

THE WEEKLY ONTARIO.

THE DAILY ONTARIO is published every afternoon (Sundays and holidays excepted) at The Ontario Building, Front Street, Belleville, Ontario. Subscription \$3.00 per annum.

THURSDAY, NOVEMBER 30, 1916.

THE PRICE OF MILK.

Yesterday morning the milkmen of Belleville increased the price of milk from eight to ten cents a quart. This is a price that is away in excess of anything ever paid before by the consumer in this city and is another reminder that living in war time is an expensive luxury.

Politicians at Ottawa are reading sage lectures to us about economy and thrift. But where can we economize when the very foundations of all necessities of life are putting on airs of dainties and luxuries? Where are the cheap substitutes, is the question that is being asked by every bewildered householder.

The milkmen tell us that milk at ten cents a quart is quite as cheap as cheese or butter or anything else. They assert that Belleville prices are quite as low as in any city in Ontario and lower than in Toronto and several western towns.

Let us examine some of those statements briefly.

We have heard a great deal lately about the unhard-of-prices that have ruled in the cheese market. Last Saturday cheese sold on Belleville board for more than twenty-five cents a pound. This is high beyond the wildest dreams of what dairymen thought possible at the beginning of the war. Yet bear in mind that cheese would have to sell at forty-eight cents a pound to be equal to milk at ten cents a quart.

Similarly, the butter that we can now buy for about forty-five cents a pound would cost \$1.04 cents a pound if it were boosted to the same high altitude as milk.

These figures look unreasonable but they can easily be verified by any dairyman.

Here is another thing, however, that is still more unreasonable. It costs more to move sixty pounds of milk from any point one to three miles outside of Belleville, to the consumer in Belleville, than it does to carry one bushel of wheat from Calgary, Alberta to London, England.

Such facts as these are startling in their suggestiveness. They simply show that there is the most crazy kind of extravagant wastefulness in our present system of getting milk from the producer to the consumer. If our railroads and steamship companies were managed in the same reckless manner, the Alberta wheat would be selling in England for about five thousand dollars a bushel, and bread would cost the Londoner something like two hundred dollars a loaf.

The shell game looks like a poor imitation. But notwithstanding all this facile profiteering the honest milkman will tell you that he is not getting rich, and, when he makes that statement, he is probably telling the truth.

As The Ontario has previously pointed out the whole trouble lies in the present method of milk collection and distribution. There are a dozen men doing the work that could as well be done by a single individual. The wagons cross and recross each other's routes and there will sometimes be seen about as many milkmen as there are houses on a street. The whole system is about as foolish, wasteful and inefficient as could well be imagined.

There is here a fine opportunity for municipal enterprise. Milk-dealers will scoff at any effort along this line as an impractical dream. It may be as yet a dream, but it is not by any means impractical. If at least fifty per cent. of the present unnecessary cost and useless duplication of service could not be extinguished it would be for lack of the simplest rudiments of organization the same as must be practised every day by the ordinary businessman if he would survive.

Our city council should take this matter up forthwith. The establishment of a central supply-depot where customers could obtain milk at

cost price would be a boon to many families who are being grievously pinched the present winter.

THE FOOD QUESTION IN GREAT BRITAIN.

Walter Runciman, president of the British Board of Trade, a very important service department of the government, has told parliament in the frankest and most impressive manner that the vital problem before England now is the one of food for the people. He has formulated a plan which contemplates among other drastic measures a penalty for the milling of pure white flour. A controller for all the departments concerned in food supplies is also one of the probabilities of the near future.

The price of provisions in England has increased 78 per cent. since the war began and Mr. Runciman is expecting it to go much higher before the coming winter is over. Not only is there a shortage of food supplies in the agricultural countries open to English commerce, but the instrumentalities of transportation are decreasing with great rapidity since enemy submarines have resumed their activity in trade routes.

But, after all, can it be said that Great Britain is really in earnest over this matter as long as she continues to spend twice as much money for booze as she does for bread? During the first year of the war the national bill for spirituous liquors went up nearly one hundred million dollars over what it had been the preceding year.

Under the circumstances this looks like a ghastly extravagance. Not only is the money worse than wasted and the national efficiency greatly deteriorated, but the cereals that should go to provide the much needed food for men and live stock is poured into the greedy maw of England's greatest enemy.

