is enough money squandered already. If men by unfortunate circumstances become suspicious, investigations should not be hardships, but rather a pleasure. Why keep hiding? The people want facts, and facts they're going to have, matter who it hits.

The people are being fed up good and plenty with such slick slicks.

while we, the good, honorable, hard-working old moss backs, go trudging along, making nothing, while the other fellow is running away with the pot.

If men cannot withstand temptation, why do they subject themselves to it? A good old writer has said: "He that can control himself is mightier than he who taketh a city."

It would be well for men who assume, or allow themselves to be chosen to public positions of trust, to take a leaf from the life history of such men as John A. Macdonald, Sir Wilfrid Laurier, George Brown, J. P. Whitney, and scores of others, who would not allow under any condition or circumstance their good name to be besmirched, much less the honor of Canada or province of Ontario. They chose rather to die almost in poverty, with their skirts clean. I say, again, if we hope to distinguish crime, bank robberies and such actions on the part of men who care nothing for the law, men will necessarily have to be selected, who will not allow themselves to be approached any way unbecoming a gentleman. It is perhaps none of my business as an ordinary, every-day farmer to trouble myself commenting on affairs which belong to men elected for that job.

But it is my business as a humble citizen to tell the world to punish the big fellows as well as bandits and other lawless creatures with the same punishment. Thousands of good Canadians laid down their lives on Flanders' Field for the world (Canada). If we have any money to give away, let's give it to those deserving ones. Yours truly,

R. T. RAYCRAFT, Biddulph, April 7.



The Fresh Odor of Clean Clothes

SURPRISE thoroughly cleanses all garments and fabrics, leaving them soft, well washed, and with that fresh odor so pleasing to particular housekeepers.

It pays to use **MARTIN-SENOUR MARBLE-ITE FLOOR FINISH** Nothing like it for Hardwood Floors It wears like Iron Write to Head Office Montreal for Free Booklet HOME PAINTING MADE EASY

SOLD BY Russell H. Beattie, 782 Richmond St. J. G. Steele & Co., 281 Dundas St. J. A. Page, 807 Dundas St. LONDON

Bicycle Riding Best Health Tonic in the World See G. A. Wenige, 425 WELLINGTON STREET. **RIDE A RED BIRD** MODELS FOR KIDDIES FROM 2 TO 70. PRICES FOR EVERYBODY FROM \$35 TO \$60 "The Man Who Made Walking Expensive," and Ride a Red Bird While You Pay. **Bicycle & Motor Sales Co.** PHONE 3182.



Encourage Your Employees To Cycle To Work

IT will pay you to encourage your employees to ride bicycles.

A smooth, brisk ride to work in the fresh air is much more healthful than hanging on to a strap in a packed street car.

The cyclist makes better time. He has no long waits on street corners. He is not held up by vexatious delays. His bicycle brings him on time—smilingly fit for work. The car fare he saves will pay for his bicycle.

There are more people riding bicycles today than for many years. If there are not a large number of bicycle riders among your employees it is probably due to lack of proper and convenient parking accommodation.

Many, many more employees would cycle to work, but for one drawback—the lack of suitable, convenient shelters in which to park their bicycles.

It is very discouraging to have to leave wheels in odd corners, or piled in a heap somewhere in the yard, where they get scratched up, covered with dust and soaked with rain.

You have a place to park your car. Why not provide your employees with a handy parking station for their bicycles and encourage them to cycle to work?

It takes comparatively little space or expense. A neat bicycle shed and racks to accommodate from 50 to 200 bicycles can be erected in a small space for very little money, or wall hangers can be installed in an unused portion of a building for a trifling outlay.

The nearest C.C.M. dealer or any carpenter will be pleased to give you a rough estimate of the cost of a bicycle shelter—or we will be glad to have you write us. We can furnish specifications of a standard size shelter that can easily be altered or enlarged to any size desired.

