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THE LONDON ADVERTISER COMPANY,
LIMITED.

London, Ont., Monday, August 24.

The Liberal Leader

The large audience who heard Mr. Dewart on Friday evening got the impression of an earnest, honest man who will fight hard and win victory. There is nothing about him of the spellbinder. He appeals only to the reason of his hearers, argues his case thoroughly and massively, finishes it, and brings conviction to every open mind. He knows the history of nickel in Dominion and Ontario politics, and spares none who do not deserve to be spared.

The shocking negligence of our governments at Ottawa and Toronto in regard to the export of Ontario nickel via New Jersey to Germany in the late war was exposed by Mr. Dewart in an array of evidence that was even horrifying. People who lost sons, brothers, fathers in the war, especially in its latter years, will gasp with horror at the favors extended, even illegally, to the International Nickel Company by two governments that boasted their "patriotism" and slandered the character of Canadians whose loyalty does not confine itself to the pocket. The decent public will agree with Mr. Dewart that the most drastic investigation should be made of the whole nickel business in late years and its connection with politics in the war. Mr. Dewart contrasted with the criminal laxity of our governments the manner in which the British and Australian governments dealt with Hun agents whose operations were brought to their attention. We want to know the reasons why.

In these days of profiteering and governmental inactivity at Toronto in dealing with illegal combines, the government's record on the nickel question is of peculiar significance. If our government in time of war concerned itself so little to curb the manipulations of a company directed by enemies of our country, but regularly encouraged that company in spite of its flagrant character and played into its hands though voices all around were crying out against the iniquity, what action can we ever expect from such a government against native Canadian combines who merely plunder us without taking the lives of our young men? Mr. Dewart very properly emphasizes the case of the Nickel Company. He is a master of that important and crucial subject. The whole treatment of nickel by the Ontario Government in recent years has been unpatriotic in the extreme, on a par with the Borden-Bourassa alliance in 1911, and it is typical of the piratical economic policy pursued at both Toronto and Ottawa. These governments crush and make poor the mass of the people, and if the people object they are un-British or disloyal to the Empire. Canada, especially Ontario, is the most backward part of the Empire in democratic legislation. Mr. Dewart promises when returned to power to prosecute the combines and give us a square deal. What can be more British than that?

Pershing For President

Although another year must elapse before there is a presidential election in the United States, party circles are already looking around for the "strong" man. At present the Democrats appear to have nobody who measures up to Wilson's strength, but that strength does not seem as potent as six months ago. At any rate, the Republicans are claiming that the drift of public opinion is toward them and they are casting about for the best man to lead them to victory. At the moment General Pershing stands out prominently as the man for the job, his splendid leadership of the American armies in the war making him an attractive figure for manipulation by the party bosses. The Republicans would have great chances of success if they could have Pershing to hold the flag in a khaki election. Pershing has shown no especial capacity to occupy the White House so far as statesmanship or political craft is concerned, but a soldier-president, with his knowledge of effective military organization, might be the best thing for the United States and the world at large, as it is certain whoever rules at Washington must share the task of regulating the world in the stormy years ahead.

The Plumb Plan

The storm centre of reconstruction at present in the United States is the railroad management question. Mr. Glenn E. Plumb, counsel for the Railroad Brotherhoods, outlined a plan two months ago which in the main the New York Outlook summarizes as follows:

(1) The government shall buy all existing railways.

(2) It shall create a corporation to be con-

trolled by a board of directors, one-third of whom to be named by the President and Senate of the United States, one-third to be elected by the executive employees and one-third by the wage-earning employees.

(3) Profits shall be equally divided between the government and the employees, while the public will be benefitted by a reduction in rates "whenever in one year the profits received by the government shall equal or exceed five per cent. of the gross operating revenues.

This plan has been criticized mainly on two grounds. In the first place no account is taken by it of possible lean years with deficits. But concerns so large as the united railway systems of the United States can face the problem of annual deficits just as any national government does or as a life insurance calculates the future, or as even an Ontario farmer, with his varied crops and resources, has little worry about the weather. A second criticism is that to the managers and workers of the corporation it is proposed to give too great control in that they shall elect two-thirds of the directors. It would seem fairer that the government, which supplies the capital and represents the people for whose benefit the railroads are to be run, should have at least half control.

