ondon Advertiser

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don, Ont., Tuesday, March 22.

HOW TO END WAR.

think all of us must be asking elves frequently the question ither are we going after the umphant conclusion of that war hich was to make the world safe r civilization. It is hard to be- ve that those who were fighting de by side to save the civilization re now going to build navies ainst each other, if for no other reason, because it would be so ridiculous and so silly."

The above sentence is from the ecent disarmament statement by ord Lee, the first lord of the ritish admiralty. It voices the view f the great mass of people who are illing to give sane thought to the hole question of international rela- ions. How often have we heard hat phrase, "war to end war"—and elieved it, or at least hoped it was e. No doubt war could end war, about the same way that an over- wering outbreak of smallpox could d smallpox, or a universal epi- mic of typhus could end typhus— putting the larger part of the ce where they are unaffected by ther smallpox or typhus, namely, in eir graves.

The war that ended in 1918 did t end war. All it did was to put a eck on war. No nation in Europe day has enough strength left to nter upon another conflict. It will ake a generation, perhaps, to re- cuperate, and then, unless we change our attitude in the meantime, there will be another trial of strength, with the line-up of the contestants varying, probably, as the line-up has varied in the past. England fought France to the death for nearly 20 years before Waterloo, then fought by her side in the Crimea, was frankly indifferent in her attitude to France in 1870-71, but fought with her all through the years 1914 to 1918. England was hostile to the north during the civil war in the United States, backed the United States to the point of danger to her- self during the Spanish-American war, and had the United States as her ally in the closing years of the great war. So history varies the program.

The question is just as Lord Lee puts it—What are we going to do to prevent the possibility of some new dispute bringing nations that have been allies into attitudes of sus- picion and hostility? Unquestion- ably the danger point in the world today, as far as navies are con- cerned, lies in the big shipbuilding program of the United States. No one cares to intimate that that navy is being planned against Great Britain any more than it could prop- erly be intimated that Britain's navy is directed against the United States. It was Germany which, in the past, was the controlling factor in deter- mining the size and character of the British navy. The German navy exists no more, and Great Britain is plainly prepared to go far in the direction of reducing her strength at sea if the United States will meet her half-way. She has al- ready reduced it since Germany was defeated. As Lord Lee says point- edly, it is a time when "merely to talk of hands across the sea is not sufficient. We must have our heads across the sea, as well. It is not enough to talk about blood being thicker than water; what we want is that plain horse-sense which is characteristic of both countries." And he might have added that the opportunity will surely come when both nations will be called upon to show the honesty of their protesta- tions that they are working for the peace of the world. Humanity will be the judge.

OIL IN THE NORTH.

According to the report of noted experts, the Mackenzie Basin pos- sesses some of the richest oil wells in the world. Amazing figures are given to prove this, the most conser- vative indicating vast quantities of the precious fluid waiting to be tapped and piped. It is significant that in the great oil-producing com- panies have already commenced de- velopment on a stupendous scale.

The people of Canada will expect the Federal Government to so regu- late the industry that the nation shall benefit in a degree commen- surate with the richness of the re- sources. Apparently the oil fields of the Canadian arctic constitute a great national asset. The Govern- ment must see to it that the people, not monopolies, shall be the main beneficiaries of this splendid her- itage. The extent of the resources seem to call for especial legislation that will safeguard the interests of the public. Canada is piling up a tremendous national debt. Why not make the Mackenzie oil fields work to reduce this burden? The wealth that has been discovered can—if proper supervision is exercised at Ottawa—be made to give handsome returns to private enterprise, and at the same time turn a steady flow of gold into the public treasury.

CANADIAN NATIONAL PROSPECTS.

When the Grand Trunk Railway System is incorporated in the Cana- dian National Railways, the mile- age of government-owned railways in Canada will be 22,375, comprising more than 50 per cent of the rail- way mileage in Canada.

Writing in 1876 the preface to his history of the Intercolonial, Sir Sandford Fleming said:

"The Intercolonial Railway is national in his objects and character."

