

THE WEEKLY ONTARIO,

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W. H. MORTON, Business Manager. J. O. HERRITY, Editor-in-Chief.

THURSDAY, SEPTEMBER 7, 1916.

MEAT AND MUSCLE.

The ancient tradition that a diet containing a large amount of meat is advisable for one who must do hard muscular work or for one training for athletic contests down hard, but it is downing.

Carbohydrates, that is, foods containing starches or sugars, supply a quickly advisable form of muscle energy and the German army ration has proved the wisdom of a diet containing much larger proportions of carbohydrates than have been considered necessary in England or in Canada, and a proportionately smaller proportion of meat.

Even those authorities who advocate a mixed diet in preference to a vegetarian diet for health and efficiency insist that the proportion of nitrogenous food (protein) should be about one-sixth of the amount of carbohydrate food (sugars and starch). Taking stock of the proportion of protein in bread, oatmeal, corn meal, rice, beans, peas, macaroni and other good meat substitutes, this would mean that for a working-man meat three times a week is ample, and for an office man or student meat once a week is ample.

Eating meat every day or more than once a day is as much a habit as is smoking or drinking. One obtains a certain degree of intoxication from meat. This intoxicating effect is precisely what we desire when we prescribe beef extracts, beef juice or beef tea; none of these beverages is of any value as a food, but of considerable value in certain illnesses as a stimulant or mild intoxicant to whet the appetite and enliven the circulation. A man who annihilates great steaks without doing the hardest kind of outdoor manual labor is merely indulging in a mild form of intoxication and overtaxing his eliminating organs—in short, he is merely acquiring the condition of auto-intoxication, and this injures his endurance, cuts down his efficiency and in time puts him out of the running.

Athletes at the training table are winners. They are learning that meat is apt to do more harm than good.

Laborers who imagine they must have meat every day or twice a day can never realize how much better they will feel and how much better they will be until they get to the pinch where meat can't be had so often—and this is one of the best things that can happen to the working-man, if he only knows when he is well off.

We can well recall when it was the universal custom among the farmers of Huntingdon to have meat served at every meal—three times a day. And the meat was, generally speaking, over-fatted salt pork. Now the farmers are finding that so much meat was a mistake and there are few families that adhere to the ancient custom of meat for breakfast. Many others have meat only once a day, that is to say, for the noon-day meal. And they have found out that with the reduced meat ration they not only feel better but actually accomplish more work. Much of the dyspepsia that used to be prevalent in the rural parts was due to overeating of pork and heavy foods.

Corn meal, rice, beans, peas, oatmeal, macaroni, peanuts and peanut butter, white bread and whole wheat bread are cheap foods, nourishing foods, better for muscle, health and efficiency than meat, and when prepared and served by a woman who knows her art, they can't be beaten by any flesh that ever grew.

THE CARELESS DRIVER.

The criminal carelessness of automobile drivers is an ever recurrent cause of complaint. A leading citizen informs us that a day or two ago an aged couple had a hairsbreadth escape from being run down at the corner of Bridge and Front streets by some fool in charge of a car.

If one were to stand on this same busy corner for an hour or so most any day when the traffic is normal he would see many instances when the absence of accidents was not due to any caution upon the part of the long-eared gentleman at the steering-wheel. They shoot past these street-intersections like a bullet through cheese, and, if pedestrians are in the way, so much the worse for the pedestrians.

Our friend informed us that when he crossed from corner to corner, and saw automobiles approaching, he never hurried to get out of the way. He took his time and let the driver slow down. He thinks people only encourage automobile recklessness when they send out of the way every time a car heaves in sight. Pedestrians,

he claimed, should stand upon their rights, and not allow speed fiends to hog everything in sight.

His theory and his practise are good. But when the wayfarer man sees a car coming a few feet away, at a twenty-mile rate, and knows that a collision is inevitable unless he takes a flying leap for the sidewalk, is the pedestrian to go slow and run the chance of getting damaged himself by the impact, in order that he may vindicate the rights of pedestrians generally and take his stand for the principles of British liberty?