When it was understood this month by the railway workers that President Wilson was favoring the creation of a federal commission, which would increase railway wages where needed, they showed their good sense in coming out flatly against this unsatisfactory method of dealing with the industrial situation of the present day. They are taking a broad view in remembering the interests of the general public as well as their own temporary advantage. In a statement issued about a fortnight ago they say:

"We realize that in the strife for wage increases we cannot win any permanent victory. It is not money, but value, which counts. The vicious circle is infinite; increased wages are overcapitalized, for inflated profits and the cost of goods mount faster than the wage level. A few grow wealthy and the multitude is impoverished."

There is the gospel truth of the present situation in industry and finance. The sooner both trade unions and our governments face this truth squarely the better for all. There is no use in the sparring here and the sparring there for isolated increases in wages. They only swirl the vicious circle faster, and a slight advantage tomorrow turns into a loss in a few months' time, especially for the community at large. Very justly and with a broad regard to the whole public's interest the railway workers' statement says: "Not only have we suffered from inadequate wages, but the public has paid an extortionate tax for transportation, a tax based on inflated values and collected from every person buying the necessities of life."

So the workers say that the railway industry must be democratized on the Plumb plan. The rate-fixing power they would leave still to the Inter-State Commerce Commission. At the same time they contend that the sharing by workers in annual surpluses will make against the waste that has often gone with governmental enterprises and permit by increased efficiency the reduction of rates that all desire. It is proposed that the workers' half of the profits in any year shall be so disposed of that management shall be given twice the rate of dividend that is received by the ordinary employees. That will make for keener management and against any raising of wages intended to wipe out surplus. It will be more to the interest of the management to make surplus than to increase wages; but, on the other hand, when profits rise to a certain point, the public will be protected by the reduction of rates (outline of Plumb plan above, Section 3).

The scheme looks like a good one on the whole for workers, public and government. Operation of railroads would be cheapened through the general consolidation and also because the government could get its bonds at four per cent., where five and six per cent. are charged on bonds of private character. The various checks and balances seem to safeguard against negligent management or indifferent labor or profiteering and speculative manipulation. It is not government ownership unqualified and crude, but a subtle division of power among managers, workers and the public.

Exit Daylight Saving

After the last Sunday in October daylight saving will disappear permanently from the calendar of the United States, Congress having overridden President Wilson's veto of the repeal measure. Daylight saving, or summer time, arose directly from the necessities of the war, starting in England and Europe and immediately leaping the Atlantic to be adopted on this continent. Canada was obliged, from economic reasons, to follow the lead of the Republic in the matter, and now that the Republic has decided to do away with it presumably Canada will follow suit. Next summer there will be no official advancing of the clocks in this country.

In both the United States and Canada opposition to summer time came from the farming community. The residents of cities and larger towns, speaking broadly, are in favor of daylight saving. The long evenings provide opportunities for securing fresh air and recreation, and the people of this city will, we think, as a whole concede that its general health and happiness have been advanced by daylight saving, especially this present summer, remarkable as it has been for length and openness. Probably in many cities there will be a continuation of the practice next summer through individual action. A general, if unofficial, understanding to start the day earlier for the summer months could bring about the beneficial change for the majority of citizens and would not hamper the farmer, as seems to be the case at present.

The Advertiser's Daily Short Story

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THE PINK BUNGALOW.
(BY ISOLA FORRESTER.)

It was pink, a rampant rose pink that smote the eyes the instant the shore train rounded the cove, and its veranda was a clambering mass of rose clusters from rock foundation to roof. Mrs. Demorest took one look at it and leaped back in her car horrified. "I can't imagine why you even thought I could live next door to that horror all summer," she told Dudley. "It will fairly make me sick on hot days with such coloring. Who lives there?" "Oh, mother dear, who cares who lives there?" teased the major. "After all I've been through a pink bungalow won't rattle my happiness. You've been living too easily over here. Turn your back on it if you don't like it."