This great railway engineer was, at the time, engineer-in-chief to the Newfoundland, Intercolonial and Canadian Pacific Railways, the lat- ter being then projected as a Gov- ernment undertaking, and it is to this he refers in the last sentence of the preface, when he states that the completion of the work "realizes the national aspirations of half a cen- tury, by bringing within a few hours the old fortress of Halifax and the older citadel of Quebec, and which must form an important section of the railway, destined, ere long, to extend from east to west through the entire Dominion."

The words then spoken with con- fidence by a man experienced in achievement have been fulfilled, but in a manner quite different to that then in the mind of the writer. The Canadian Pacific became a privately- owned company, and is now the only competitor of the system that is "national in its objects and charac- ter," of which the Intercolonial is an important section.

Canada's main traffic arteries are built for some time to come—and the National system's immediate de- velopment will be largely internal—some branch lines will be required, but apart from these and connec- tions for operating economy, such as the Long Lake cut-off (that is, between the National, Transconti- nental and the Canadian Northern, east of Nipigon), there will be little additional mileage warranted in the near future.

The policy should naturally be to bring the physical properties of the National lines into excellent operat- ing position, meaning more than mere maintenance of line and equip- ment, and involving the bringing about of a proper balance of facili- ties, the removal of features that limit the capacity of certain sections of line, such as an inadequate ter- minal, which, when congested, may affect the operation of a division; putting in double track where re- quired, improving terminal equip- ment, and so on. This work is not spectacular, but will be reflected in the operating statement at the end of the year.

Work of this kind can only be un- dertaken on the assumption that the traffic will develop for which vari- ous sections of the National system were built, and, naturally, such de- velopment work may have to be dis- continued or postponed, when busi- ness conditions are depressed to the extent that these traffic possibilities seem remote. At the present time the business outlook is too uncertain to justify any large expenditure for equipping the lines of the National system to handle large increases in traffic. With possibly one or two local situations excepted, the National system has a capacity above the traffic to be immediately handled.

The monetary advantages of co- ordination are apt to be over- estimated by the public, who, seeing two ticket offices combined in one, at once jump to the conclusion that operating expenses are being cut in half. Unfortunately, the effect of such consolidation is limited to a very small percentage of the total operating expense. As has been be- fore stated elsewhere, the traffic expenses of Canadian railways are less than 2 per cent of the total. As a matter of fact, if the total ex- pense of the traffic department could be cut in half on all Canadian rail- ways, the saving would not be with- in a million dollars of meeting the recent 8 1-2 cents increase per hour for section forces wages. While the economies by co-ordination made up of small items aggregate quite a large sum, yet compared with the general wage increase, averaging more than $25 per man per month, which took effect throughout the year, the amount is negligible.

The increase referred to is, it is hoped, the last of a series of ad- vances of which the McAdoo award was the main feature, with its many supplements. The result is that the average wage of railway employees in Canada has advanced from the pre-war wage of $700 per annum to $1,700 per annum.

As long as lines have to be main- tained (and what lines can be aban- doned?) the maintenance charge re- mains; the equipment must also be kept up. Reductions in train service effect economies, but the cost of station service at outside points is not affected by the number of trains handled, but by the spread of hours of the staff as affecting overtime.

EDITORIAL NOTES.

Man used his red socks to flag train at Holland Landing. Some feat.

Can Saturday's election in Ward 4 be claimed a fulfillment of the Scripture, "A child shall lead them"?

Will England again see the famous Chamberlain monocle worn by the leader of the House of Commons? Will it be the famous son of a fam- ous sire?

LETTERS

QUESTIONS MR. CARVELL.

To the Editor of The Advertiser:

Noting great prominence which has been given Hon. F. B. Carvell and his statement regarding the McAdoo award, I am curious to know if you would give the same prominence to a few plain questions and comparisons on this subject.

Would Hon. Mr. Carvell carefully compare and give equal prominence to same (the award) which he and his compatriots in the Parliament voted themselves in compensation for their services (and still throw stones) at the wisdom of this award? Also how much income tax he has paid on the award granted from the people's money, and how much income tax has been col- lected due to salaries of over $2,000 received via or through the McAdoo award? This is not written to start any controversy, and I do not expect it to receive any prominence, let alone any answer from Mr. Carvell, for if truthfully and fully answered by him, the comparison would speak for itself.