Who wants to be the goat? Who desires to be run down and killed by a motor vehicle in order that his family may have proper grounds for collecting damages?

Then, on the other hand, the pedestrian might smash the car or injure its occupants and be haled to court for obstructing the highways that belong to Georgius Quintus, Rex, and the kinglets of motordom. And we all know that the ways of courts are uncertain and mysterious.

The best remedy for this abuse seems to be a more rigid enforcement of the act respecting motor vehicles. A great many drivers seem to be entirely ignorant of the rules that govern their movements along the streets. Many appear to be under the impression that there is no speed-limit whatever in Belleville. Others are apparently of the opinion that it is safe to tear off a fifteen-mile-gait anywhere and everywhere. These two classes of car-drivers require education.

A fifteen-mile speed-limit does not mean that it is permissible to rush across busy street-intersections at that rate. Here the driver must remember that the foot-passenger has the right of way and some of these latter are likely to break upon the horizon too suddenly to avoid collision if the car is near at hand and the speed is high. Then there are children, elderly people and cripples.

More plentiful arrests and heavier fines are positively needed to correct the menace. Preaching will not produce commonsense where there is no brain-foundation to work upon.

THE FREEDOM OF THE SEAS.

Cut off from all access to foreign markets and feeling the pinch of the Allied walls of steel which are closing in upon her from the East, the South and the West, the official spokesmen of Germany again begin to prate about "the freedom of the seas." Unless the British Navy relaxes its bulldog grip upon the arteries of Germany's foreign trade, Germany, we are threatened, will again send her submarines forth, like the pirates of old, to murder innocent women and children and non-combatant men under the specious pretext that in so doing she is thereby asserting the freedom of the seas.

It may be well at this time to enquire what Germany means by the phrase, "freedom of the seas." She certainly does not give that meaning to the phrase which is accepted by the other nations of the earth. In this connection it may be well to recall the interview given by the Right Hon. Arthur J. Balfour, M.P., First Lord of the Admiralty, to the American press a short time ago. Mr. Balfour said:

"The phrase 'freedom of the seas' is, naturally, attractive to British and American ears. For the extension of freedom into all departments of life and over the whole world has been one of the chief aspirations of the English-speaking peoples, and efforts towards that end have formed no small part of their contribution to civilization. But 'freedom' is a word of many meanings; and we shall do well to consider in what meaning the Germans use it when they ask for it, not (it may be safely said) because they love freedom, but because they hate Britain.

"About the 'freedom of the seas,' in one sense, we are all agreed. England and Holland fought for it in times gone by. To their success the United States may be said to owe its very existence.

"For, if three hundred years ago, the maritime claims of Spain and Portugal had been admitted, whatever else North America might have been it would not have been English-speaking. It neither would have employed the language, nor obeyed the laws, nor enjoyed the institutions, which, in the last analysis, are of British origin.

"But the 'freedom of the seas,' desired by the modern German, is a very different thing from the freedom for which our forefathers fought in days of old. How, indeed, can it be otherwise? The most simple-minded must feel suspicious when they find that these missionaries of maritime freedom are the very same persons who preach and who practice upon the land of the extremest doctrines of military absolutism.

"Ever since the genius of Bismarck created the German Empire by Prussian rifles, welding the German people into a great unity by military means, on a military basis, German ambitions have been a cause of unrest to the entire world. Commercial and political domination, depending upon a gigantic army autocratically governed, has been and is the German ideal.

"If, then, Germany wants what she calls

the freedom of the seas, it is solely as a means whereby this ideal may receive world wide extension.

The interpretation of the phrase "freedom of the seas" contended for by the Teutonic Alliance, will not, we are safe in saying, be admitted by any other nation on earth. The seas can not be free if Germany is permitted to slaughter those who sail them and destroy the ships they sail in. No, the freedom of the seas which every nation on earth enjoys and which was purchased at the cost of so many British lives and so much British treasure will not be surrendered so easily as Germany seems to think.