The Englishman is greatly devoted to the idea of personal liberty and rightly so. But it is to be feared that in his almost fanatical devotion to that which really enslaves, he is even endangering the more precious national liberty. The war is not by any means won. Suppose that by some change of sentiment Russia were to become detached from our alliance, would we then be certain of victory? We do not deem it possible that our alliance should become weakened by the loss of any of its members, but the history of past wars goes to show that such results have very often come about, and in the most unexpected manner. For example, look over the kaleidoscopic changes in the twenty years' struggle with Napoleon.

The liquor traffic in Great Britain has grown to be a part of the social, commercial and political fabric in a manner of which we have only the dimmest conception in Canada. Even the Church is by no means free from the grip of its all-embracing tentacles, while liquor boldly claims to dominate the great Conservative party.

The stern realities of food scarcity and hunger may bring home to the individual Briton the hideous nature of the thralldom in which he is held. This, the war has so far failed to do.

A CHANGING OPINION.

Germany evidently is at last aroused to the seriousness of the situation facing her on the western battle front. During the early months of the war she despised the British army because of its comparative numerical weakness, but as the months have rolled on, she apparently has overlooked the slow but steady growth of the British army until today it counts in millions as against hundreds of thousands eighteen months ago. The much ridiculed Kitchener's army has become a menace which interests even Germany. France has by no means passed the limit of her man power, but may soon do so. On the other hand Great Britain suddenly appears at this moment with a vast army ready to take up the brunt of the battle when needed. Germany is surprised that Great Britain has out-classed her in artillery fire. The prodigal expenditure in big guns and munitions by the British suddenly commands German attention at a moment when Germany's supply of guns and big munition needs to be husbanded. Germany now admits that in big guns and concentration of fire, Great Britain surpasses France and even herself. Germany is also fearful at the present moment that Great Britain is able without the slightest warning to commence at attack in force at some new point and a despatch from the German western headquarters states that there is so much artillery activity a few miles northwest of Lille, it appears "as though something important was in preparation in that sector." If this suspicion on the German part is true, it may possess local interest in its development.

A Peruvian couple have just celebrated the 100th anniversary of their wedding. May they live happily ever afterward.

According to despatches from London, the

new Emperor of Austria-Hungary is no admirer of Germany. And, after all the Kaiser has done for his country!

There is nothing so sure of succeeding as not to be overbrilliant, as to be entirely wrapped up in one's self and endowed with a perseverance which, in spite of the rebuffs it may meet with, never relaxes in the pursuit of its object.—Baron de Grimm.

It will be recalled that when the Germans undertook their theatrical drive through Serbia, they obtained absolute control of the entire country. There was not even a corner left unconquered as there was in the case of Belgium. The government of Serbia was absolutely without a home. After considerable delay and the passing of many months, the Allies have at last captured Monastir and thus control a very large section of Southern Serbia.

The Ford automobile has been called a great many things in its time, but its newest name comes from the battlefields of France. In the American ambulance service a large number of Fords are used to take the wounded from the firing line back to the hospitals. The cars are driven by young Americans. The Fords have had a variety of nicknames, but these have all been abandoned. Some ingenious young American dubbed his car "Oscar" and now there isn't one of the species that doesn't go by that name. "With an Oscar underneath and shells up above," one of the drivers writes, "life out here isn't exactly a long sweet dream."

The King of Greece is reported as having said that he was prepared to leave the internal affairs of Greece to the Government, but in regard to international relations he considered himself alone responsible, before God, for their direction. But King Constantine is not alone in holding to the idea of the Divine right of kings. The King of Sweden, grandson though he is of one of Napoleon's peasant generals, holds to the idea as firmly as does the Kaiser. His readiness to stand behind Austria in punishing Serbia was largely due to his fierce anger against those Serbians, whose intrigues led to the murder of one of the Lord's anointed, the Austrian Crown Prince. It has been more than hinted, too, that King Constantine would have been forced from his throne by allied pressure before now had it not been for royal aversion to the putting aside of one ruling by Divine right and setting up in place of a president of a republic.

Leon Maganite fled from Italy a month ago to escape war service. On the voyage from Naples the vessel on which he sailed was pursued and attacked by a torpedo-boat, but escaped. Maganite landed in New York a week ago and went to Burlington, N.J. He was not acclimated to the sudden changes in temperature of the last few days and contracted pneumonia. He died last week. His widow and seven children in Italy have yet to learn that in attempting to save his life he lost it.