J. W. McDONALD.

OTHERS' VIEWS

THE NEFARIOUS COMET.

[London Morning Post..]

The approach of the Pons Winnecke comet will doubtless cause disturbance in the minds of the superstitious, for through all the ages such celestial visit- ors have been feared as foretellers of disaster. The general belief of the past was summed up in the old rhyme:

"Eight things there be the comet brings
When it on high doth horrid range:
Wind, famine, plague, the death of kings,
War, earthquake, floods and direful change."

Modern believers in the ill-omen of comets wagged their heads eleven years ago, when the appearance of Halley's comet was followed by the death of King Edward.

AN EFFECT OF TAXES.

[Albany Journal.]

In connection with the approaching divorce suit of Jas. B. Stillman, presi- dent of the National City Bank of New York, one of his lawyers said he was ready to appear before Justice Mor- schauser and ask for the examination of Mr. Stillman or his bookkeeper, or both, to determine the exact amount of Mr. Stillman's gross and net incomes, for the guidance of the court in fixing the alimony. It has been stated that Mr. Stillman's former income of $800,000 a year has dwindled to about $220,000 yearly through the payment of income and other taxes, and his attorneys are expected to put this forward in an attempt to have alimony fixed in a smaller amount that the defendant has requested.

A PRINCE'S EDUCATION.

[London Daily Chronicle.]

Seven years ago the Prince of Wales was a subaltern; he is now a colonel, with a string of hard-earned war rib- bons. He has made strides towards approaching the record of his father, who is easily the most traveled of sov- ereigns in this or any other period; he has become a finished public speaker, and has changed from a shy youth into a young man with an intimate knowl- edge of everyday affairs, immensely popular wherever he goes.

JAPAN'S SWELLING POPULATION.

[St. John Globe.]

A census, the first ever made in Japan, shows a total population, in- cluding Korea, Formosa and Saghalien, of 77,005,112, of which Japan proper has 55,961,140. Tokio, the capital, was found to have a population of 2,173,162, and Osaka 1,252,972. A dozen other cities have populations ranging from 140,000 to over 600,000. The frequent refer- ences in newspaper reports to the sup- posed military and territorial aspira- tions of Japan, give this first census report a wide interest.

RAILWAY WAGES.

[Montreal Herald.]

In the Herald yesterday Mr. A. R. Mosher, grand president of the Canadian Brotherhood of Railway Employes, denied that the increase in the wage bills were the principal factor in the cost of railway operation, saying that in the case of Canada the reason was partly the increased cost of supplies, and the fact that the government fell heir to unfruitful enterprises.

It is evident that Mr. Mosher uses a different basis for arriving at his con- clusions from that used by those who argue the other way. For instance, the gross earnings of all the railways in 1919 were $382,976,901, while wages alone for 1919 represented a total of nearly $209,000,000.

Between 1899 and 1919 the ratio of operating expenses per train mile on Canadian lines increased from 65.4 to 89.3 although the carload was raised from 15.37 tons in 1917 to 23.46 tons in 1919, and the trainload from 260 tons to 442 tons.

These are significant figures. How does Mr. Mosher explain them? It is stated that the working rules under the McAddoo award are a great cause of waste, because under them much money is paid out for no work at all, or next to none. Is this the secret of the leak? It is important that the public should understand this matter. Perhaps Mr. Mosher will deal with the points here mentioned.

WHAT DO YOU KNOW ABOUT CANADA?

ANSWERS TO YESTERDAY'S QUESTIONS.

1—June 24, 1497, is the first ounstand- ing date in the history of Canada, for on this day John Cabot discover- ed the eastern coast of North Am- erica.

2—The British empire ranks first among the countries of the world in water power development, with about 60,000,000 horse power avail- able. Of this 81 per cent of the total developed water power is in Canada.

3—Quebec has 61 large lakes.

4—Canada's 1918 fruit exports valued $965,016.

5—Lord Strathcona raised and paid the cost of a contingent of 600 for the South African war, known as the Strathcona Horse.

6—Canada has received $3,000,000 for 156 libraries from the Carnegie corporation.

7—The Victory Loan (1917) totalled $398,000,000.