The Choice of 8 Out of 10

It is estimated that eight out of every ten cyclists in Canada ride C.C.M. Bicycles. They know that C.C.M.s have real quality—C.C.M. Triplex Hanger, Frames of English Seamless Tubing, Bearings of flint-hard steel, Gibson Pedals, Hercules Brake and other high-class equipment.

C.C.M. Bicycles RED BIRD—MASSEY—PERFECT CLEVELAND—COLUMBIA

Made in Canada by CANADA CYCLE & MOTOR COMPANY, Limited Montreal, Toronto, WESTON, Ont., Winnipeg, Vancouver Makers of High-grade Canadian Bicycles for 25 Years, Also of C.C.M. JOYCICLES—High-grade, Easy-running Tricycles



FOR SATISFACTION AND SERVICE.

FOR SALE BY

RIDE A CLEVELAND Wm. Gurd & Co.

185 DUNDAS STREET.



The Canadian National Railways cross the Rockies at the lowest altitude and in sight of the highest Mountain Peaks

See the Canadian Rockies Canada's Scenic Paradise

You don't know Canada if you haven't seen the glories of the Pacific Coast, Jasper Park, Mount Robson or the awe-inspiring beauty of the Rocky Mountains. Virginal forests, rushing torrents, with monstrous, everlasting, blue-white glaciers for their source, teach Canadians to know Canada as a Scenic Paradise.

THE CONTINENTAL LIMITED

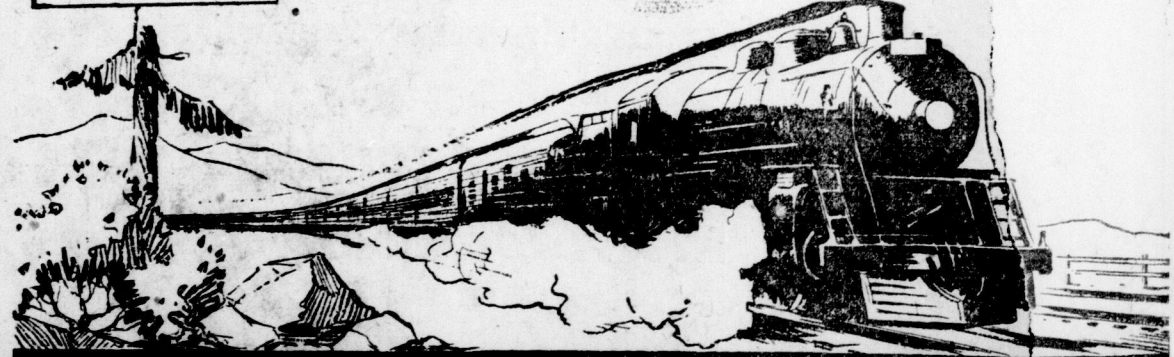
is the train de luxe of the Canadian National Railways, leaving Montreal daily at 10:00 p.m. for Winnipeg, Saskatoon, Edmonton, Vancouver, P.O. Rupert and other Western points. The CONTINENTAL LIMITED, luxurious in every detail, has all steel equipment carrying Standard and Tourist Sleeping Cars, Compartment Observation Car and Coaches. Through Sleeping Car Connection leaves Toronto daily at 8:45 p.m.

THE NATIONAL

is the ideal train to take from Toronto to Winnipeg or other Western points. Steel equipped, leaves Toronto daily at 10:45 p.m. Standard Sleeping Cars and Compartment Observation Car, as well as Tourist Sleepers and Colonist Car with lunch counter.

Standard Sleeping Car Toronto to Sudbury. The Children will delight in the unique Dining Car Nursery Rhyme Menu Card, illustrated especially for them.

Tickets, reservations and full information obtainable from: R. E. RUSE, C. P. and T. A., "Clock" Corner. Phone 80, or apply to nearest agent.



ADVERTISE in THE ADVERTISER.