Which she certainly proceeded to do; not only her back, but Venetian blinds were ordered immediately for that side of the Demorest veranda, and Japanese shades for the sleeping porch and bedroom windows, that no glare of the offending pink should hit her eyes. The major was strictly neutral. He looked about the grounds, chatting with the gardener and chauffeur, or strolled the two blocks down to the beach every morning before breakfast. And here he did have a startling experience which failed to reach the ears of Mrs. Demorest. It must have been about 6:30.

Just as he came down his steps he caught a flash of rose pink running along the sidewalk from the beach, looking for all the world like a large running wave. It turned into the garden next door, ran up the steps and vanished.

"God bless us," murmured the major thoughtfully. "What was that, Judith?" The gardener shook his head.

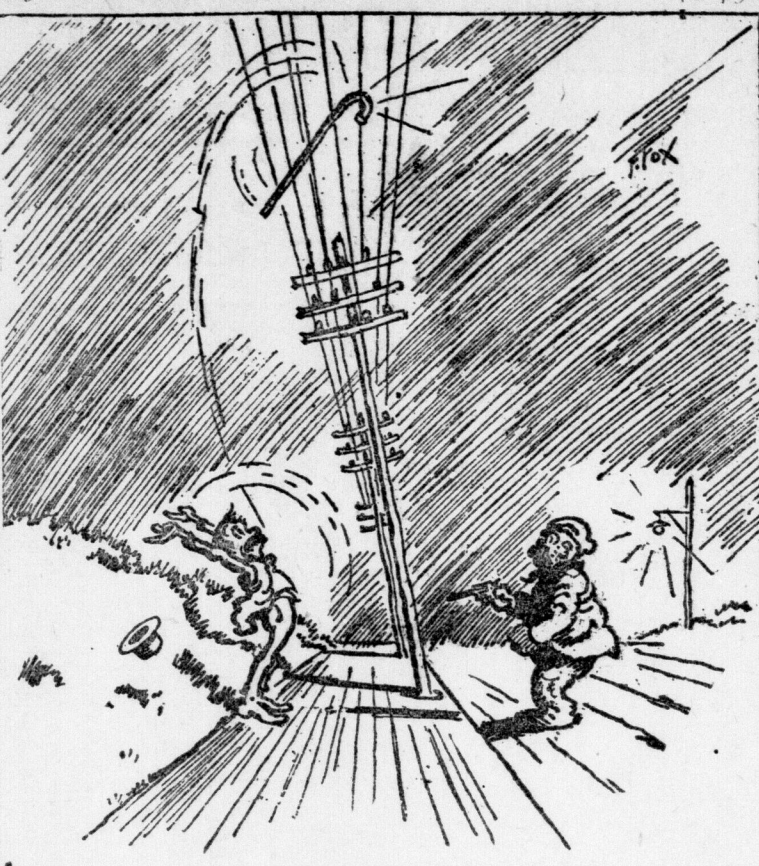
"Deed, sir, I couldn't say. It's de young lady next door. She takes her dip early. She lives with her grandmum, very dignified old lady, sir. Understand she got back from war lately, too, used to drive her own motor car full of sick folks."

This was establishing a fraternal basis for opening up overtures. The major waited his chance and called, not on the rose girl, but on her grandmother. Miss Sigourney welcomed him charmingly. They had come to America with the vastness of Niagara, French Canada, and one granddaughter had married here. Diane, the younger, had kept on her work at the front

By FONTAINE FOX

SAVED!

(Copyright)



The quick-witted hold-up victim saves his cane containing the priceless booze.

until the close of the war. Now they were resting at Spring Beach until the return home. The major told his mother nothing of his visit, but day after day he strolled over to the rose garden, quite safe from any home scrutiny by reason of the shades, and Diane rejoiced in meeting somebody who knew all about her loved France and had fought for its safety. Mrs. Demorest was too much engrossed in her own activities to notice what was developing beyond the Venetian blinds. After much argument the little close corporation at Spring Beach which comprised local "society"

had decided to give a Versailles fete under Mrs. Demorest's guidance. "We have everything but celebrities," she told the major. "Can't you find me some heroes?"