8—Ontario has the largest railway mileage (11,057 in 1918).

9—The Thompson River is so named in honor of its explorer, David Thompson, a trader, who crossed the Rockies by three passes on different occasions.

10—Privy councillors of Canada are given for life the title of "Honor- able."

TODAY'S QUESTIONS.

1—How long was Sir Wilfrid Laurier leader of the Liberal party of Can- ada?

2—How much longer is the main span of the Quebec bridge than that of the Forth bridge in Scotland?

3—How many miles of railway has the Yukon?

5—Where is magnesia sulphate found in Canada?

6—Where is the grave of Pauline John- son, the Indian poetess?

7—When was the Canada-Australia cable completed?

8—When was whale meat canned in Canada?

9—How many Dominion experimental stations has Prince Edward Island?

10—What is the title to be given the lieutenant-governors of the prov- inces?

EVERYTHING

GREY NIGHTS.

[Atlanta Constitution.]

I.

Oh, dreary nights, all ashen grey,
With never star or moon-lit ray
A-beaming down
O'er where the purple mountains tall
Stand darkly draped in somber pall
O'er meadows brown.

II.

Oh, bleak winds, weirdly whispering
Ye sadly pass, deep murmuring
As troubled wights—
As grieving for the days departed,
Sobbing, bereft, broken-hearted,
Throughout grey nights.

III.

Far upward toward the sullen skies,
In vain we peer, with questioning eyes,
For starry beam;
No light illumes the ashen grey,
No faintest hue of promised day,
No cheering gleam.

IV.

What though the stars and moon may hide
And night may hold? If Love abide
And Faith be fair.
Through gloomy mist, the stars will shine,
The golden moon her gold refine
And Light be everywhere.

TAX ON AMUSEMENTS.

[Jersey Post.]

"For beating your wife I will fine you £1 1s," said the judge.

"I don't know that I object to the pound, judge," said the prisoner, "but what is the shilling for?"

"That," said the judge, "is the tax on amusements."

SOME DAY.

[Ernest H. A. Home.]

Some day I'll go back to the little town,
To the little town that is far away,
When the wild bees burden the clover down,
And the air is filled with the scent of hay;
And I'll walk up its shady street
Till I come to the smithy door,
And there will be those I am longing to meet,
And I'll bid them good-bye nevermore.

Some day I'll go back to the little town,
Over the far horizon's rim,
Ere the leaves of the maples flutter down
And the feet grow tired and the eyes are dim;
And I'll turn to the hallowed place
That I left in the dear dead past,
And I'll know by the light on a gentle face
It is good to be home at last.

Some day I'll go back to the little town,
For I'm tired of the city's ways and noise,
And I'd be where the earth is clean and brown,
And the days are sweet with their simple joys;
And there I'll be glad to rest,
With those of whose love I am sure,
For I've found that the friends of my youth are the best—
And I'll never fare forth any more.

ALTERNATIVE.

[Exchange.]

There had been a difference of opinion in the preacher's family, in which 6-year-old Patricia thought she got the worst of it.

So at prayer time she was unhappy and resentful toward the world in gen- eral and her own ministerial family in particular.

But she knelt at her mother's knee, as usual, and went through her ordi- nary evening petition. Finally she added: "Oh, Lord, make all the bad people good!"

She paused for a moment, then, as an after thought, concluded:

"And, if you can, please make all the good people nice!"

DUTY.

[Richmond Times-Dispatch.]

Could I but do one worthy deed,
Or write one living line
To fill the measure of my need—
Could I but sow one faithful seed,
Then were contentment mine.
Could I but sing one living song
To banish mortal pain;
Could I but right one crying wrong,
Or help one living soul along,
I had not lived in vain.

So vast the universe, so cold
The peaks to which we climb,
So grey the skies, the stars so old!
So many sheep strayed from the fold,
And so swiftly fleeting Time!
Strive as I may, somehow it seems
That each succeeding sun
Finds me yet distant from my Dreams
On paths rock-strewn, with swollen streams,
And no day's journey done!

Yet I must carry on the fight,
Still I must do my best,
So when I pass from the Night
Into the Day, into the Light,
My weary soul may rest!