One of the greatest achievements in sanitation that the world has ever known was the stamping out of yellow fever in Panama, making possible the construction of the canal. With the idea of keeping the region healthy, the Canal Zone Board of Health has declared a ruthless war to the hilt on anything suspected of being disease-breeding or carrying. Their latest edict is against chickens. Many a Panama household will soon be initiated into the mysteries of the storage egg, for chicken-owners have been notified to either decapitate or deport their flocks "within a reasonable time." The only lease of life, granted to any species of fowl is through permits, which will be issued for keeping chickens a few days for purposes of fattening. The Board of Health has a deep-rooted aversion to chickens for two reasons. They often harbor vermin in their feathers, and they can not restrain themselves from digging holes in the ground. These holes fill with water, and the water fills with ever-increasing hordes of mosquitoes. Vermin and mosquitoes carry yellow fever and other disease germs. So the chickens must go.

The military expert of The New York Times in his review of the war situation, written before the news of the fall of Monastir had arrived with its new demands upon Germany for help to her allies said as follows:—

There is more than rumor in the decline of German numbers. If any real proof were needed Germany herself has furnished it. The much-advertised reconstruction of Poland is but a scheme to put the Poles under the German flag and enlist them in the war. The action in deporting the male population of Belgium in order to release German men working in factories at home—an act which the world has never seen paralleled since the dawn of civilization, which savors of the barbarism of the Germanic tribes which flooded Northeastern Europe in the third century—

this is but another scheme to fill the gaping German ranks.

This last step in particular Germany never would have taken had she not been pressed to the limit for men. For Germany knew, without the protests which have been filed by neutral powers, that this more than anything which has happened in the war would cause a soul-revolt among all the world. And Germany cannot afford to lose the goodwill of all the world's neutral powers. If, then, the call for help comes from Bulgaria, Germany will have to abandon her ally or make a heavy sacrifice on some of her fronts. Where this will be no one, of course, can tell. But it will soon show up in the fighting.

Here is another account of the scene as one of the enemy Zeppelins was brought to earth, from a height of two miles, not far from London. "Suddenly flames broke out from, apparently, one of the gondolas, and an instant later one end of the body of the Zeppelin was seen to be on fire. For a few moments the doomed airship hovered and turned. We watched, fascinated, the terrible death of the Zeppelin. The blazing airship swung round for an instant, broadside on, as though unmanageable; then the burning end dipped, the flames ran up the whole structure as her petrol tanks one after another caught fire. In another second or two the Zeppelin, now perpendicular, was falling headlong to earth, a mass of roaring flame. So tremendous was the blaze and so intense was the light that she seemed to be an immense incandescent mantle at white heat and enveloped in flame, falling, and illuminating the country for miles round. In her descent there was a series of explosions, due, perhaps, to her petrol tanks blowing up. With ever-increasing momentum she sped down until at last she struck the earth with a crash that could be heard for miles. A dull red glow brightened the heavens for a few seconds, and a distant mass of still burning wreckage was all that was left of the Zeppelin."

HOW FAR IS IT TO CHRISTMAS?

How far is it to Christmas? It's across the Land of Dreams, Where are the laughing valleys and the ever-singing streams, And up the Hill of Doubting and along the Road of Smiles Until you reach the border of the Land of Other-Whiles.

It's far away, and near us; it is there, and close at hand— Oh, earnest little fellow, can I make you understand? You lie awake and whisper, you count and count the days And try to bring it nearer in a hundred varied ways!

Already you have seen it in a gleam of joy afar, Have seen its joy approaching in the twinkle of a star; You hear the bells that jingle and the clatter of the hoofs That time a song of gladness as they gallop on the roofs.

How far is it to Christmas? It's not so far away— For all I know, already you have and hold the day; It has no time nor season; it is not set apart But sends its blessed sunshine to every little heart.

NOVEMBER.

The leaves are fading and falling, The winds are rough and wild, The birds have ceased their calling But let me tell you, my child.

Though day by day, as it closes, The doth darker and colder grow, The roots of the bright red roses Will keep alive in the snow.

And when the winter is over, The boughs will get new leaves, The quail will come back to the clover, And the swallow back to the eaves.

The robin will wear on his bosom A vest that is bright and new, And the loveliest wayside blossom Will shine with the sun and dew.

The leaves today are whirling, The brooks all dry and dumb; But let me tell you, my darling, The spring will be sure to come.

There must be rough, cold weather, And winds and rains so wild; Not all good things together Come to us here, my child.