"They'd run ten miles from being on a parade like that, Mumsie," he laughed. "I wouldn't be responsible."

"But Mr. Everett will be there, and he was on so many committees over there, and so very important, Jack, that we must have him meet some one of importance. We're going to have the dear countess—oh I forget her name. Mrs. Vaughan knows her well. She will be guest of honor after Mr.

Everitt, or should she come first?" The major rose restlessly at a flash of pink in the garden and caused himself. "Have it your own way, Mumsie," he told her, hurrying out to find Diane. Later on he did suggest that they include their neighbors on the receiving committee for the fete, but Mrs. Demorest refused.

"Pink bungalow tells it all, Jack. And, anyway, Mrs. Vaughan is in charge of the invitations." The day of the fete they major declined to attend. He was extremely "busy," it appeared, and no coaxing would make him stir.

"I'm sure it's that girl in pink," Mrs. Demorest thought anxiously as she turned her head to watch him out of sight. "Men are impossible." At half past three Diane came down the steps next door, lovely as a rose in her new gown, with a rose pink parasol tilted over her. The major joined her at once and discovered that she was bound for the fete over at the Vaughans' ground. Also, "la bonne grandmere" was likewise going and he wondered why her brown eyes shone with mischief as she told him by all means he could accompany them.

As they entered the beautiful entrance gates at Lynwood, he saw Everett hurrying toward them. The whole receiving line of ladies seemed to wait their cue. And Diane laughed with eager outstretched hands. "Oh, but it is so good to see you again, Monsieur Everett!"

The major's heels clicked attention and his chin was up as he realized the joke was on him. The Countess de Sigourney was being welcomed by Spring Beach's best, and his rose girl was swept away from him. As the truth dawned on Mrs. Demorest, she came to him anxiously and laid her hand on his arm.

"I'm so very sorry, Jack. Of course I couldn't be expected to know, could I? And a pink bungalow is rather disturbing. Have I hurt your chances?" He laughed, his eyes softening as they followed Diane.

"No, Mumsie. Madame gave her consent to our marriage last night."

WHY A SENATE?

[Winnipeg Tribune.] In a quarter of a century the Senate, if the people are wise and courageous, will have been so long out of existence that those then living will wonder why there was a body ever did exist. For if it were totally abolished now, it never would be missed for one day. Before we go into the matter of making over the Senate, we need carefully to examine the fundamental question as to why we should have a Senate at all. The Tribune has carefully analyzed the well-known arguments of constitutional professors in support of a bicameral legislature for this Dominion, but has not seen much of anything at all convincing in any of them.

"NEWSPAPERS ARE WORLD'S MIRROR"

Comment, Cleverness and Mere Verbiage From "Educators or the Common People" in Canada and Other Lands.

SAFE FOR LICENTIOUSNESS.

Nothing but industry and frugality can make the world safe for democracy—the course we are steering it is more likely to make it safe for licentiousness.

TOO MUCH EXTRAVAGANCE.

[Brantford Expositor.] Lloyd George complains that the people of Great Britain spend too much and produce too little. Herein is one of the chief causes of financial embarrassment. What is true of Great Britain is equally true of the United States and Canada. A magazine writer finds too much buying of things not needed and paying of exorbitant prices without complaint; ever growing insistence upon the most expensive in foods and clothing, regardless of income endurance; a too general predilection for "keeping" up with the Joneses.

WILL THE UNITED STATES SHIRK?

[Toronto Times.] While the United States Senate haggles over the peace treaty some American newspaper correspondents are inclined to condemn Great Britain for preparing to withdraw her troops from Asia-Minor. They say that if the troops are withdrawn the Armenians will be massacred by their Turkish oppressors. The tendency of some people across the line is to leave the British people to bear the white man's burden and then to criticize the manner in which that burden is borne.

The fact is that the United States instead of Great Britain should be protecting the Armenians with its troops. As Mr. Bonar Law has said in the House of Commons, "It is an American rather than a British affair." The interests of America in that region are larger than those of Great Britain. Mr. Lloyd George put the case even more clearly when he said that Great Britain wanted to know whether the United States was prepared to take her share in guaranteeing protection for peoples who, if not protected, would be subjected to terrorism, plunder and massacre. The world looks to the American Republic to play up and play the game.