THE MODERN SPIRIT.

"Conservatives and reactionaries," said Max Eastman, the brilliant young reformer of New York, "claim that all social progress is based on selfishness. They declare that we must not uproot selfishness or the world will go to smash. In fact, they worship the sort of spirit that is typified in the Ike-and-Sol anec- dote.

"Ike and Sol were walking on the canal bank. They saw a notice board which said that a reward of $10 would be paid to any man who rescued another from drowning. It didn't take them long to agree that Ike should fall in, that Sol should rescue him, and that the reward should be divided fifty-fifty.

"So in went Ike. It was a good deal deeper than he'd expected to find it. However, with a lot of struggling he just managed to keep afloat.

"'Sol!' he gurgled. 'Come on! What's the matter with you? Hurry up! Save me!'

"But Sol hesitated.

"'Save me, Sol!' And Ike went down for the second time. When he came up Sol said to him:

"'Ike, I've been reading that notice again, and it says at the bottom, "Twenty dollars' reward for a dead body." Now, Ike, be reasonable.'"

EASTER FASHIONS
—SOUNDING A NEW PRICE NOTE—

Frocks Are Gay Expressions of Spring Joyousness

There are dozens of new spring models in silk or wool, with a dash that is so satisfying.

SERGE DRESSES

Beautifully embroidered, made of all-wool Botany serge, finished with silk cord girdle; sizes 16 to 42. Only **$15.00**

SERGE DRESSES

Beautifully trimmed with bugle beads both front and back, heavy silk girdle, in colors of navy and black; sizes 16 to 42. Only **$18.50**

EASTER SUITS

In all-wool Botany serge, silk lined, trimmed with silk military braid and buttons; skirt with pockets and separate belt; in colors of navy, brown and black. Special **$32.50**

BEAUTIFUL NEW VESTEES

Specially priced ..... **$1.95 and $2.25**
Easter Collar and Cuff Sets..... **$2.25**

A Magnificent Range of

LACE COLLARS

in the latest designs ...$1.50, $2, $2.25, $3

Gauntlet Kid Gloves for the new suit, in dark brown and grey, Per pair **$3.50**

EASTER LINENS

Pure Linen Tablecloths, size 66x66, bordered. Only **$3.98**

8-4 Pure Linen Tablecloths, choice designs **$7.50 and $8.50**

8x10 Pure Linen Tablecloths, round designs; wonderful values, **$10, $11.50, $12.50**

WEDNESDAY MORNING SPECIAL

100 Women's, Misses' and Children's Sweaters, Pullovers, Coats and Tuxedoes, Smocks and Middies. There are styles for any taste and colors to please every fancy; garments worth up to $8.00. Your choice Wednesday morning **$1.98**

BE SURE TO VISIT THE MILLINERY DEPARTMENT.
Better than ever is what the ladies say.

Bleached Damask, 54 inches. Special, per yard **65c**
72-inch Pure Linen Damask, $5.00 quality. Price **$3.00**
Union Bleached Damask. Per yard **$1.98**
Pure Linen Sets, 8x10 cloth, with one dozen napkins, round designs. Per set, **$25, $27.50, $30**

R. J. YOUNG & CO.

You Should Be the Same

A LARGE number of women's ailments are not surgical ones. Serious displacements or radical changes have not yet taken place.

A tiny part in a fine clock may become loose and cause the clock to gain or lose. If not attended to in time, the part may fall from its place and cause serious trouble. So it is with women's ailments, they start from simple causes; but if allowed to continue, produce serious conditions.

When the warning symptoms are first noted, take Lydia E. Pinkham's Vegetable Compound to relieve the present trouble- some ailment, and to prevent the development of serious trouble.

Kissock, Sask.—"My mother has taken Lydia E. Pinkham's Vege- table Compound and upon learning of my troubles advised me to try it, as I seemed all run down after the flu and had leucorrhoea very bad. I have taken Lydia E. Pinkham's Vegetable Compound and Lydia E. Pinkham's Blood Medicine and used the Sanitive Wash also Dr. Brown's Capsules and Prescription and am much better in every way. I am willing for you to use my letter as a testimonial as I recommend your medicines."—Mrs. IRENE NELSON, Kissock, Sask.