A SPIRITUAL CONFLICT.

In a recent speech delivered in London, Premier Asquith laid emphasis upon "the growing consciousness that this war is something infinitely more than a mere clash of arms." It is rather an epoch-making issue—a contest between separate and irreconcilable ideals. All save those whose eyes are blinded, are convinced of this. A writer in the British Weekly, says:

"We are fighting not against a nation, but against an anti-Christian creed that must now be broken or we shall perish. We dare not relax, because our great Christian principles are not safe yet. They must be made safe before peace is signed."

Peace could be made in a week if only Great Britain and her Allies were prepared to make terms with Germany. This is what Germany desires, and what pro-Germans and some extreme pacifists wish and indeed urge. An American editorial declares:

"The world can never really soften the German shell by throwing stones against it. When they break down in this war, they will not be any more lovable than they are today. Love them now by trying to understand them."

But we don't desire to merely "soften the German shell"—we mean to smash it that the real kernel of a common humanity may spring to light and life. Germany has given abundant proof to the world, since the war began, of her inhumanity. As Mr. Bonar Law told a London audience a few days ago: "How little the German nature understands human nature!" They cannot become lovable until they at least become human. Not yet has Germany shown the least sign of repentance. Day after day adds some new infamy to her already swollen record of barbarity. Professor I. H. Morgan, an English scholar of high repute, writes of cases that have come to his knowledge of "mutilations and insults" practised on our officers and men on their way to the prison camps. As one of the "least inhuman," Professor Morgan instances the offering of a cup of coffee to a wounded officer and then spitting in it when he holds out his hand for it.

When we are reminded of incidents like this, and call to mind for one moment all that has transpired from the Lusitania crime to the Fryatt murder it is mere idle cant to speak of softening the German shell by "loving them and seeking to understand them."

This war is indeed being waged not only against a nation but against an anti-Christian creed. Germany challenges spiritual principles and by them she will be crushed. She has scorned the ideals that are the immortal fragrance of national life, and put her faith in the grossest forms of materialism. She would make the world a jungle in which the beast should reign, and she is brought to judgment by the very spiritualities and sentimentalities at which her philosophy and her pride has jeered. Germany would rule the world by mechanism, and in her reign there would be nothing but the blasphemous idolatry of physical force. Such awful atheism cannot prosper in a world where God lives. Truly, as Premier Asquith has said, this war has been lifted far above a mere clash of arms. It is a conflict between light and darkness, lust and law, a false philosophy against the teachings of Christianity.

The two phases of the war—first, the initial rush of the brutal Huns through Belgium into France, and second, the commencement of the great Allied offensive, conjure up the sculptures which Merlin built for King Arthur's hall at Camelot—

"And in the lowest beasts were slaying men, And in the second men were slaying beasts." Amid all the thunder of the guns and the shout of battle it is the free soul that will win.

FORWARD.

The residents along Bridge Street east are to be congratulated upon their decision to proceed at once with the paving of their street and also upon the fact that they have chosen paving material that ranks among the very best. The experience of Victoria Avenue with a cheap pavement is not likely to produce imitators elsewhere in the city. On Front Street we have a pavement that everybody praises as being a model of cleanliness, durability and all-round service and satisfaction. This, the most of us feel, should be the model for our better streets, and where the traffic is heavy.

Belleville is without doubt years behind in the matter of paving, but now that we have had experience, and know how best to supply our

needs, it would seem that the proper thing to do is to advance. Financial conditions are good and future prospects for our city are bright. They will not become brighter if we decide that we are too poor to move and then fall back to the status of a village.

Bridge Street east has abundance of property value to justify the laying of the best there is in the way of paving. The petitioners were sound in their request for something good and the council was right in viewing the petition favorably. To put down a shoddy pavement, on a fine thoroughfare like this, would be a crime against adjacent property.

The watchword and policy should be "Forward" not only on Bridge Street but throughout the city.

The passing of the first half of 1916 completes two and one-half consecutive years in which no passenger has been killed in a train accident on any part of the Pennsylvania system.