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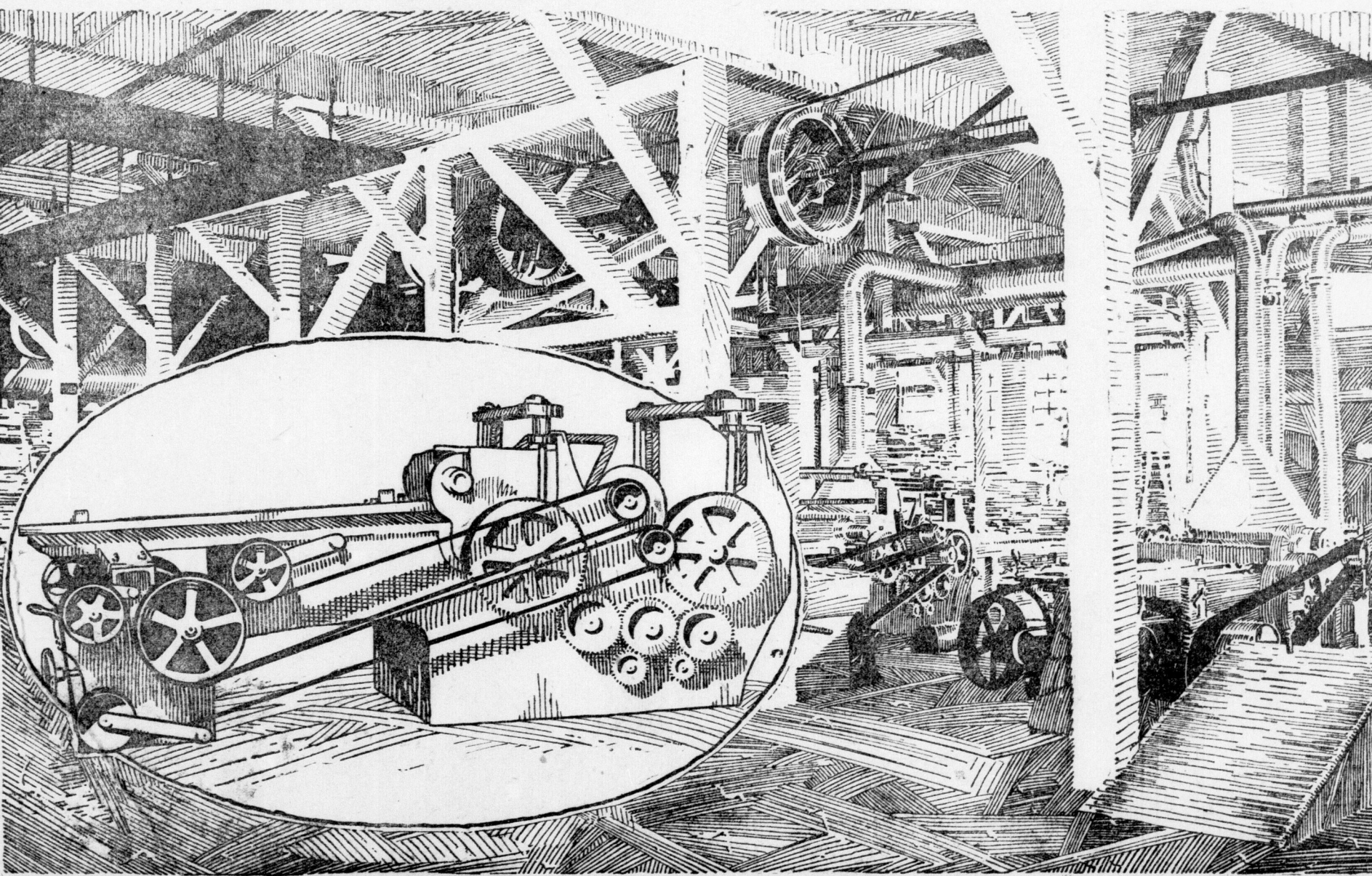
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Scene in the Haley Mill, St. John, showing Goodyear Extra Power Belting in use.