So when some dear joy loses Its beautiful summer glow, Think how the roots of roses Are kept alive in the snow.

—Alice Cary.

GOOD-BYE, OLD BACKACHE NERVILINE WILL FIX YOU!

Sickness is Rubbed Right Out; Every Sign of Pain Disappears.

Get well—think of it! No more stomach doing necessary to cure your lame back. Every trace of lameness, even of stiffness, every sign of weak back's muscles can be rubbed away for all time to come by good "Nerviline."

No other liniment can do the work so quickly, can penetrate so deeply, can bring ease and comfort to the back-wearer sufferer as Nerviline invariably does.

Backache isn't the only malady Nerviline is quick to cure. For lumbago or sciatica you would go far to find relief so speedy as Nerviline gives, or chronic rheumatism there are pain-destroying properties in Nerviline that gives it first rank. The way it limbers up a stiff joint and takes soreness out of strained or rheumatic muscles is simply a wonder.

If you have an ache or a pain anywhere, if you have a sore back, a stiff neck, a stiff joint, a strained muscle, if you have lumbago, congested chest or sore throat, just try Nerviline. Rub it on plentifully—it won't blister, it can't do anything but cure you quickly. The large 50c family size bottle is the most economical, of course, but you can, from any dealer, also get the 25c small size of Nerviline, the king of all pain-relieving remedies.

G.T.R. BUILDS NEW CAR SHOPS FOR WESTERN LINES.

Montreal, Nov. 23.—The Grand Railway has undertaken the construction of a new plant at Port Huron, Michigan, for the repair of freight and passenger cars.

The principal car plant for the lines west of the St. Clair River has been at that point for many years, but was destroyed by fire during the winter of 1914-1915. The old plant was of limited capacity, and located at what was the old terminus of the line previous to the construction of the tunnel under the St. Clair River. After the fire regulations were carried on between the Town of Port Huron and the railroad, resulting in the acquisition of the property recently vacated by the Port Huron Thresher Company, which property is very much more advantageously situated, being near the new tunnel line.

The buildings, including trackage, will occupy a space of approximately 55 acres, and are arranged for economical operation, special attention having been given to this feature to ensure maximum efficiency. The total cost is estimated at \$700,000.

AMELIABURG

Mr. and Mrs. Joseph Adams returned home on Monday from London, Ont., where they had been called to attend the funeral of Mr. Adams' brother, the late Mr. Samuel Adams. Mr. Adams had been for some forty years a valued employe of the McCormick Biscuit and Confectionery Co. Sympathy is extended to the bereaved relatives. Mr. David Adams, another brother in this vicinity attended the obsequies also.

Mr. D. S. Stoneberg visited his daughter, Mrs. Edgar Alyea for a week.

Mr. and Mrs. Bert Boster and children spent Sunday with their parents Mr. and Mrs. C. N. Adams.

The Red Cross Society will meet this week at Mrs. Ezra Carriter's.

Mr. and Mrs. John Vandervoort and William Alyea will visit last Thursday at Geo. Alyea's.

Mrs. F. Bruckman is visiting her daughter Mrs. Joseph Adams.

Mr. Dodds, the tax collector made his calls in this neighborhood last week.

B. O. Adams and James Dempsey are shipping their milk to Toronto since the factory has closed.

PROMINENT ATHLETE KILLED IN ACTION

Russell Alcock, who was recently reported killed in action, was one of the best known and most popular young men in Saskatoon. He enlisted in the band of the 5th Overseas Battalion and on reaching Europe was transferred to a field ambulance section. It was while carrying wounded men from the firing line that he was killed.

Particularly prominent was the soldier in the sporting life of the city. Last winter he was a member of the 65th battalion hockey team. In the city league and was a track athlete of no mean ability. At the annual Cairns steeplechase one year ago he came second. The day was cold and his arm became frozen while he had still half the course to run. He pluckily continued and finished, exhausted, just behind the winner.

The deceased was a nephew of Mr. E. C. Tutin, of Madoc.

H. A. Spear of Belleville has arrived at Kingston convalescent home. He is a returned soldier.

The Tar Red West FRANCIS Copyright, 1916, ...

CHAPTER 238 THE FIRST CHANGE IN ARRIVAL OF THE CAT AT ANGLE WAS MADE IN THE CAT WHEN AN INCONSIDERABLE SUNDRY WOULD CONTAIN THE ROBE. ITS GUNFOWS ...