Hamilton, Ont.—"I have suffered for three years from a female trouble and consequent weakness, pain and irregu- larity which kept me in bed four or five days each month. I nearly went crazy with pains in my back, and for about a week at a time I could not do my work. I saw Lydia E. Pinkham's Vege- table Compound advertised in the Hamil- ton Spectator, and I took it. Now I have no pain and am quite regular. I keep house and do all my own work without any trouble."—Mrs. EMILY BEECROFT, 269 Victoria Ave. N., Hamilton, Ontario.

Many such letters prove the virtue of

Lydia E. Pinkham's Vegetable Compound

LYDIA E. PINKHAM MEDICINE CO. LYNN, MASS.

The Better The Brush, The Better The Shave.

Most men gladly pay $3, $4 or $5 for a razor because they want a quick, smooth, easy shave. Why not pay $3, $4 or $5 for the better grade of

TRADE SIMMS SET IN RUBBER SIMMS MARK

LATHER BRUSHES

and *make sure* that your daily shave will be quick, smooth, easy.

Look for the Simms Trade- mark on the brush you buy. Druggists, Hardware and Department Stores carry Simms Lather Brushes.

T. S. SIMMS & CO. LIMITED
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Makers of Better Brushes for 84 Years. 47L

Canadian Dollars *and* American Dollars *Are Just Alike*

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HOTEL BRISTOL

129-135 West 48th Street
NEW YORK

We accept Canadian money at par in payment of hotel accom- modations.

The favorite hotel for Canadian visitors. Centrally located in the heart of the theatre and shopping district; well regulated and perfectly appointed. Large, airy, comfortable rooms at very moderate prices.

Famous Table D'hote luncheon at 50 cents, and dinner at $1.00, featuring first class hotel stand- ards at moderate prices. Also a la carte.

T. ELLIOTT TOLSON

CONSTIPATION

Biliousness and Headaches quickly re- lieved by

FIG-LAX

No griping or inconvenience. 25c and 50c. At druggists.

GLASS OF SALTS CLEANS KIDNEYS

If Your Back Hurts or Blad- der Bothers You, Drink Lots of Water.

When your kidneys hurt and your back feels sore, don't get scared and proceed to load your stomach with a lot of drugs that excite the kidneys and irritate the entire urinary tract. Keep your kidneys clean like you keep your bowels clean, by flushing them with a mild, harmless salts which removes the body's urinous waste and stimulates them to their normal activity. The function of the kidneys is to filter the blood. In 24 hours they strain from it 500 grains of acid and waste, so we can readily understand the vital importance of keeping the kidneys active.

Drink lots of water—you can't drink too much; also get from any pharmacist about four ounces of Jad Salts; take a tablespoonful in a glass of water before breakfast each morning for a few days and your kidneys will act fine. This famous salts is made from the acid of grapes and lemon juice, combined with lithia, and has been used for genera- tions to clean and stimulate clogged kidneys; also to neutralize the acids in urine so it no longer is a source of irri- tation, thus ending bladder weakness.

Jad Salts is inexpensive; cannot in- jure; makes a delightful effervescent lithia-water drink which everyone should take now and then to keep their kid- neys clean and active. Try this, also keep up the water drinking, and no doubt you will wonder what became of your kidney trouble and backache.

London and Port Stanley Railway

Timetable Effective
Sunday, January 16, 1921.

TO ST. THOMAS—†5:00, †*5:10, 7:15, *8:15, 9:20, *10:20, 11:20 a.m., *12:20, *1:20, 2:20, *3:20, 4:20, *5:20, 6:20, *7:20 8:20, 9:20, *10:20, †11:20 p.m.

TO PORT STANLEY—†*6:10, *8:15, *10:20 a.m., *1:20, *5:20, *5:20, *7:20, *10:20 p.m.

*Limited London to St. Thomas.
†Daily except Sunday.
All trains stop at Glanworth.

SANTAL MIDY CAPSULES — Easy to Take-Quick to Relieve CATARRH of the BLADDER — Safe, Successful — Each Capsule bears name MIDY — Beware of counterfeits