Our own Sir Sam had better look to his laurels. A perusal of United States newspapers indicates that his namesake, Charles Evan, the Republican candidate for President is getting more space on the front page than is allotted Sir Sam even in the subsidized Canadian Press.

German chemists announce that they have found in strawberry leaves an excellent substitute for tea. Blackberry and raspberry leaves, it is said rank second. The new tea is even pronounced superior to what Germans now call "the much over-rated costly Chinese product." With the Oriental product costing the Germans about \$2 a pound, this strawberry leaf substitute for tea looks like a case of "sour grapes."

Parson Burroughs, known as the "marrying parson," is dead. He resigned from the ministry twenty-five years ago and built a hotel for the exclusive use of runaway couples, the only hostelry of its kind in existence. His hotel at Bristol, Tenn., had been the scene of many weddings, for the parson has performed the ceremony 5,142 times. He had been censured frequently because of his willingness to marry any couple who made application. His hotel stood upon the dividing line between Virginia and Tennessee and elopers from one State had only to step into another room to be in another State and escape jurisdiction.

The wind coming in contact with the velocity of the locomotive sometimes almost blinds the engineer in bad weather. A number of Canadian railroads have lately adopted a mask shaped shield to overcome this difficulty. The shield is so shaped that as the air currents enter they are deflected downward thus affording a clear view through a space free from draft. The force of the wind is so effectively broken that it will not affect a burning match held in the back of the shield.

The clock at Hampton Court Palace, London, derived its unpleasant title of "the clock of death" by reason of a superstition that whenever any one long resident in the palace dies the clock immediately stops. It is on record that when James I. died the old timepiece was striking four and that it stopped almost before the last stroke sounded. Since that time it is said to have repeated this grisly proceeding each time a royal personage within its jurisdiction died. At any rate, the clock has an interesting history quite aside from this. It was the first astronomical timepiece made in England, being constructed in 1540 for Henry VIII. Thirty-two years ago it was brought out of a shed wherein it had lain neglected for nearly half a century, and by order of the then secretary of the office of works it was re-erected in the courtyard opposite the entrance to the state apartments.

WHEN WILL THE EMPIRE FALL?

When the last Scot has looked his last
On Scotia's heathered hills;
When the last tar on England's ships
Unto his death-call thrills;

When the last Celt in Erin's Isle
Lies prone on Erin's sod;
And Cambria's last brace hillman hails
The summons of his God;

When Canada's last stalwart son
Lies stark amid her snows;
When India's last proud Sikh has hurled
Defiance at her foes;

When the great Southern isles have given
Their eager, last recruit,
And Boer and Briton from the Veidt
Lie rigid, mangled, mute;

Yea, when Columbia's flag unfurls
No more at Freedom's call
Then, not till then, know foe, or friend,
Shall Britain's Empire fall!

—Sunshine.

Other Editors' Opinions

THE INCREASE IN THE PRICE OF BREAD.

The price of bread was increased one cent for a small and two cents for a large loaf by the local bakers on Monday, the new scale to go into effect at once. In taking this stand the bakers of Campbellford are only following the example of dealers everywhere throughout the country. There is ample reason for the increase. The price of ingredients used in the production of bread has been raised of late to such an extent that the bakers had no alternative but to put up their prices in order to save themselves from bankruptcy. Not only has flour and other ingredients gone up, but the same is true of labor employed in bread-making and distribution, as well as in every other line.

During the past two months the price of flour has risen over thirty-three per cent. The increase in the price of bread is less than seventeen per cent., so that the action of the bakers cannot be regarded as anything in the nature of extortion. It is but another condition due to the war which the public must patiently bear. The price of all other foodstuffs has gone up. Then why not bread? It has always, however, been the custom, for some reason that is not apparent, to object strenuously to any increase in the cost of such commodities as bread and milk, although any such increases may be inconsequential when compared to that of such articles as vegetables and meats.

It is remarkable that on the same day that the price of bread went up in Campbellford, Roumania decided to enter the war on the side of the Allies, a fact that will have a direct bearing on the other circumstance. Coincident with the move on the part of that Balkan kingdom, the price of wheat in Chicago dropped six cents a bushel. There are millions of bushels of this grain stored in Roumania, and it is figured that this supply will now be thrown upon the markets of the world. If this proves to be the case the price is likely to drop to a normal figure, and the cost of bread will be regulated accordingly.—Campbellford News.

SERVANTS TO BE SCARCER.

It behooves the girl who expects to marry this year to learn to cook and to take a few lessons in bed-making and this without regard to the income of the prospective bridegroom.

Servants have been scarce ever since the war began to check our immigration, but the reports from the agencies show that they are to be yet scarcer this winter. One agent says that Scandinavian girls are staying at home in the munition factories and earning more money than they ever dreamed of getting, without the trouble of immigration. Another agent points out that Americans, who used to go to Europe, are now living on country estates and paying wages which nobody but a millionaire can compete with. She cites a Long Island establishment, which keeps eight housemaids and pays them \$18 and \$18 a week. The usual rate along the Riverside Drive, according to this authority is not more than \$10 a week, wages which would be extremely high for Brooklyn. To meet this situation the only source of supply, which the war has not affected, is the colored house servants from the South, and there are not enough of them to go around.

The obvious effect of this shortage will be to increase the demand for apartments equipped to make the housework easy. There are still scrub-women to be had, and with the aid of these and a laundry the woman who does her own work can still go to her club or a matinee and have dinner ready against her husband's return at night. Such a life is not exactly domestic slavery, and thousands of women prefer it to the last century refuge of a boarding-house. In these the rates must go up to meet the rise of wages, another factor in the network of circumstances that tends to make New York a city of cliff-dwellers. Cliff-dwelling in a cliff with "all modern conveniences," has its high lights of satisfaction, and the chief objection which the philosopher sees to the present trend is its effect on the next generation. The single baby in an apartment may be a delight, but how about the old-fashioned family of six, or even three.—Oswego Falladium.

PLEASANT TIME DANCING.

The Johnstone Academy of dancing on Campbell street was ablaze with light last evening, the hall being now opened for the season. The cool weather is inducing the light footed folk to trip the light fantastic and last night a good number took the occasion to visit the new academy and spend a most delightful time.

ESTABLISHED

WIDELY PAID

TREK W VERY

Route March Common L of

If any one... the infantry... camp make a... announce something... come by every... the Heights.

Route marches... common lately... the troops have... hardened until... very best physio... now until they... training will be... ensure them being

The trek to Bel... planned, as it is... sanction, but offi... vined that it will

So far the detail... nite. The first... would be probabl... his side of Napas... another push on... econd day, and... miles would bring... ville. On Sunday... would be held and... men, so they cou... friends and relat... being planned for... officers and every... entertainment will... City of Belleville.

The... to the... another three... collect proceeds... and if this... the one to... the no... present fine physio

BELGIANS' DY... Mortality Figures... Says Report

Montreal, Sept... increasing on a... Death mows down... the girls especial... men. This mis... through all the... tres of the Waa... So reads a comm... by Mr. Maurice... Consul-General to... The other news... document is equa... plea is made for... enough to keep... keep them nouris... ward off the rav... which is spreading... the breaking down... unsupported by fo... Hospitals are B... and in the town of... there are 400 tub... This town has be... privied of meat... when the first di... tioned at 50 gram... week.

Bread! The cry... and is being ap... Belgian Relief Co... bread, that is all... though they are... cause of lack of... refuse to feed the... a local relief com... trict. And your co... to the Treasurer of... Hel. Committee, 58... Montreal.

DEATH OF M... Mrs. A. Wood, a... ident of the fourth... Glasgow died this... ly hour.

WILLIAM... William E. Tyr... passed away in the... Kingston on Sunday... forty-eight years... born in Kennebec... a prosperous farm... He was married. E... sent to Tamworth